

borough of Stockton-on-Tees and the township of Billingham, commencing by a junction with the existing tramway in Norton-road, Stockton-on-Tees, at a point 25 yards or thereabouts south of the intersection of the centre lines of Norton-road and Garbutt-street, passing along Garbutt-street, Port-rack-lane, Haverton Hill-road, Chilton's-lane and Port Clarence-road to near the Clarence Station Hotel, thence turning in a southerly direction and under the North Eastern Railway bridge and along the road leading to the Transporter Bridge and terminating in the last-mentioned road at a point 67 yards or thereabouts measured in a south-westerly direction from the south-east corner of the North Eastern Railway Company's station buildings at Port Clarence Station.

Tramway No. 1A.—In the township and borough of Stockton-on-Tees, commencing by a junction with the existing tramway in Norton-road at a point 30 yards or thereabouts north of the intersection of the centre lines of Garbutt-street and Norton-road and terminating by a junction with Tramway No. 1 in Garbutt-street at a point 25 yards or thereabouts east of the intersection of the centre lines of Norton-road and Garbutt-street.

3. The proposed tramways will be constructed on a gauge of 3 feet 7 inches, and it is not intended to run thereon carriages or trucks adapted for use on railways.

In the following instances the tramways will be laid along the several streets and roads hereinafter mentioned so that for a distance of 30 feet or upwards a less space than 9 ft. 6 ins. will intervene between the outside of the foot-path on the side or sides hereinafter mentioned of the street or road and the nearest rail of the tramway:—

Tramway No. 1.—In Garbutt-street on both sides from a point 8 yards measured in a northerly direction from the north-west corner of the Grammar School to a point 6 yards measured in an easterly direction from the east corner of Thorpe-street, and on both sides from a point 20 yards measured in an easterly direction from the south-east corner of Emanuel-street to a point 8 yards west of the centre of the North Eastern Railway crossing in Port-rack-lane.

In Port-rack-lane on both sides from a point 37 yards measured in a north-easterly direction from the centre of the railway crossing to a point 57 yards measured in a westerly direction from the north-west corner of Union-street, and on both sides from a point 41 yards east of the south-east corner of Cambridge-street to a point 60 yards west of the south-west corner of Walton-street, and on both sides from a point 106 yards measured in a westerly direction from the centre of the North Eastern Railway Bridge (Stockton to Haverton Hill Railway) to a point 40 yards west of the centre of the said bridge.

In Haverton Hill-road on both sides from a point 113 yards measured in a north-easterly direction from the centre of Lustrum Beck Bridge to a point 179 yards north-east of the centre of the said bridge, and on both sides from a point 33 yards measured in a north-easterly direction from the centre of Billingham Beck Bridge to a point 99 yards north-east of the said bridge, and on both

sides from a point 387 yards measured in a north-easterly direction from the centre of Billingham Beck Bridge to a point 453 yards north-east of the said bridge, and on both sides from a point 943 yards measured in a north-easterly direction from the centre of Billingham Beck Bridge to a point 1,009 yards north-east of the said bridge.

At the junction of Haverton Hill-road and Chilton's-lane on both sides from a point 35 yards measured along the Haverton Hill-road in a south-westerly direction from the south-east corner of Chilton's-lane to a point 103 yards measured in a westerly direction along Chilton's-lane from the centre of the railway bridge (Stockton to Haverton Hill Railway).

In Chilton's-lane on both sides from a point 209 yards measured in a south-westerly direction from the south-east corner of Victoria-street to a point 143 yards south-west of the said corner; and on both sides from a point 117 yards measured in a westerly direction from the entrance to St. John's Churchyard to a point 51 yards west of the said entrance; and on both sides from a point 100 yards west of the south-west corner of the Haverton Hill Arms Public House to a point 16 yards west of the said corner; and on both sides from a point 17 yards east of Pickering-street for a distance of 128 yards to a point opposite the south-west corner of Temperance-street.

In Port Clarence-road on both sides from a point 466 yards measured in a north-westerly direction from the south-west corner of the High Clarence School to a point 400 yards north-west of the said corner; and on both sides from a point 110 yards measured in a south-easterly direction from the south-east corner of the High Clarence School to a point 176 yards south-east of the said corner; and on both sides from a point 66 yards measured in a westerly direction from the south-east corner of the Clarence Station Hotel to a point 6 yards south of the said corner.

In Transporter Bridge-road on both sides from a point 17 yards south of the south-east corner of the Clarence Station Hotel to a point 100 yards measured in a southerly direction from the south-east corner of the said hotel along the road leading to the Transporter Bridge; and on both sides from a point 33 yards measured in a south-easterly direction from the entrance to Port Clarence Station for a distance of 74 yards to a point 67 yards measured in a south-westerly direction from the said entrance.

4. To empower the Corporation to work the existing tramways of the Imperial Tramways Company Limited in the borough so soon as they have been acquired by the Corporation and the tramways proposed to be authorized by the intended Act and any other tramways for the time being belonging to the Corporation (all of which are hereinafter referred to as "the Corporation tramways"), and to place and run carriages thereon, and to demand and take tolls, rates and charges in respect of the use of such carriages.

5. To empower the Corporation to make from time to time such crossings, passing places, sidings, loops, junctions and other works as may be necessary or convenient to the efficient working of the Corporation tramways or any of them, or for affording access to