

vene between the outside of the footpath and the nearest rail of the tramway:—

Tramway No. 2.—In Moor-road, on both sides for the whole length of the tramway.

Tramway No. 4.—In Balm-road and Moor-road, on the westerly and northerly sides thereof respectively, from the commencement of the tramway to the junction of Moor-road with Lower Carr-street. In Moor-road, on the southerly side thereof from its junction with Belle Isle-road to a point 30 feet west of its junction with Lower Carr-street.

5. The proposed tramways are intended to be constructed on a gauge of 4 feet 8½ inches or such other gauge as may be approved by the Board of Trade. The motive power proposed to be employed upon the tramways will be animal power, or electrical, steam, or other power not being animal power, or partly one such power and partly another. It is proposed to run carriages adapted for use on railways on the tramways or some of them, and to amend the Leeds Corporation (Consolidation) Act, 1905, in this respect.

6. To provide that the tramways and works authorized by the Bill shall form part of the tramway undertaking of the Corporation, and to extend and apply thereto all or some of the provisions contained in the Leeds Corporation Acts, 1901 to 1914, and the enactments incorporated therewith respectively.

7. To confer further powers upon the Corporation for the regulation of persons traveling in their tramcars or waiting to enter the same and to enable them to make bye-laws in regard thereto.

8. To empower the Corporation to make and maintain the following works in the township of Hunslet, in the city, together with all necessary and proper approaches, junctions, abutments, embankments, arches, steps, sewers, drains, culverts, works and conveniences connected therewith or incidental thereto, namely:—

Street Work No. 1.—A widening of Jack-lane, on the north-easterly and south-westerly sides thereof, commencing at its junction with Dewsbury-road and terminating at the public footpath leading from Jack-lane to Gold-street.

Street Work No. 2.—A new street (being a diversion of an intended street, not yet constructed), together with a footbridge and footpath, being a diversion of an existing footbridge over the Midland Railway and footpath, commencing in Jack-lane at a point 15 feet measured in a south-easterly direction from the north-east corner of the Picture Theatre, and terminating at Moor-crescent at a point 93 feet or thereabout from the junction of Moor-crescent and Craven-gate, measured in a north-easterly direction.

Street Work No. 3.—A diversion of Moor-crescent, commencing at the bend of that crescent at a point 100 feet measured in an easterly direction from the junction of Craven-gate and Moor-crescent and terminating at the junction of Moor-crescent with Moor-road.

Street Work No. 4.—A diversion of Burton-row and Longroyd-terrace, commencing at a point in Burton-row opposite to the centre of Back Longroyd-terrace, and terminating in Longroyd-terrace at a point 130 feet or thereabout from the point of

commencement measured in a straight line in a southerly direction.

9. To empower the Corporation to make and maintain the waterworks hereinafter described in the township of Holbeck, in the city, and in the said township of Middleton (that is to say):—

(A) A pump house and pumps in the township of Holbeck, adjacent to the Dewsbury-road Reservoir of the Corporation in Gipsy-lane, the southern corner being at a point 5 chains or thereabout measured in a southerly direction from the north-west corner of the house known as Pit Hills in Gipsy-lane.

(B) A conduit consisting of one or more lines of pipes in the townships of Holbeck and Middleton, commencing by a junction with the proposed pumps (Work A) and terminating by junctions with the proposed water tower (Work C) and the existing Middleton Reservoir.

(C) A water tower to be called the Middleton Water Tower, in the township of Middleton in the Middleton Wood, numbered 90 on the  $\frac{1}{2500}$  Ordnance Map of that township (1908 Edition), Sheet No. CCXXXIII.-1, the centre being at a point 1.13 chains or thereabout measured in a north-westerly direction from the south-western boundary of the existing Middleton Reservoir, the wall thereof being 0.30 chain or thereabout from the centre.

10. To authorize the Corporation to purchase or acquire the existing covered reservoir and works known as the Middleton Reservoir and belonging to the Hunslet Rural District Council, situate in the township of Middleton within the Middleton Wood, and marked 114A on  $\frac{1}{2500}$  Ordnance Map, No. CCXXXIII.-1, 1908 Edition, and all other the waterworks, mains, valves, washouts, hydrants and other works and apparatus belonging to the Hunslet Rural District Council, and connected with or used for the water supply of the township of Middleton upon and subject to such terms and conditions as may be stated in the Bill or ascertained thereunder, and to empower the Corporation and the Hunslet Rural District Council to enter into and carry into effect agreements relative to the matters aforesaid.

11. To empower the Corporation in connection with the works or otherwise in connection with their water undertaking to make and maintain cuts, channels, catchwaters, aqueducts, culverts, tunnels, shafts, drains, junctions, discharge-pipes, sluices, bywashes, weirs, gauges, tanks, basins, filter-beds, filters, embankments, dams, retaining walls, bridges, roads, tramroads, approaches, telegraphic and telephonic apparatus, valves, machinery, meters, recording houses, buildings, appliances, apparatus and conveniences.

12. To constitute the proposed waterworks part of the water undertaking of the Corporation, and to extend and apply thereto all or some of the provisions of the Leeds Corporation Acts, 1901 to 1914, with such modifications as may be indicated in the Bill.

13. To empower the Corporation to deviate laterally and vertically from the lines and levels of the works shown on the deposited plans and sections.

14. To empower the Corporation to stop up, extinguish all rights of way over, and appropriate the sites of the roads and footpaths to be diverted under the powers of the Bill,