

A Railway (No. 10) Speke Road, Garston and Dodd's Lane (1 mile 1 furlong 8 chains or thereabouts in length).

Commencing in Speke Road Garston, by a junction with Railway (No. 9) at a point 0.5 chain north-east of Arthur Street passing along Speke Road and Dodd's Lane and terminating in that Lane at a point 2 chains west of the new road in continuation of Hill-foot Road, Speke.

A Railway (No. 11) Church Road and Banks Road, Garston (7 furlongs 3.5 chains or thereabouts in length).

Commencing in St. Mary's Road, Garston, by a junction with the existing tramway at a point 1 chain west of Church Road passing along Church Road Banks Road and Speke Road and terminating in that road by a junction with Railway (No. 10) at a point 0.5 chain north-west of Banks Road.

The Order will confer on the Corporation all necessary powers for the construction of such railways including the compulsory acquisition of lands and will empower the Corporation to borrow money for and apply their corporate funds and rates to the purposes of the Order.

Dated this 27th day of May 1935.

For the Lord Mayor Aldermen and Citizens of the City of Liverpool (Promoters of the Order).

WALTER MOON, Town Clerk, Liverpool.

SHERWOOD AND Co., 22, Abingdon Street, Westminster, S.W.1, Parliamentary Agents.

STALYBRIDGE, HYDE, MOSSLEY AND DUKINFIELD TRAMWAYS (CESSER OF POWERS) ORDER, 1935.

WHEREAS by the Stalybridge Hyde Mossley and Dukinfield Tramways and Electricity Board Act 1901 (hereinafter referred to as "the Act of 1901") the Stalybridge Hyde Mossley and Dukinfield Tramways and Electricity Board (hereinafter referred to as "the Board") were authorised to construct and have constructed and opened for traffic certain tramways including the tramways in the borough of Mossley in the County Palatine of Lancaster described in the Schedule hereto and hereinafter referred to as "the abandoned tramways."

And whereas Part III of the Tramways Act, 1870 (except Section 43 thereof) is incorporated with the Act of 1901 and in the said Part III it is enacted by Section 41 inter alia as follows:—

"If at any time after the opening of any tramway in any district for traffic the promoters discontinue the working of such tramway, or of any part thereof, for the space of three calendar months (such discontinuance not being occasioned by circumstances beyond the control of such promoters for which purpose the want of sufficient funds shall not be considered a circumstance beyond their control) and such discontinuance is proved to the satisfaction of the Board of

Trade, the said Board, if they think fit, may by order declare that the powers of the promoters in respect of such tramway or the part thereof so discontinued shall, from the date of such order, be at an end, and thereupon the said powers of the promoters shall cease and determine, unless the same are purchased by the local authority in manner by this Act provided."

And whereas by virtue of the Ministry of Transport Act 1919 and the Ministry of Transport (Board of Trade Exception of Powers) Order 1919, the powers and duties of the Board of Trade under the said Section 41 of the Tramways Act 1870 have been transferred to the Minister of Transport.

And whereas the Board have applied to the Minister of Transport for an Order under the said Section 41 of the Tramways Act, 1870, declaring that the powers of the Board in respect of the abandoned tramways shall be at an end and it has been proved to the satisfaction of the Minister of Transport that the working of the abandoned tramways has been discontinued for the space of three calendar months.

Now therefore the Minister of Transport in exercise of the powers in that behalf conferred on him by the said Section 41 of the Tramways Act 1870, hereby orders and declares that the powers of the Board in respect of the abandoned tramways shall from the date of this Order be at an end.

This Order may be cited as the Stalybridge Hyde Mossley and Dukinfield Tramways (Cesser of Powers) Order, 1935.

SCHEDULE.

Tramways authorised by the Act of 1901.

(a) So much of Tramway No. 1 as is situate in Manchester Road between the junction of that road with Stamford Road and the boundary of the borough of Mossley near Shadworth Lane.

(b) Tramway No. 2 situate in Manchester Road, Egmont Street and Stayley Road.

(c) Tramway No. 3 situate in Manchester Road, Stamford Road and Stamford Street.

(d) So much of Tramway No. 4 as was constructed and is situate in Stockport Road between the junction of that road with Stamford Street and the Haddens Public House.

Given under the seal of the Minister of Transport this thirteenth day of May 1935.

E. W. ROWNTREE,

Assistant Secretary,

L.S. 7851

Ministry of Transport.

F.G.T.

(011)

NORTH RIDING OF YORKSHIRE COUNTY COUNCIL,

NOTICE is hereby given that (1) on the 18th day of May, 1935, the Minister of Health notified his approval of the resolution of the North Riding of Yorkshire County Council dated the 6th day of March, 1935, deciding to prepare a Planning Scheme for the Administrative County of the North Riding of Yorkshire (excluding so much of the