

(In the following descriptions of the proposed tramways and works and narrow places all distances and lengths given are to be read as if the words "or thereabouts" had been inserted after each distance and length and where any distance is given from a particular side of a street the distance is to be taken as measured from a point at which the line of frontage of such street on the side indicated intersects or would if continued intersect the centre line of the street in which the tramway is intended to be laid and the places (if any) where any tramway will be laid along any street or road so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway are described as regards each tramway under the heading "Narrow Places.")

Description of Tramways.

Tramway No. 1.—A tramway commencing in High-street, Wrekenton, by a junction with Railway (No. 2) authorized by the Gateshead and District Light Railway Order, 1900, at its termination, proceeding thence in a north-easterly direction into, along and terminating in Springwell-road at the point at which that road is crossed by the boundary of the county borough of Gateshead (hereinafter called "the Borough").

Tramway No. 2.—A doubling of the existing tramways commencing in Durham-road by a

junction with the existing tramways at a point 50 feet measured in a southerly direction from the north-east corner of Durham-road and Shipcote-terrace, proceeding thence in a southerly direction along and terminating in Durham-road at the point at which that road is crossed by the boundary of the borough.

Tramway No. 3.—A tramway commencing in Bensham-road by a junction with the existing tramway authorized by and described as Tramway No. 5 in the Gateshead and District Tramways Act, 1899, at its termination, proceeding thence in a south-easterly direction into, along and terminating in Saltwell-road at a point 70 feet measured in a south-easterly direction from the north-west corner of the boundary wall of the Saltwell Cemetery.

The said tramways and works will be wholly situate in the parish and county borough of Gateshead, in the county of Durham, and are hereinafter referred to as "the proposed tramways."

Narrow Places.

It is not proposed to lay any of the proposed tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the street and the nearest rail of the tramway except at the places hereinafter described (that is to say) :—

No. of Tramway.	Road, Street or Place.	Side or Sides of Roads, Streets or Places.	Narrow Places.
1	Springwell-road	Both	From its commencement to a point 42 yards measured in an easterly direction along that road
1	Springwell-road	Both	From a point 89 yards measured in a westerly direction from the centre of the Ouston and Pelaw wagonway to the termination of the tramway
2	Durham-road ..	Both	Between points respectively situate 14 yards and 94 yards south of Albert-drive
2	Durham-road ..	Both	From Hutton-terrace to Kell's-lane
3	Saltwell-road ..	On the east side	From Hyde Park-street to Westminster-street
3	Saltwell-road ..	On the west side	From Trevethick-street to Brunel-street
3	Saltwell-road ..	Both	From Faraday-grove to a point 16 yards north of the north-west corner of the boundary wall of the Saltwell Cemetery

2. The proposed tramways will be constructed on a gauge of 4 feet 8½ inches or such other gauge as the Board of Trade may approve, and it is not intended to run on such tramways carriages or trucks adapted for use on railways.

3. To authorize the Company to enter upon and open the surface of and to alter and stop up, remove, alter the level of and otherwise interfere with streets, highways, public and private roadways, footways, footpaths, places, towpaths, pavements, railways, wagonways, rivers, water-courses, bridges, sewers, drains, water pipes, gas pipes, lamp-posts, pillar boxes and electric telegraphic and telephonic tubes, posts, wires and apparatus within the borough for the purpose of

constructing, maintaining, repairing, renewing, substituting single lines for double lines or double lines for single lines, altering or reinstating the proposed tramways or substituting others in their place or for other the purposes of the Bill, and to straighten or set back the edge or kerb of the footpath, footway or pavement on both sides or any side of any street or road in or along which any of the proposed tramways will be laid.

4. To enable the Company for all or any of the purposes of the Bill and for the general purposes of their undertaking to purchase or acquire and to hold lands, houses, buildings and other property or to take easements over or in connection therewith, and to erect and hold offices, buildings,