

section, by this Order declare section eighty-six of the said Act (as to dealers in old metal and marines stores) to be in force in the rural district of Lichfield.

Section 86 of the Act provides for registration with the Local Authority of persons carrying on the business of Dealers in Old Metals, for such persons to keep records of business transactions, and empowers duly authorised officers of the Local Authority to inspect record books.

G. K. PULLEN, Clerk to the Council.

Rural Council House,
Lichfield.

17th July, 1951.
(383)

STATUTORY INSTRUMENTS.

1951 No. 1234.

TRAMWAY.

CESSEY OF POWERS

The Bootle Corporation Tramways (Cesser of Powers) Order, 1951.

Made 7th July 1951.

WHEREAS the Bootle Corporation (hereinafter referred to as "the Corporation") have discontinued the working of the tramways described in the Schedule to this Order, being tramways authorised by the Bootle-cum-Linacre Corporation Tramways Order 1881, confirmed by the Tramways Orders Confirmation (No. 1) Act 1881 (44 & 45 Vict. c. cv.), the Liverpool Tramways Act, 1892 (55 & 56 Vict. c. cxxxiv), and the Bootle Corporation Tramways Order, 1900, confirmed by the Tramways Orders Confirmation (No. 2) Act, 1900 (63 & 64 Vict. c. cxcix), for the space of three calendar months (such discontinuance not being occasioned by circumstances beyond the control of the Corporation) and such discontinuance has been proved to the satisfaction of the Minister of Transport (hereinafter referred to as "the Minister");

Now, therefore, the Minister in exercise of his powers under section 41 of the Tramways Act, 1870 (33 & 34 Vict. c. 78), and of all other powers him enabling in that behalf hereby makes the following Order:—

1. It is hereby declared that the powers of the Corporation in respect of the tramways described in the Schedule to this Order shall from the date of this Order be at an end.

2. The Interpretation Act, 1889 (52 & 53 Vict. c. 63) shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

3. This Order may be cited as "The Bootle Corporation Tramways (Cesser of Powers) Order, 1951".

Given under the Official Seal of the Minister of Transport this seventh day of July, 1951.

L.S.

G. F. STEDMAN,

An Under Secretary of the
Ministry of Transport.

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The Schedule.

Tramways Discontinued.

1. The following tramways authorised by the Bootle-cum-Linacre Corporation Tramways Order, 1881:—

(1) The whole of tramway No. 1, commencing in Derby Road, at the boundary of the County Borough of Bootle and the city of Liverpool, thence passing along Derby Road and Rimrose Road to its termination in Rimrose Road opposite the end of Knowsley Road.

(2) The whole of tramway No. 2, commencing in Stanley Road, at the boundary of the county borough of Bootle and the city of Liverpool, passing thence along Stanley Road to its termination in Stanley Road opposite the end of Knowsley Road.

(3) The whole of tramway No. 3, commencing in Stanley Road by a junction with tramway No. 2, at a point one chain south of Strand Road, thence passing into and along Strand Road to its termination in Derby Road at a point 0.80 chains south of Strand Road.

(4) The whole of tramway No. 4, commencing in Strand Road by a junction with tramway No. 3,

at a point one chain east of Rimrose Road, passing thence into and terminating in Rimrose Road at a point one chain north of Strand Road.

2. The following tramways authorised by the Liverpool Tramways Act, 1892:—

(1) The whole of tramway No. 1, commencing in Stanley Road opposite the end of Knowsley Road proceeding thence in a north-westerly direction along Stanley Road to Croxteth Road thence along that part of Stanley Road formerly called Linacre Road and terminating at a point on the boundary line between the county borough of Bootle and the Urban District of Litherland at a point twenty-two feet or thereabouts measured in an easterly direction from the east corner of the Pacific Hotel in Linacre Road.

(2) Tramways Nos. 1A and 1B passing places wholly in Stanley Road commencing and terminating in and subsidiary to tramway No. 1.

(3) Tramway No. 1C passing place wholly in Stanley Road commencing and terminating in and subsidiary to tramway No. 1.

3. The following tramways authorised by the Bootle Corporation Tramways Order, 1900:—

(1) The whole of tramway No. 1, situate in Stanley Road commencing at a point 36½ yards south of the intersection of the centre lines of Marsh Lane and Stanley Road and terminating at the county borough boundary at a point 18 yards south of the intersection of the centre lines of Stanley Road and Alpha Street.

(2) The whole of tramway No. 2, situate in Rimrose Road, Knowsley Road and Stanley Road commencing in Rimrose Road at a point 18 yards south of the intersection of the centre lines of Knowsley Road and Rimrose Road and terminating in Stanley Road at a point 17 yards south of the intersection of the centre lines of Knowsley Road and Stanley Road.

(3) The whole of tramway No. 2A commencing in Knowsley Road by a junction with tramway No. 2 at a point 20 yards west of the intersection of the centre lines of Knowsley Road and Stanley Road thence passing into and terminating in Stanley Road at a point 22 yards north of the intersection of the centre lines of Knowsley Road and Stanley Road.

(321)

BOROUGH OF CHESTERFIELD.

ROAD TRAFFIC ACT, 1930, SECTION 101.

NOTICE is hereby given that the Mayor Aldermen and Burgesses of the Borough of Chesterfield (hereinafter called "the Corporation") have applied to the Licensing Authority for Public Service Vehicles for the Yorkshire Area for their consent to the Corporation running public service vehicles along the following roads outside the Borough of Chesterfield, namely:—

From the junction of A.632 with unclassified road leading to New Bolsover, along the unclassified road for a distance of .6 miles to its junction with New Station Road at New Bolsover, thence along New Station Road for a distance of .7 miles to its junction with A.632 at Bolsover, thence along A.632 to its junction with Portland Avenue at Hillstown. Then returning along A.632 to its junction with Moor Lane at Bolsover, a distance of .5 miles, all within the Urban District of Bolsover.

Any objection to the said application by any local authority County Council or any persons who are already providing transport facilities on or in the neighbourhood of any part of the route to which the application relates may be made to the Licensing Authority for Public Service Vehicles (Yorkshire Area), 44, The Headrow, Leeds, on or before the 15th day of August, 1951.

Any such objection should be in writing and should state clearly the ground for such objection and a copy thereof should at the same time be sent by the objectors to the undersigned, Town Clerk of the said Borough of Chesterfield.

Dated this 12th day of July, 1951.

RICHARD CLEGG, Town Clerk.

Town Hall,
Chesterfield.
(103)