

Tramway No. 4 (Part of). (Marybone, Gardners Row, Bevington Bush and Bevington Hill);

Tramway No. 6 (Brownlow Hill);

Tramway No. 6a (Junction between Brownlow Hill and Paddington).

Every company corporation or person desirous of making any representation to the Ministry of Transport or of bringing before them any objection respecting the application may do so by letter addressed to the Assistant Secretary, Secretarial Department, Ministry of Transport, 6, Whitehall Gardens, London, S.W. 1, on or before the 21st day of April, 1931, and copies of such representations or objections must at the same time be sent to the undermentioned Town Clerk or Parliamentary Agents on behalf of the Corporation. In forwarding to the Ministry of Transport such representations or objections the objectors or their Agents should state that a copy of the same has been sent to the Corporation or their Agents.

Dated the 30th day of March, 1931.

WALTER MOON, Town Clerk, Liverpool.

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

SHROPSHIRE UNION CANALS.

ABANDONMENT OF PART OF THE SHREWSBURY CANAL.

In the Matter of the Railway and Canal Traffic Act, 1888, and of an application made by the Oakengates Urban District Council for a Warrant authorising the abandonment of a certain portion of the Shrewsbury Canal Navigation.

WARRANT OF ABANDONMENT.

Whereas by Section 45 Sub-section (1) of the Railway and Canal Traffic Act, 1888, it is enacted that where, on the application of any local authority it appears to the Board of Trade that any canal or part of a canal has for at least three years previously to the making of the application been disused for navigation, the Board of Trade may by warrant signed by their Secretary authorise the abandonment by the existing proprietors of such derelict canal.

And whereas it is enacted by Section 3 of the Regulation of Railways Act, 1873, as applicable to the said Section 45 of the Railway and Canal Traffic Act, 1888, pursuant to Sections 1 and 55 of that Act, that the term "canal" includes any navigation which has been made under or upon which tolls may be levied by authority of Parliament, and also the wharves and landing places of and belonging to such canal or navigation and used for the purposes of public traffic.

And whereas by Section 2, Sub-section (1) of the Ministry of Transport Act, 1919, and the Ministry of Transport (Board of Trade Exception of Powers) Order, 1919, the powers of the Board of Trade in relation to canal under-

takings were transferred to the Minister of Transport.

And whereas by a public Act of Parliament 33 Geo. III cap. 113 a Company was incorporated by the name of "The Company of Proprietors of the Shrewsbury Canal Navigation," and was empowered to make and maintain a canal herein called the Shrewsbury Canal Navigation from the North End of the Shropshire Canal in the Township of Wrockwardine Wood, in the County of Salop to the Town of Shrewsbury in the said County.

And whereas the Shrewsbury Canal Navigation was made accordingly and subsequently was vested in the Shropshire Union Railways and Canal Company by virtue of the Shropshire Union Railways and Canal, Shrewsbury and Stafford Railway Act, 1846.

And whereas under the provisions of the Shropshire Union Railways and Canal Lease Act, 1847, the Undertaking of the Shropshire Union Railways and Canal Company was leased in perpetuity to the London and North Western Railway Company.

And whereas under the provisions of the Railways Act, 1921, the London and North Western Railway Company now forms part of the London, Midland and Scottish Railway Company, and the latter Company have absorbed the Shropshire Union Railways and Canal Company.

And whereas the Oakengates Urban District Council are a local authority within the meaning and for the purposes of the said Section 45 of the Railway and Canal Traffic Act, 1888, and the said Council have made application to the Minister of Transport pursuant to that Section for a warrant authorising the abandonment of the portion of the Shrewsbury Canal Navigation hereinafter described on the ground that the same has for at least three years been disused for navigation, and it appears to the Minister of Transport that the representations contained in such application are correct.

Now therefore in pursuance of the powers conferred upon him by Section 45 of the Railway and Canal Traffic Act, 1888, the Minister of Transport does hereby authorise the abandonment by the London, Midland and Scottish Railway Company of part of the said Shrewsbury Canal Navigation, namely, the bed or site of so much of the waterway of the said canal as extends from the bottom of Trench Incline in the Parish of Wombridge and Urban District of Oakengates to the point where the said Canal meets the eastern boundary of the Parish of Wrockwardine Wood in the said Urban District of Oakengates, a distance of about 500 feet measured along the said Canal eastwards of the bridge carrying Furnace Lane over the said Canal, together with all wharves, buildings, locks, bridges, banks, towing-paths, back socks, easements and other property, belonging to or used in connection with such part of the said Shrewsbury Canal Navigation.

Given under the seal of the Minister of Transport this eleventh day of March, 1931.

(Sd.) *E. W. Rowntree*,

(L.S.)
(030)

Assistant Secretary.