

Order 1879 (hereinafter referred to as "the Dewsbury Batley and Birstal Orders");

(ii) The Batley Corporation Tramways Order 1900 (hereinafter referred to as "the Batley Order"); and

(iii) The Spen Valley Light Railway Order 1901, the Spen Valley Light Railway (Extensions) Order 1901 and the Spen Valley and Morley Light Railways (Extensions) Order 1902 (hereinafter referred to as "the Spen Valley Orders");

all of which said Orders are hereinafter referred to as "the existing Orders."

(iv) The Dewsbury Batley and Birstal Tramways Act 1903 (hereinafter referred to as "the Act of 1903").

Repeal of powers, obligations and liabilities of the Company and of the British Electric Traction Company Limited (hereinafter referred to as "the B.E.T. Company") and of any local authority or highway authority with respect to such of the tramways and light railways authorised by the existing Orders or the Act of 1903 as have not been constructed or have been constructed and since removed or are not being worked; Revocation of agreements between the Company and the B.E.T. Company or either of them and the Batley Corporation, the Dewsbury Corporation and the respective Urban District Councils of Batley, Birstal, Heckmondwike and Spenborough or their predecessors or any of them or between any one or more of those Companies, Corporations and Councils and any other company authority body or person with respect to such tramways and light railways; Removal by Batley Corporation of Tramways Nos. 3 and 3A authorised by the Batley Order and the rails, paving setts and equipment thereof;

Powers to and obligations on the Company and provisions with respect to abandonment and discontinuance of working of the tramways and light railways constructed and now being worked under the Dewsbury Batley and Birstal Orders, the Batley Order and the Spen Valley Orders (which tramway and light railway are hereinafter respectively referred to as "the Dewsbury Batley and Birstal tramways" "the Batley tramways" and "the Spen Valley tramways" and collectively as "the existing tramways");

Taking up, removal or non removal, sale and disposal of rails, paving setts and tramway equipment; User of equipment by purchasers; Re-instatement of roads &c., and provisions relating thereto; Provisions as to the authority or body by whom such removal of rails paving setts and equipment and re-instatement of roads &c. shall be effected and as to payment and recovery of costs thereof; Repeal of powers obligations and liabilities of the Company and the B.E.T. Company with respect to abandoned tramways and the rails paving setts and equipment thereof not removed and as to road maintenance &c. and taking of supply of electricity for purposes of abandoned tramways; Repeal of powers liabilities and obligations of aforesaid Corporations and Councils where owning any of the abandoned tramways with respect to running of tramway services; Provisions as to outstanding loans of said Corporations and Councils relating to

their respective tramways or tramway undertakings; Repeal of rights of local authorities to purchase Spen Valley tramways.

Continuance, alteration, amendment, revocation, &c. of the leases to the B.E.T. Company or the Company of such of the existing tramways as are not owned by the Company; Payments by the Company to the lessors; Revocation, alteration, extension &c., of Agreements &c.; Agreements between the Company, the tramway owners, local authorities and highway authorities with respect to abandonment of existing tramways, taking up, removal or non-removal of rails, paving setts and equipment; Re-instatement of roads &c.; Agreements between the Company and the aforesaid Corporations and Councils with respect to road transport services &c., and sharing of profits &c.

Batley Corporation generating station.

Repeal of powers, liabilities &c., of Dewsbury Corporation in regard to tramways authorised by Dewsbury Corporation Tramways Orders 1911 and 1912, and Dewsbury Corporation Act 1915, and revocation of Agreement scheduled to said Act of 1915.

Repeal, amendment &c. of existing Orders, Act of 1903, &c.

On and after the 4th December, 1930, a copy of the Bill may be inspected and copies thereof obtained at a price not exceeding two shillings and sixpence each in London at the Offices of the undermentioned Solicitors and Parliamentary Agents and in Yorkshire at the Tramways Offices, Savile Town, Dewsbury.

A Notice stating more fully the objects of the Bill has been or will be published in the Morning Post of the 3rd December, 1930 and 10th December, 1930, and the Yorkshire Post of the 4th December, 1930 and 11th December, 1930.

Dated this 8th day of December, 1930.

SYDNEY MORSE AND Co., Alder House, Aldersgate Street, London, E.C. 1, Solicitors for the Bill.

REES AND FRERES, 7, Victoria Street, Westminster, S.W. 1, Parliamentary (229) Agents.

In Parliament.—Session 1930-31.

#### NEW JUNCTION CANAL.

THE Undertakers of the Aire and Calder Navigation and the Sheffield and South Yorkshire Navigation Company acting by the Aire and Calder and River Dun Navigations Joint Committee have applied to Parliament in the present Session for a Bill with the above mentioned short title and of which the principal subject matters are:—

Alteration and increase of tolls and charges authorised to be charged in respect of the Canal known as "the New Junction Canal" constructed under the powers of the Aire and Calder and River Dun Navigations Junction Canal Act 1891; Revision of tolls and charges.

Amendment of Canal Tolls and Charges (New Junction Canal) Order 1907.