

(b) In Leagrave-road from a point 5 chains north-west of the northern parapet of the Bridge carrying the Midland railway over Leagrave-road to a point 0.50 chain south-east of the southern parapet of the said bridge.

(c) In Dunstable-road, from a point 0.70 chain east of the intersection of the centre lines of Beech-road and Dunstable-road to a point 0.35 chain west of the intersection of the centre lines of Ivy-road and Dunstable-road.

(d) In Dunstable-road from a point opposite the westerly boundary wall of the Luton Gasworks, Francis-street, for a distance of 3 chains measured in an easterly direction.

(e) In Dunstable-road from a point 1.5 chains west of the westerly parapet of the bridge carrying the Great Northern Railway over Dunstable-road to a point 0.30 chain west of the intersection of the centre lines of Dallow-road and Dunstable-road.

(f) In Dunstable-road from the intersection of the centre lines of Cardigan-street and Dunstable-road for a distance of 2 chains measured in an easterly direction.

(g) In Upper George-street from the intersection of the centre lines of Dunstable-place and Upper George-street to a point 0.30 chain south-west of the westerly corner of the Townhall.

(h) In George-street from a point opposite the south-easterly frontage line of Adelaide-terrace to a point opposite the south-easterly corner of Cheapside.

(i) In Park-square from a point 0.5 chain south-west of the south-westerly corner of Park-lane to a point opposite the passage adjoining the premises No. 4 in Park-square.

(k) In Park-road from a point 5.5 chains south-east of the intersection of the centre lines of Osborne-road and Park-road to a point 1 chain north-west of the termination of the tramway.

Tramway No. 3.

(a) In New Bedford-road from a point 1 chain north of the intersection of the centre lines of New Bedford-road and the private road leading to the premises known as "The Mount" for a distance of 3 chains measured in a northerly direction.

(b) In New Bedford-road from a point 0.75 chain north of the intersection of the centre lines of Studley-road and New Bedford-road for a distance of 3 chains measured in a northerly direction.

(c) In New Bedford-road from a point 2.5 chains north of the southerly boundary fence of the Gelatine Works for a distance of 3 chains measured in a northerly direction.

(d) In New Bedford-road from the intersection of the centre lines of New Bedford-road and the River Lea, where it crosses New Bedford-road opposite the cottage, known as "Pump House" for a distance of 3 chains measured in a northerly direction.

Tramway No. 4.

(a) In Midland-road from a point 2.00 chains east of the intersection of the centre lines of Dudley-street and Midland-road for a distance of 0.55 chain measured in an easterly direction.

(b) In Hightown-road from a point 0.5 chain north of the south-westerly corner of the Railway Inn Public-house to a point 0.75 chain north-east of the intersection of the centre lines of York-street and Hightown-road.

(c) In Hightown-road from a point 0.85 chain north-east of the intersection of the centre lines of Charles-street and Hightown-

road for a distance of 3 chains measured in a north-easterly direction.

(d) In Hightown-road from the intersection of the centre lines of Jubilee-street and Hightown-road to a point 0.75 chain south-west of the lamp-post and refuge column at the junction of Hightown-road and Hitchin-road.

(e) In Hitchin-road from a point opposite the south-easterly side of the cottage known as No. 2, Round Green, for a distance of 3 chains measured in a south-easterly direction.

Tramway No. 5.

(a) In Chapel-street from a point opposite the northerly side of the London and County Bank to a point 0.75 chain south of the intersection of the centre lines of Chapel-street and Elizabeth-street.

(b) In Windsor-street from a point opposite the north-easterly corner of South-road to a point in line with the westerly side of Castle-street.

(c) In London-road from the intersection of the centre lines of Castle-street and London-road for a distance of 3 chains, measured in a southerly direction.

(d) In London-road from a point 0.25 chain south-west of the south-westerly corner of the premises known as "Kinaere Hill" for a distance of 3 chains, measured in a southerly direction.

2. The intended tramways are proposed to be constructed on a gauge of 3 feet 6 inches or such other gauge as may be determined and it is not intended to run various carriages and trucks adapted to run on railways.

3. To empower the Corporation for all or any of the purposes of the Order to stop, break up, alter, remove and interfere with, temporarily or permanently, public and private streets, roads, highways, tramways, bridges, rivers, streams, water-courses, footways, sewers, drains, gas and water mains, electric lighting mains or boxes, pipes, tubes, and telegraph, telephone, and other apparatus.

4. To empower the Corporation to make from time to time such crossings, passing places, sidings, loops, junctions, and other works in addition to those specified herein as may be necessary or convenient for the working of the tramways or for forming junctions or communications with the tramways or light railways of any other authority, company or person, to take up and remove from time to time any of the tramways or of any part thereof, and to relay the same in such part of the road as the Corporation think fit; to lay down double in lieu of single or interlacing lines and single in lieu of double or interlacing lines, or interlacing lines in lieu of double or single lines, and from time to time when, by reason of the execution of any work in or the alteration of any road in which any tramway is or shall be laid, it is necessary or expedient so to do, to alter, remove, or discontinue all or any of such tramway and to make and lay down in the same or any adjacent road a substituted tramway or substituted tramways.

5. To provide that so much of section 34 of the Tramways Act, 1870, as limits the extent of any carriages used on any tramway beyond the outer edge of the wheels of such carriages, shall not apply to carriages used on the said intended tramways.

6. To empower the Corporation from time to time to work any tramways for the time being belonging to them by animal power, and by any mechanical power (including in that expression electric and any other motive power not being animal power); and partly by one power and partly by another, and for that purpose to erect,