

the Cheshire Rivers Catchment Area, constituting a Catchment Board for the combined areas and dissolving the River Weaver Catchment Board, which Order has now come into force.

A copy of the Order may be seen at all reasonable hours at the Offices of the Ministry of Agriculture and Fisheries, 10, Whitehall Place, London, S.W.1.

By Part III of the Second Schedule to the said Act, it is provided that if any person aggrieved by an Order desires to question its validity on the ground that it is not within the powers of the Act or that any requirement of the Act has not been complied with, he may, within six weeks after the publication of this notice, make an application for the purpose to the High Court, and if any such application is duly made, the Court, if satisfied that the Order is not within the powers of the Act or that the interests of the applicant have been substantially prejudiced by any requirements of the Act not having been complied with, may quash the Order either generally or in so far as it affects the applicant.

(Sgd.) *A. T. A. Dobson,*  
Assistant Secretary.

Ministry of Agriculture and Fisheries,  
10, Whitehall Place,  
London, S.W.1.  
25th November, 1935.

**STALYBRIDGE, HYDE, MOSSLEY AND  
DUKINFIELD TRAMWAYS (CESSOR  
OF POWERS) ORDER (No. 2), 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 County of Chester 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 had 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 (Cessor of Powers) Order (No. 2), 1935.

**SCHEDULE.**

*Tramways authorised by the Act of 1901:*

(a) So much of Tramway No. 5 as is situate in Stamford Street in the Borough of Stalybridge between the junction of that street with Wakefield Road and its junction with Mottram Road.

(b) Tramway No. 16 situate in Riverside in the Borough of Dukinfield.

(c) So much of Tramway No. 19 as is situate between the point of commencement thereof and the junction of Town Lane with Oxford Road in the Borough of Dukinfield.

(d) So much of Tramway No. 21 as is situate between the junction of Mottram New Road with Lewis Street in the Borough of Hyde and the point of termination of that Tramway.

Given under the seal of the Minister of Transport this fifteenth day of November, 1935.

(L.S.) *E. W. ROWNTREE,*  
Assistant Secretary, Ministry of Transport.

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F.G.T.

**BOROUGH OF LYTHAM ST. ANNES.**

**ROAD TRAFFIC ACT, 1930.**

**ROAD AND RAIL TRAFFIC ACT, 1933.**

**NOTICE** is hereby given that on the 13th November, 1935, the Minister of Transport modified and confirmed the Borough Council of Lytham St. Annes (Traffic Regulation) Order, 1935, made by the Borough Council of Lytham St. Annes under Section 46 (2) of the Road Traffic Act, 1930, and Section 29 of the Road and Rail Traffic Act, 1933. The Order as modified provides that:—

Subject to certain exceptions, no owner, driver or other person in control or in charge