

water which may be impounded in the Cwm-tillery reservoir, or by any other of the water-works of the Council, and to enforce the provisions of the Rivers Pollution Prevention Act, 1876.

To authorize the Council to enter into and carry into effect agreements and arrangements with Lancaster's Steam Coal Collieries Limited, the South Wales Colliery Company Limited and the Blaenavon Company Limited, or any one or more of those Companies, or any other Company, body or person with respect to all or any of the matters aforesaid, and to sanction or confirm any such agreements as have been or may be made between the Council and the said Companies, bodies or persons.

To authorize the Council and any other Local Authority, Company, body or person within or beyond the Council's district from time to time to enter into and carry into effect contracts and arrangements for the supply of water in bulk by or to the Council on such terms and conditions as the Council and such Local Authority, Company, body or person may agree upon.

The Bill will vary or extinguish all such rights and privileges as would in anywise interfere with its objects, and will or may incorporate with itself all or some of the provisions of the Water-works Clauses Acts, 1847 and 1863, the Public Health Acts, and the Local Loans Acts, and will repeal, alter and amend, so far as may be necessary for the purposes aforesaid, the Abertillery Local Board (Gas and Water) Act, 1894, and the Abertillery Urban District Council Act, 1902, and any other Act directly or indirectly affecting the Council.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 17th day of December, 1904.

Dated this 15th day of November, 1904.

J. A. SHEPARD and SON, Abertillery, Solicitors.

LEWIN, GREGORY and ANDERSON, 6, The Sanctuary, Westminster, Parliamentary Agents.

Board of Trade.—Session 1905.

#### LUTON CORPORATION TRAMWAYS.

(Construction of Tramways; Gauge; Motive Power; Power to Corporation to Work Tramways; Leasing; Tolls, Rates and Charges; the Borrowing of Money; Incorporation and Amendment of Acts; and other matters.)

**N**OTICE is hereby given, that the Mayor, Aldermen and Burgesses of the borough of Luton (hereinafter called "the Corporation") intend to apply to the Board of Trade, on or before the 23rd day of December, 1904, for a Provisional Order (hereinafter called "the Order"), to be confirmed by Parliament for all or some of the following amongst other purposes (that is to say):—

1. To authorize the Corporation to construct and maintain in the borough and parish of Luton, in the county of Bedford, the tramways herein-after described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings, passing-places, stables, carriage houses, sheds, buildings, works and conveniences connected therewith respectively.

The tramways proposed to be authorized are wholly situate in the parish and borough of Luton, and are as follows:—

#### Tramway No. 1.

Situate wholly in Dunstable-road, commencing at the borough boundary at a point opposite to the eastern boundary fence of the cottages and premises known as "The Firs," and terminating at a point opposite to the western frontage line of Beech-road.

Tramway No. 1 will be laid as a single line, except at the following places, where it will be double:—

(a) Between points respectively 1 chain and 4 chains east of the commencement of the tramway;

(b) From a point opposite the eastern boundary fence of the private road leading to Maiden Common Farm for a distance of 3 chains, measured in an easterly direction;

(c) Between points respectively 0.5 chain and 3.5 chains west of the westerly corner of the footpath leading from Dunstable-road past the Children's Home to the Gasworks in Dunstable-road.

#### Tramway No. 2.

Commencing in Leagrave-road at the borough boundary thence proceeding in an easterly direction along Leagrave-road, Dunstable-road, Upper George-street, George-street, Park-square, and Park-street to and terminating in Park-road at the intersection of the centre lines of Park-road and Trapps-lane.

Tramway No. 2 will be laid as a single line except at the following places where it will be double:—

(a) In Leagrave-road between points respectively 1 chain and 4 chains east of the commencement of the tramway;

(b) In Leagrave-road between points respectively 1.5 chains and 4.5 chains north-west of the northern side of the bridge carrying the Midland Railway over the Leagrave-road;

(c) In Dunstable-road from the intersection of the centre lines of Leagrave-road and Dunstable-road for a distance of 3 chains, measured in an easterly direction;

(d) In Dunstable-road between points respectively 0.35 chain and 3.35 chains east of the intersection of the centre lines of Dunstable-road and Francis-street;

(e) In Dunstable-road from the intersection of the centre lines of Cardigan-street and Dunstable-road for a distance of 3 chains measured in a north-easterly direction;

(f) In George-street from a point of 0.80 chain north-west of the north-western corner of Wellington-street to a point 0.30 chain west of the intersection of the centre lines of George-street and Bute-street;

(g) In George-street from a point 0.15 chain east of the intersection of the centre lines of George-street and Adelaide-terrace to a point 0.25 chain north-east of the intersection of the centre lines of George-street and Cheapside;

(h) In Park-square between points respectively 0.60 chain west and 1.25 chains east of the intersection of the centre lines of Park-square and Park-lane;

(i) In Park-street from a point 0.30 chain north-west of the intersection of the centre lines of St. Ann's-lane and Park-street for a distance of 2.70 chains measured in a south-easterly direction;

(k) In Park-street from a point 1.65 chains south-east of the intersection of the centre lines of Park-street and East-avenue to a point 0.70 chain south-east of the intersection of