

[42 & 43 VICT.]      *Local Government Board's*      [Ch. lxxxv.]  
*(Highways) Provisional Orders Confirmation (Dorset, &c.)*  
*Act, 1879.*



**CHAPTER lxxxv.**

An Act to confirm certain Provisional Orders of the Local Government Board under the provisions of the Highways and Locomotives (Amendment) Act, 1878, relating to the counties of Dorset, Montgomery, Northampton, Salop, Wilts, and York (East Riding).      A.D. 1879.  
[3d July 1879.]

**W**HEREAS the Local Government Board have made the Provisional Orders set forth in the Schedule hereto annexed, under the provisions of the Highways and Locomotives (Amendment) Act, 1878, and it is requisite that the said Orders should be confirmed by Parliament:      41 & 42 Vict. c. 77.

Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

1. The Orders set out in the Schedule hereto annexed shall be and the same are hereby confirmed, and all the provisions thereof shall, from and after the passing of this Act, have full validity and force.      Orders in Schedule confirmed.

2. This Act may be cited as the Local Government Board's (Highways) Provisional Orders Confirmation (Dorset, &c.) Act, 1879.      Short title of the Act.

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SCHEDULE.

*Dorset*  
*Order.*

COUNTY OF DORSET.

*Provisional Order as to certain Disturnpiked Roads.*

To the Justices of the County of Dorset in General or Quarter Sessions assembled, being the County Authority for that County within the meaning of the Highways and Locomotives (Amendment) Act, 1878;—

And to all others whom it may concern.

WHEREAS by Section 13 of the Highways and Locomotives (Amendment) Act, 1878, it is enacted that for the purposes of that Act, and subject to its provisions, any road which has within the period between the Thirty-first day of December, One thousand eight hundred and seventy, and the date of the passing of that Act, ceased to be a turnpike road, and any road which, being at the time of the passing of that Act a turnpike road, may afterwards cease to be such, shall be deemed to be a Main Road ;

And whereas by Section 16 of the same Act it is also enacted that if it appears to a County Authority that any road within their County which, within the period between the Thirty-first day of December, One thousand eight hundred and seventy, and the date of the passing of that Act, ceased to be a turnpike road, ought not to become a Main Road in pursuance of that Act, such Authority shall, before the First day of February, One thousand eight hundred and seventy-nine, make an application to the Local Government Board for a Provisional Order declaring that such road ought not to become a Main Road; and that subject as aforesaid, where it appears to a County Authority that any road within their County which has become a Main Road in pursuance of that Act ought to cease to be a Main Road and become an ordinary highway, such authority may apply to the Local Government Board for a Provisional Order declaring that such road has ceased to be a Main Road; and that the Local Government Board, if of opinion that there is probable cause for an application under that section, shall cause the road to be inspected, and, if satisfied that it ought not to become a Main Road, shall make a Provisional Order accordingly ;

And whereas the roads which are referred to in the first columns of Part I. and Part II. of the Schedule hereto under the descriptions thereof contained in

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the Local Acts of Parliament respectively mentioned in the second columns of Part I. and Part II. of that Schedule were respectively included amongst the roads to be repaired, maintained, and improved under the provisions of those Acts, and those Acts so far as they related to such roads expired or were repealed in pursuance of the provisions of the Acts mentioned in the third columns of Part I. and Part II. of the same Schedule ;

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—  
*Dorset*  
*Order.*  
 —

And whereas such of the said roads as are included in Part I. of the said Schedule ceased to be turnpike roads within the period between the Thirty-first day of December, One thousand eight hundred and seventy, and the date of the passing of the said Highways and Locomotives (Amendment) Act, 1878, viz., the Sixteenth day of August, One thousand eight hundred and seventy-eight ;

And whereas the roads included in Part II. of the said Schedule ceased to be turnpike roads after the passing of the said Highways and Locomotives (Amendment) Act, 1878 ;

And whereas it appeared to the County Authority for the County of Dorset that the roads included in Part I. of the Schedule hereto, so far as they are situate within the County of Dorset, ought not to become Main Roads, and the said County Authority accordingly made application to the Local Government Board before the First day of February, One thousand eight hundred and seventy-nine, for a Provisional Order to declare that such roads, so far as they are situate in the said County, ought not to become Main Roads ;

And whereas it appeared to the said County Authority that the roads included in Part II. of the said Schedule ought to cease to be Main Roads and to become ordinary highways, and the County Authority accordingly made application to the Local Government Board for a Provisional Order to declare that such roads have ceased to be Main Roads and have become ordinary highways ;

And whereas the Local Government Board, being of opinion that there was probable cause for such applications, caused the said roads to be inspected, and are satisfied that the roads included in Part I. of the Schedule hereto, so far as they are situate within the County of Dorset, ought not to become Main Roads, and that the roads included in Part II. of the said Schedule ought to cease to be Main Roads and to become ordinary highways :

Now therefore, We, the Local Government Board, in pursuance of the powers given to Us by the said Highways and Locomotives (Amendment) Act, 1878, do, by this Order, declare that the roads which are included in Part I. of the Schedule hereto, so far as they are situate within the County of Dorset, ought not to become Main Roads, and that the roads included in Part II. of the said Schedule have ceased to be Main Roads and have become ordinary highways.

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Order.*

The SCHEDULE above referred to.

PART I.

| 1.   | 2.   | 3.  |
|--|--|---|
| Description of Road.   | Title of Local Turnpike Act.   | Title of Act by which the Road ceased to be a Turnpike Road.                      |
| <p>“A road from the Turnpike Road at Tytherleigh, in the Parish of Chardstock, in the County of Dorset, to and across the River Axe, in the Parishes of Chardstock aforesaid and Thorncombe, in the County of Devon.”</p>  | <p>An Act for amending an Act of the last Session, intituled “An Act for more effectually repairing and improving several roads which lead to and through the Town and Borough of Chard, in the County of Somerset, and for making and maintaining a new Road from Chard to Drempton, in the County of Dorset; and for making and maintaining other roads communicating with the said roads, in the Counties of Somerset, Devon, and Dorset” (11 Geo. IV. c. lxxxvi.).</p> | <p>The Annual Turnpike Acts Continuance Act, 1871 (34 &amp; 35 Vict. c. 115).</p> |
| <p>“The road leading from the Turnpike Road between Penn Inn and Axminster, in the County of Devon, near the Direction Post at or near Greenway Head, in the Parish of Whitechurch Canonorum, to join the said road leading from Raymond’s Hill to the Three Ashes.”</p>                                 | <p>The Lyme Regis Turnpike Road Act, 1855 (18 &amp; 19 Vict. c. lxxxvii.).</p>   | <p>The Annual Turnpike Acts Continuance Act, 1877 (40 &amp; 41 Vict. c. 64).</p>  |
| <p>“The road leading from the Turnpike Road between Colway Turnpike Gate, in the Parish of Lyme Regis and Charmouth, to the road between Penn Inn, in the Parish of Whitechurch Canonorum, in the said County of Dorset, and Charmouth aforesaid, near Hole Farm, in the said Parish of Lyme Regis.”</p> | <p>An Act for making and maintaining several roads leading from the Town of Maiden Newton, in the County of Dorset, and other roads communicating therewith in the Counties of Somerset and Dorset (3 Vict. c. lxxv.).</p>   | <p>The Annual Turnpike Acts Continuance Act, 1872 (35 &amp; 36 Vict. c. 85).</p>  |
| <p>“The Turnpike Road from the first crossway beyond the house formerly called the ‘Drum,’ but now a cottage in the occupation of James Hammond, in the Great Post Road from Sherborne to Yeovil, in the County of Somerset, down and through a lane called Twynway Lane into and across a</p>           | <p>An Act for amending and keeping in repair the road from the Turnpike Gate at the bottom of White Street Hill, in the Parish of Donhead Saint Andrew, in the County of Wilts, through the Towns of Shaftesbury, Milborne Port, and Sherborne, in the Counties of Dorset and Somerset,</p>  | <p>The Annual Turnpike Acts Continuance Act, 1877 (40 &amp; 41 Vict. c. 64).</p>  |

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| 1.   | 2.   | 3.   | A.D. 1879.                     |
|--|--|--|--------------------------------|
| Description of Road.   | Title of Local Turnpike Act.   | Title of Act by which the Road ceased to be a Turnpike Road.                     | <u>Dorset</u><br><u>Order.</u> |
| <p>road called Bradford Road; and from thence into and through another lane, called Horse Castle Lane, to a bridge called West Bridge, in Sherborne aforesaid; and from thence to and through the Parish of Long Burton, and so straight on to the bottom of a hill called Revell's Hill, in the Great Road from Sherborne to Dorchester, in the County of Dorset."</p> <p>"The Turnpike Road leading from the house formerly of Samuel Wise but now of Obadiah Griffith, on the north side of Sherborne aforesaid, to the Index or Direction Post on Milborne Cow Down, in the County of Somerset; and from thence to another Index or Direction Post in the Bruton Road, on Cattle Hill; and from thence to a place called 'Ansford Inn,' in the same County, being the Great Road from Sherborne to the Cities of Bristol and Bath, and from the house formerly of Henry Fryer but now a Malt House belonging to the 'Black Horse Inn,' at a place called East Corner, in Sherborne aforesaid, to and up Castle Town Road into the said Bristol and Bath Road."</p> <p>"The road leading from the Town of Swanage through the Hamlet or Tything of Ulwell to the foot of Nine Barrow Down at the east end of the said Down."</p> <p>"The road from the High Road passing through Stoborough to the site of an ancient gate near to a smith's shop, formerly in the occupation of John Coastfield Savage, in the road leading to the Parishes and Hamlets of Steeple Tyneham and Kimeridge, in the County of Dorset."</p> <p>"Part of the High Road leading from and out of the road from Wareham to Woolbridge, at or near the second Milestone from Wareham to the Bridge over the River Froome, called Holme Bridge, and the road in length one mile, beginning at the said Bridge and leading across Holme Bottom towards East Lulworth."</p> <p>"The road leading from a gate called Northport Gate through the several Parishes of Morden, Saint Martin Wareham, Bloxworth, and Bere Regis, to where</p> | <p>to the Halfway House, in the Parish of Nether, otherwise Lower Compton, in the said County of Dorset, and several other roads communicating therewith (3 Geo. IV. c. lxii.).</p> <p>The Wareham Turnpike Roads Act, 1862 (25 Vict. c. ix:).</p> | <p>The Annual Turnpike Acts Continuance Act, 1876 (39 &amp; 40 Vict. c. 39).</p> |                                |

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| 1.   | 2.                           | 3.   |
|--|------------------------------|--|
| Description of Road.   | Title of Local Turnpike Act. | Title of Act by which the Road ceased to be a Turnpike Road. |
| the said road joins the Wimborne and Piddletown Turnpike Road at the north-east end of the Town of Bere Regis, in the County of Dorset." |                              |  |

PART II.

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|--|---|--|
| <p>"The road from the Turnpike Road at the bottom of a hill called Revell's Hill, commencing at a cottage called Spicer's, in the Parish of Buckland Newton, through the several Parishes of Buckland Newton, Minterne, Cerne Abbas, Nether Cerne, Charminster, part of the Parish of Fordington, the High Street in the Parish of the Holy Trinity, in the Borough of Dorchester, the South Street in the Parish of Saint Peter, in the Borough of Dorchester, other part of the said Parish of Fordington, Winterborne Monkton, Bincombe, Upway, Broadway, Radipole, and Melcombe Regis, in the Borough and Town of Weymouth and Melcombe Regis, through the several streets called Saint Thomas, Saint Mary, and Maiden Streets, to the Wharfs in the said Parish of Melcombe Regis."</p> <p>"The road from the south end of Weymouth Bridge, in the Parish of Weymouth, within the said Borough and Town of Weymouth and Melcombe Regis, through the several Parishes of Weymouth, Wyke Regis, and Chickereil, to the foot of a hill called Crook Hill."</p> | <p>An Act for more effectually repairing, widening, and improving several roads leading to and through the Towns of Weymouth and Melcombe Regis and Dorchester, in the County of Dorset (6 Geo. IV. c. c.).</p> | <p>The Annual Turnpike Acts Continuance Act, 1876 (39 &amp; 40 Vict. c. 39).</p> |
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Given under the Seal of Office of the Local Government Board, this  
 Sixteenth day of May, in the year One thousand eight hundred  
 and seventy-nine.

(L.S.)

G. SOLATER-BOOTH, President.  
 JOHN LAMBERT, Secretary.

*Montgomery*  
*Order.*

COUNTY OF MONTGOMERY.

*Provisional Order as to certain Disturnpiked Roads.*

To the Justices of the County of Montgomery in General or Quarter Sessions assembled, being the County Authority for that County within the meaning of the Highways and Locomotives (Amendment) Act, 1878; —

And to all others whom it may concern.

WHEREAS by Section 13 of the Highways and Locomotives (Amendment) Act, 1878, it is enacted that for the purposes of that Act, and subject to its provisions, any road which has, within the period between the Thirty-first

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day of December, One thousand eight hundred and seventy, and the date of the passing of that Act, ceased to be a turnpike road, and any road which, being at the time of the passing of that Act a turnpike road, may afterwards cease to be such, shall be deemed to be a Main Road ;

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—  
*Montgomery*  
*Order.*  
—

And whereas by Section 16 of the same Act it is also enacted that if it appears to a County Authority that any road within their County which, within the period between the Thirty-first day of December, One thousand eight hundred and seventy, and the date of the passing of that Act, ceased to be a turnpike road, ought not to become a Main Road in pursuance of that Act, such Authority shall, before the First day of February, One thousand eight hundred and seventy-nine, make an application to the Local Government Board for a Provisional Order declaring that such road ought not to become a Main Road ; and that the Local Government Board, if of opinion that there is probable cause for an application under that section, shall cause the road to be inspected, and, if satisfied that it ought not to become a Main Road, shall make a Provisional Order accordingly ;

And whereas the roads in the County of Montgomery herein-after described were included amongst the roads called the Second District of Roads to be repaired, maintained, and improved under the provisions of a Local Act of Parliament passed in the third year of the reign of His late Majesty King George the Fourth, and intituled " An Act for more effectually repairing and  
" improving the Roads leading from Bishop's Castle, and from Montgomery,  
" to the Road at Westbury, and from Brockton to the Road at Minsterley, and  
" other Roads therein mentioned, in the Counties of Salop, Radnor, and  
" Montgomery ; and for amending, widening, and improving several other  
" Roads therein mentioned, in the said County of Salop " ;

And whereas, in pursuance of the provisions of the Annual Turnpike Acts Continuance Act, 1876, the said Local Act, so far as the same related to the Second District of Roads, was repealed on and after the First day of November, One thousand eight hundred and seventy-six, and the roads herein-after described ceased to be turnpike roads within the period between the Thirty-first day of December, One thousand eight hundred and seventy, and the date of the passing of the said Highways and Locomotives (Amendment) Act, 1878, viz., the Sixteenth day of August One thousand eight hundred and seventy-eight ;

And whereas it appeared to the County Authority for the County of Montgomery that the roads herein-after described ought not to become Main Roads, and the said County Authority accordingly made application to the Local Government Board before the First day of February, One thousand eight hundred and seventy-nine, for a Provisional Order to declare that such roads ought not to become Main Roads ;

And whereas the Local Government Board, being of opinion that there was probable cause for such application, caused such roads to be inspected, and are satisfied that such roads ought not to become Main Roads :

Now therefore, We, the Local Government Board, in pursuance of the powers given to Us by the said Highways and Locomotives (Amendment)

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A.D. 1879. Act, 1878, do, by this Order, declare that the said roads following, that is to say,—

*Montgomery*  
*Order.*

1. The road from the Court House Junction at Mellington over the Hill to the Bishop's Moat, being so much of the road from the said Court House Junction at Mellington, by the Bishop's Moat to Bishop's Castle, as lies within the County of Montgomery; and
2. The road from the Chapel, near Coedyweeg, to Montgomery Castle, ought not to become Main Roads.

Given under the Seal of Office of the Local Government Board, this Sixteenth day of May, in the year One thousand eight hundred and seventy-nine.

G. SOLATER-BOOTH, President.

JOHN LAMBERT, Secretary.

(L.S.)

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COUNTY OF NORTHAMPTON.

*Northamp-*  
*ton Order.*

*Provisional Order for declaring that a Disturnpihed Road ought not to become a Main Road.*

To the Justices of the County of Northampton in General or Quarter Sessions assembled, being the County Authority for that County within the meaning of the Highways and Locomotives (Amendment) Act, 1878;—

And to all others whom it may concern.

WHEREAS by Section 13 of the Highways and Locomotives (Amendment) Act, 1878, it is enacted that for the purposes of that Act, and subject to its provisions, any road which has, within the period between the Thirty-first day of December, One thousand eight hundred and seventy, and the date of the passing of that Act, ceased to be a turnpike road, and any road which, being at the time of the passing of that Act a turnpike road, may afterwards cease to be such, shall be deemed to be a Main Road;

And whereas by Section 16 of the same Act it is also enacted that if it appears to a County Authority that any road within their County which, within the period between the Thirty-first day of December, One thousand eight hundred and seventy, and the date of the passing of that Act, ceased to be a turnpike road, ought not to become a Main Road in pursuance of that Act, such Authority shall, before the First day of February, One thousand eight hundred and seventy-nine, make an application to the Local Government Board for a Provisional Order declaring that such road ought not to become a Main Road; and that the Local Government Board, if of opinion that there is probable



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cause for an application under that section, shall cause the road to be inspected, and, if satisfied that it ought not to become a Main Road, shall make a Provisional Order accordingly ;

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Northamp-  
ton Order.

And whereas the road herein-after described was a turnpike road to be repaired, maintained, and improved under the provisions of a Local Act of Parliament passed in the Session held in the sixth and seventh years of the reign of Her present Majesty, and intituled "An Act for more effectually repairing the road from the Borough of Leicester to the City of Peterborough" ;

And whereas, in pursuance of the provisions of the Annual Turnpike Acts Continuance Act, 1872, the said Local Act, so far as it related to the road herein-after described, expired on the First day of November, One thousand eight hundred and seventy-six, and the said road ceased to be a turnpike road within the period between the Thirty-first day of December, One thousand eight hundred and seventy, and the date of the passing of the said Highways and Locomotives (Amendment) Act, 1878, viz., the Sixteenth day of August, One thousand eight hundred and seventy-eight ;

And whereas it appeared to the County Authority for the County of Northampton that so much of the said road as is situate within the County of Northampton ought not to become a Main Road, and the said County Authority accordingly made application to the Local Government Board before the First day of February, One thousand eight hundred and seventy-nine, for a Provisional Order to declare that so much of such road ought not to become a Main Road ;

And whereas the Local Government Board, being of opinion that there was probable cause for such application, caused the said road to be inspected, and are satisfied that so much thereof as is situate within the County of Northampton ought not to become a Main Road :

Now therefore, We, the Local Government Board, in pursuance of the powers given to Us by the said Highways and Locomotives (Amendment) Act, 1878, do, by this Order, declare that so much of the road described in the said Local Act as "the road commencing at Fincet Bridge and terminating at "the junction of the North Road in the Town of Wansford," as is situate within the County of Northampton, ought not to become a Main Road.

Given under the Seal of Office of the Local Government Board, this  
Fifteenth day of May, in the year One thousand eight hundred  
and seventy-nine.

(L.S.)

G. SCLATER-BOTH, President.

JOHN LAMBERT, Secretary.

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A.D. 1879.

*Salop Order.*

COUNTY OF SALOP.

*Provisional Order as to certain Disturnpiked Roads.*

To the Justices of the County of Salop in General or Quarter Sessions assembled, being the County Authority for that County within the meaning of the Highways and Locomotives (Amendment) Act, 1878; —

And to all others whom it may concern.

WHEREAS by Section 13 of the Highways and Locomotives (Amendment) Act, 1878, it is enacted that for the purposes of that Act, and subject to its provisions, any road which has within the period between the Thirty-first day of December, One thousand eight hundred and seventy, and the date of the passing of that Act, ceased to be a turnpike road, and any road which, being at the time of the passing of that Act a turnpike road, may afterwards cease to be such, shall be deemed to be a Main Road ;

And whereas by Section 16 of the same Act it is also enacted that if it appears to a County Authority that any road within their County which, within the period between the Thirty-first day of December, One thousand eight hundred and seventy, and the date of the passing of that Act, ceased to be a turnpike road, ought not to become a Main Road in pursuance of that Act, such Authority shall, before the First day of February, One thousand eight hundred and seventy-nine, make an application to the Local Government Board for a Provisional Order declaring that such road ought not to become a Main Road ; and that, subject as aforesaid, where it appears to a County Authority that any road within their County which has become a Main Road in pursuance of that Act ought to cease to be a Main Road and become an ordinary highway, such Authority may apply to the Local Government Board for a Provisional Order declaring that such road has ceased to be a Main Road and become an ordinary highway ; and that the Local Government Board, if of opinion that there is probable cause for an application under that section, shall cause the road to be inspected, and, if satisfied that it ought not to become a Main Road, shall make a Provisional Order accordingly ;

And whereas the roads which are referred to in the first columns of Parts I. and II. of the Schedule hereto, under the descriptions thereof or references thereto contained in the Local Acts of Parliament respectively mentioned in the second columns of Parts I. and II. of that Schedule, were respectively included amongst the roads to be repaired, maintained, and improved under the provisions of those Acts, and those Acts, so far as they related to such roads, expired or were repealed in pursuance of the provisions of the Acts mentioned in the third columns of Parts I. and II. of the same Schedule ;

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And whereas such of the said roads as are included in Part I. of the said Schedule ceased to be turnpike roads within the period between the Thirty-first day of December, One thousand eight hundred and seventy, and the date of the passing of the said Highways and Locomotives (Amendment) Act, 1878, viz., the Sixteenth day of August, One thousand eight hundred and seventy-eight;

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—  
*Salop Order.*  
—

And whereas the roads included in Part II. of the said Schedule ceased to be turnpike roads after the passing of the said Highways and Locomotives (Amendment) Act, 1878;

And whereas it appeared to the County Authority for the County of Salop that the roads included in Part I. of the Schedule hereto, so far as they are situate within the County of Salop, ought not to become Main Roads, and the said County Authority accordingly made application to the Local Government Board before the First day of February, One thousand eight hundred and seventy-nine, for a Provisional Order to declare that such roads ought not to become Main Roads;

And whereas it appeared to the said County Authority that the roads included in Part II. of the said Schedule, so far as they are situate within the County of Salop, ought to cease to be Main Roads and to become ordinary highways, and the County Authority accordingly made application to the Local Government Board for a Provisional Order to declare that such roads have ceased to be Main Roads and become ordinary highways;

And whereas the Local Government Board, being of opinion that there was probable cause for such applications, caused the said roads to be inspected, and are satisfied that the roads included in Part I. of the said Schedule, so far as they are situate within the County of Salop, ought not to become Main Roads, and that the roads included in Part II. of the said Schedule, so far as they are situate within the said County, ought to cease to be Main Roads and to become ordinary highways:

Now therefore, We, the Local Government Board, in pursuance of the powers given to Us by the said Highways and Locomotives (Amendment) Act, 1878, do, by this Order, declare that the roads which are included in Part I. of the Schedule hereto, so far as they are situate within the County of Salop, ought not to become Main Roads, and that the roads included in Part II. of the said Schedule, so far as they are situate within the said County, have ceased to be Main Roads and have become ordinary highways.

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*Salop Order.*

The SCHEDULE above referred to.

PART I.

| 1.   | 2.   | 3.   |
|--|--|--|
| Description of Road.   | Title of Local Turnpike Act.   | Title of Act by which the Road ceased to be a Turnpike Road.                       |
| <p>"The road between Dog Lane Gate, in Bewdley, and the Village of Prescott."</p>  | <p>An Act to continue the term and alter and enlarge the powers of three Acts, for repairing and widening several roads leading from the Town of Bewdley, in the County of Worcester, to the several places therein mentioned, in the Counties of Worcester and Salop respectively. 1 &amp; 2 Geo. IV. c. lxxxix.</p>  | <p>The Annual Turnpike Acts Continuance Act, 1875. 38 &amp; 39 Vict. c. cxciv.</p> |
| <p>"The present Turnpike Road from the Town of Bishop's Castle over Hucklement, by Basford, to Watling Street Road, in Long Lane, with the additional road or line from thence to the late New Inn."</p> <p>"The branches from Foul Lane End to Little Field Turnpike, in Bishop's Castle, and through Lydham and Linley to Norbury."</p> <p>"The road from Bishop's Castle by Lea, Totterton, Eyton, Hill End, and Horderley, and joining the present Turnpike Road from Ludlow to Shrewsbury near Strefford Bridge, with the branches thereout from Lea to Lydham Heath and from Eyton to Little Folley."</p> <p>"The present Turnpike Road from the Watling Street Road near Clungunford through the Parishes of Bedstone and Bucknell to Lingen Bridge, with the additional road from Purslow Hundred House to Hopton Heath."</p> <p>"The present Turnpike Roads from Bishop's Castle by Banks Head, Kerry Lane, and Bishop's Moat to the commencement of the Township of Mellington."</p> | <p>An Act for more effectually repairing and improving the roads leading from Bishop's Castle, and from Montgomery, to the road at Westbury, and from Brockton to the road at Minsterley, and other roads therein mentioned, in the Counties of Salop, Radnor, and Montgomery; and for amending, widening, and improving several other roads therein mentioned, in the said County of Salop. 3 Geo. IV. c. xlix.</p> | <p>The Annual Turnpike Acts Continuance Act, 1877. 40 &amp; 41 Vict. c. 64.</p>    |
| <p>"The road from Place Carrick Lane to the Turnpike Road from Llanymynech to Oswestry near Coid Issa Mountain."</p>   | <p>An Act for enlarging the term and powers of two Acts of His present Majesty, for repairing the road from Burlton, through Knockin, to Llanymynech, in the County of Salop, and other places therein mentioned. 54 Geo. III. c. 26.</p>  | <p>The Annual Turnpike Acts Continuance Act, 1876. 39 &amp; 40 Vict. c. 39.</p>    |

[42 & 43 VICT.] *Local Government Board's* [Ch. lxxxv.]  
*(Highways) Provisional Orders Confirmation (Dorset, &c.)*  
*Act, 1879.*

| 1.   | 2.  | 3.   | A.D. 1879.          |
|--|---|--|---------------------|
| Description of Road.   | Title of Local Turnpike Act.  | Title of Act by which the Road ceased to be a Turnpike Road.                       | <u>Salop Order.</u> |
| <p>"The road leading from Eve Hill, in the Town of Dudley, in the County of Worcester, to a place called the New Inn, in the Parish of Pattingham, in the County of Stafford, at the junction of the Turnpike Road leading from Wolverhampton to Bridgnorth; and the road leading from Shut End, in the Parish of Kingswinford, in the said County of Stafford, at the junction of the Turnpike Road leading from Dudley to Kingswinford to a place called Shavers End, in the Parish of Dudley aforesaid, at the junction of the Turnpike Road leading from Dudley to Wolverhampton."</p>   | <p>An Act for improving certain roads within the Counties of Worcester, Salop, and Stafford, called "the Dudley and New Inn District of Roads." 2 Will. IV. c. lxxxv.</p>   | <p>The Annual Turnpike Acts Continuance Act, 1876. 39 &amp; 40 Vict. c. 39.</p>    |                     |
| <p>"The roads leading from the commencement of the yard of the National Schools near to the Town of Ludlow, through or by a place called the Sheet to the Cainham Turnpike Road, in the Parish of Cainham, in the said County of Salop, and from the same Town by Steventon to a place called the Serpent, in the Parish of Ashford Carbonell, in the said County of Salop."</p> <p>"So much of the road leading out of Bromfield Wood to Mocktree Breaks as is in the Parish of Bromfield, in the said County of Salop."</p> <p>"And from Craven Arms, in the Parish of Stanton Lacey, to Bowden, in the said County of Salop."</p> <p>"From the Town of Ludlow, by Fishmoor Brook, through the Township of Whitbeach, in the Parish of Bromfield, to a common called Shortwood Common, in the Parish of Stanton Lacey, in the said County of Salop; and by Stanton Lacey House to Hope, Hayton, Great Sutton, and Bowden, in the same County."</p> | <p>The Ludlow Turnpike Road Act, 1859. 22 &amp; 23 Vict. c. lxxxix.</p>   | <p>The Annual Turnpike Acts Continuance Act, 1872. 35 &amp; 36 Vict. c. 85.</p>    |                     |
| <p>"The road from Brockton to the Turnpike Road at Minsterley."</p>  | <p>An Act for more effectually repairing and improving the roads leading from Bishop's Castle, and from Montgomery, to the road at Westbury, and from Brockton to the road at Minsterley, and other roads therein mentioned, in the Counties of Salop, Radnor, and Montgomery; and for amending, widening, and improving several other roads therein mentioned, in the County of Salop. 3 Geo. IV. c. xlix.</p> | <p>The Annual Turnpike Acts Continuance Act, 1876. 39 &amp; 40 Vict. c. 39.</p>    |                     |
| <p>"The road from Morton Bridge, by West Felton, to Ellesmere."</p> <p>"The present highway from Rednall, through Sutton, and Wooton, to the Queen's Head Turnpike Gate on the road leading from Shrewsbury to Oswestry."</p>  | <p>An Act for improving and maintaining certain roads in the Counties of Montgomery, Merioneth, Salop, and Denbigh. 4 Will. IV. c. xxxi.</p>  | <p>The Annual Turnpike Acts Continuance Act, 1874. 37 &amp; 38 Vict. c. 95.</p>    |                     |
| <p>"The present Turnpike Road from the end of the County of Stafford in the Post Road towards the City of Chester, through Woore, in the County of Salop, to Nantwich, in the said County of Chester, and from Nantwich aforesaid to Tarporley, in the said County of Chester, and from thence to within one hundred yards of the east end of a certain smithy called Duddon Smithy in Clotton, in the said County of Chester."</p>  | <p>The Nantwich and Woore Road Act, 1853. 16 &amp; 17 Vict. c. cxlvii.</p>  | <p>The Annual Turnpike Acts Continuance Act, 1875. 38 &amp; 39 Vict. c. exciv.</p> |                     |

[Ch. lxxxv.] *Local Government Board's* [42 & 43 VICT.]  
*(Highways) Provisional Orders Confirmation (Dorset, &c.)*  
*Act, 1879.*

A.D. 1879.

*Salop Order.*

| 1.  | 2.  | 3.   |
|---|---|--|
| Description of Road.  | Title of Local Turnpike Act.  | Title of Act by which the Road ceased to be a Turnpike Road.                     |
| <p>"The road leading from the Turnpike Road between Oswestry and Knockin, near the Mile Oak, in the County of Salop, by or near the Drill, to join the road leading from Oswestry to Porth-y-wain, near the colliery of Sir Watkin Williams Wynn, Baronet, with a branch leading out of the same near Coedygo to Llwyn-y-Maen Colliery."</p> <p>"The road from the Turnpike Road near Llyngclys, in the County of Salop, through or near Measbury, to join the Turnpike Road between Whittington and Shrewsbury on Baby's Wood."</p>  | <p>An Act for more effectually repairing and improving the road from the Town of Pool, in the County of Montgomery, through Oswestry, in the County of Salop, to Wrexham, in the County of Denbigh, and several other roads therein mentioned in the said Counties, and in the County of Merioneth; and for making several new branches of roads to communicate with the said roads in the Counties of Salop, Montgomery, and Denbigh. 1 Geo. IV. c. xlv.</p> | <p>The Annual Turnpike Acts Continuance Act, 1871. 34 &amp; 35 Vict. c. 115.</p> |
| <p>"The road leading from the Turnpike Road from Shrewsbury to Ellesmere through Harlescott, Uffington, and Berwick, to Atcham, in the County of Salop."</p> <p>"The road leading from Waters Upton through Bolas and Eaton to the Pinfold, in Child's Ercall, in the County of Salop."</p>   | <p>An Act for more effectually repairing and improving the road from Shrewsbury to Preston Brockhurst, to Shawbury and to Shreyhill, and other roads in the County of Salop. 59 Geo. III. c. lxxxvi.</p>  | <p>The Annual Turnpike Acts Continuance Act, 1872. 35 &amp; 36 Vict. c. 85.</p>  |
| <p>"The road leading from the west end of Atcham Bridge over the River Severn to the Cross Houses, in the Parish of Berrington, upon the Turnpike Road from Shrewsbury to Much Wenlock, and from the Finger Post near the Old Gravel Pits at the north end of a certain piece of land belonging to John Cressett Pelham, Esquire, called the Rag Ground, now in the occupation of Thomas Lockley Meire, situate in the Township of Lower Cound, towards and unto Longnor Green at the confines of the Township of Frodesley next adjoining the confines of the Township of Longnor, all in the said County of Salop."</p> | <p>An Act for improving the Shrewsbury District and the Wellington District of the Watling Street Road, in the County of Salop. 3 Will. IV. c. xcix.</p>  | <p>The Annual Turnpike Acts Continuance Act, 1874. 37 &amp; 38 Vict. c. 95.</p>  |
| <p>"The road leading out of a road from Shrewsbury to Church Stretton at or near a place called Pulley Common, in the Parish of Conover, into and through the said Parish of Conover to the Maypole in Conover."</p>  | <p>An Act for maintaining certain roads in the County of Salop called the Church Stretton and Longden Roads. 5 Vict. c. lxxii.</p>  | <p>The Annual Turnpike Acts Continuance Act, 1874. 37 &amp; 38 Vict. c. 95.</p>  |
| <p>"The road commencing near the present Toll House on the road leading from Shrewsbury to Bridgnorth at a certain place called Weeping Cross, and terminating by a junction with the Watling Street Road in or near to the village of Pitchford."</p>  | <p>The Shrewsbury, Wenlock, and Bridgnorth Turnpike Roads Act, 1851. 14 Vict. c. xxiv.</p>  | <p>The Annual Turnpike Acts Continuance Act, 1873. 36 &amp; 37 Vict. c. 90.</p>  |

[42 & 43 VICT.] *Local Government Board's* [Ch. lxxxv.]  
*(Highways) Provisional Orders Confirmation (Dorset, &c.)*  
*Act, 1879.*

PART II.

A.D. 1879.

*Salop Order.*

| 1.   | 2.   | 3.  |
|--|--|---|
| Description of Road.   | Title of Local Turnpike Act.   | Title of Act by which the Road ceased to be a Turnpike Road.                    |
| <p>"The road leading from Cleobury Mortimer, in the County of Salop, through the Wall Town by the Vicarage in the Parish of Kinlet, and through the Parishes of Billingsley, Deuxhill, and Glazeley, by the Cross Houses to the Village called Morville, in the said County of Salop."</p> <p>"The road branching out of the Turnpike Road leading from Cleobury Mortimer to Bridgnorth aforesaid, at or near the place called the Six Ashes, in the Parish of Neen Savage, in the County of Salop, leading into the Bewdley Turnpike Road at Mawley Town, in the Parish of Cleobury Mortimer, in the said County of Salop."</p> <p>"The road branching out of the Turnpike Road leading from Cleobury Mortimer to Bridgnorth aforesaid, at or near the Six Ashes aforesaid, and leading by Elcot and the Hall Orchard, in the Parishes of Neen Savage and Stottesdon, into the Turnpike Road on Bagginswood Common leading from Bewdley to Prescott, in the said County of Salop."</p> <p>"The road branching out of the Turnpike Road leading from Cleobury Mortimer through Milson and Spirtree Lane to the Turnpike Road from Ludlow to Tenbury, in the County of Salop, and extending from the said Turnpike Road in the Village of Milson into and through the Parish of Neen Sollers, in the same County, and from thence into the Parish of Mamble, in the County of Worcester."</p> | <p>The Cleobury Districts Roads Act, 1856. 19&amp;20 Vict. c. civ.</p> | <p>The Annual Turnpike Acts Continuance Act, 1878. 41 &amp; 42 Vict. c. 62.</p> |

Given under the Seal of Office of the Local Government Board, this Sixteenth day of May, in the year One thousand eight hundred and seventy-nine.

G. SCLATER-BOOTH, President.

JOHN LAMBERT, Secretary.

(L.S.)

COUNTY OF WILTS.

*Wilts Order.*

*Provisional Order as to certain Disturnpiked Roads.*

To the Justices of the County of Wilts in General or Quarter Sessions assembled, being the County Authority for that County within the meaning of the Highways and Locomotives (Amendment) Act, 1878;—

And to all others whom it may concern.

WHEREAS by Section 13 of the Highways and Locomotives (Amendment) Act, 1878, it is enacted that for the purposes of that Act, and subject to its provisions, any road which has within the period between the Thirty-first day of December, One thousand eight hundred and seventy, and the date of the passing of that Act, ceased to be a turnpike road, and any road which, being at the time of the passing of that Act a turnpike road, may afterwards cease to be such, shall be deemed to be a Main Road;

[Ch. lxxxv.] *Local Government Board's* [42 & 43 VICT.]  
(*Highways*) *Provisional Orders Confirmation (Dorset, &c.)*  
*Act, 1879.*

A.D. 1879.

Wilts Order.

And whereas by Section 16 of the same Act it is also enacted that if it appears to a County Authority that any road within their County which, within the period between the Thirty-first day of December, One thousand eight hundred and seventy, and the date of the passing of that Act, ceased to be a turnpike road, ought not to become a Main Road in pursuance of that Act, such Authority shall, before the First day of February, One thousand eight hundred and seventy-nine, make an application to the Local Government Board for a Provisional Order declaring that such road ought not to become a Main Road; and that the Local Government Board, if of opinion that there is probable cause for an application under that section, shall cause the road to be inspected, and, if satisfied that it ought not to become a Main Road, shall make a Provisional Order accordingly;

And whereas the roads which are referred to in the first column of the Schedule hereto, under the descriptions thereof contained in the Local Acts, of Parliament respectively mentioned in the second column of that Schedule, were respectively included amongst the roads to be maintained, improved, and kept in repair under the provisions of those Acts, and those Acts, so far as they related to such roads, expired or were repealed in pursuance of the provisions of the Acts mentioned in the third column of the same Schedule, and the said roads ceased to be turnpike roads within the period between the Thirty-first day of December, One thousand eight hundred and seventy, and the date of the passing of the said Highways and Locomotives (Amendment) Act, 1878, viz., the Sixteenth day of August, One thousand eight hundred and seventy-eight;

And whereas it appeared to the County Authority for the County of Wilts that the said roads, so far as the same are situated in the said County of Wilts, ought not to become Main Roads, and the said County Authority accordingly made application to the Local Government Board before the First day of February, One thousand eight hundred and seventy-nine, for a Provisional Order to declare that such roads, so far as the same are situate in the said County of Wilts, ought not to become Main Roads;

And whereas the Local Government Board, being of opinion that there was probable cause for such application, caused the said roads to be inspected, and are satisfied that the said roads, so far as they are situate in the County of Wilts, ought not to become Main Roads:

Now therefore, We, the Local Government Board, in pursuance of the powers given to Us by the said Highways and Locomotives (Amendment) Act, 1878, do, by this Order, declare that the roads referred to in the first column of the Schedule hereto, so far as the same are situate in the County of Wilts, ought not to become Main Roads.



[42 & 43 VICT.] *Local Government Board's* [Ch. lxxxv.]  
*(Highways) Provisional Orders Confirmation (Dorset, &c.)*  
*Act, 1879.*

The SCHEDULE above referred to.

A.D. 1879.

| 1.   | 2.   | 3.  | <i>Wilts Order.</i> |
|--|--|---|---------------------|
| Description of Road.   | Title of Local Turnpike Act.   | Title of Act by which the Road ceased to be a Turnpike Road.          |                     |
| The road leading out of the said last-mentioned road [i.e. the road from Combe Bridge, through Winsley and Bradford, to the Black Bear in Staverton,] near Winsley, through Turley, and joining the same again near the Town of Bradford.  | An Act for more effectually repairing and maintaining several roads leading to and from the Town of Bradford, in the County of Wilts, and for maintaining a bridge over the River Avon at Stokeford, in the said County. 4 & 5 Vict. c. xcix.  | The Annual Turnpike Acts Continuance Act, 1873. 36 & 37 Vict. c. 90.  |                     |
| The road leading from Batheaston Bridge on the London Road to the Cross Roads leading to Colerne, Nettleton, and Marshfield, all lying in the said Parishes of Batheaston and Bathford, and in the Parish of Colerne, in the County of Wilts, which shall be called the Colerne Road.                                | An Act for amending and otherwise improving several roads leading into and from the City of Bath, and for making new branches of roads to and from the same. 10 Geo. IV. c. cx.  | The Annual Turnpike Acts Continuance Act, 1876. 39 & 40 Vict. c. 39.  |                     |
| The road leading from the said road [i.e. the road leading from the Turnpike Road on Farrard's Common, in the Parish of Bradford, through Holt and Melksham, to Homan's Stile, in the Parish of Lacock, in the County of Wilts,] to the Bath Turnpike Road upon Kingsdown Hill, in the same County.                  | An Act for amending and maintaining the road leading from the Turnpike Road on Farrard's Common, in the Parish of Bradford, through Holt and Melksham, to Homan's Stile, in the Parish of Lacock, in the County of Wilts, and the road leading therefrom to the Bath Turnpike Road upon Kingsdown Hill, in the same County. 7 Geo. IV. c. xviii. | The Annual Turnpike Acts Continuance Act, 1872. 35 & 36 Vict. c. 85.  |                     |
| The Turnpike Road leading from Sherstone Magna to the Turnpike Road leading from Tetbury to Bath.<br>The road leading from the Turnpike Road and Gates at Charlton to the Turnpike Road leading from Malmesbury to Jackament's Bottom, at or near a certain place called the Five Lanes, in the Parish of Hankerton. | The Malmesbury Turnpike Roads Act, 1851. 14 & 15 Vict. c. lxxvi.   | The Annual Turnpike Acts Continuance Act, 1873. 36 & 37 Vict. c. 90.  |                     |
| The road from Wily to a Public House called Cook's House, in the Parish of Codford, in the County of Wilts, and from Wily aforesaid to the east end of the Parish of Langford, in the County of Wilts.   | An Act for more effectually repairing the road from Mullen's Pond, in the County of Southampton, through Amesbury, to the Eighteen Mile Stone from the City of New Sarum, near Willoughby Hedge, in the County of Wilts, and several other roads leading out of the said road. 5 Will. IV. c. xxxviii.   | The Annual Turnpike Acts Continuance Act, 1871. 34 & 35 Vict. c. 115. |                     |

Given under the Seal of Office of the Local Government Board, this Sixteenth day of May, in the year One thousand eight hundred and seventy-nine.

(L.S.)

G. SCLATER-BOOTH, President.  
 JOHN LAMBERT, Secretary.

[Ch. lxxxv.] *Local Government Board's* [42 & 43 VICT.]  
(*Highways*) *Provisional Orders Confirmation (Dorset, &c.)*  
*Act, 1879.*

A.D. 1879.

*York (East  
Riding)  
Order.*

COUNTY OF YORK (EAST RIDING).

*Provisional Order as to certain Disturnpiked Roads.*

To the Justices of the East Riding of the County of York in General or Quarter Sessions assembled, being the County Authority for that Riding within the meaning of the Highways and Locomotives (Amendment) Act, 1878;—

And to all others whom it may concern.

WHEREAS by Section 13 of the Highways and Locomotives (Amendment) Act, 1878, it is enacted that for the purposes of that Act, and subject to its provisions, any road which has, within the period between the Thirty-first day of December, One thousand eight hundred and seventy, and the date of the passing of that Act, ceased to be a turnpike road, and any road which, being at the time of the passing of that Act a turnpike road, may afterwards cease to be such, shall be deemed to be a Main Road;

And whereas by Section 16 of the same Act it is also enacted that if it appears to a County Authority that any road within their County which, within the period between the Thirty-first day of December, One thousand eight hundred and seventy, and the date of the passing of that Act, ceased to be a turnpike road, ought not to become a Main Road in pursuance of that Act, such Authority shall, before the First day of February, One thousand eight hundred and seventy-nine, make an application to the Local Government Board for a Provisional Order declaring that such road ought not to become a Main Road; and that, subject as aforesaid, where it appears to a County Authority that any road within their County which has become a Main Road in pursuance of that Act, ought to cease to be a Main Road, and become an ordinary highway, such Authority may apply to the Local Government Board for a Provisional Order declaring that such road has ceased to be a Main Road and become an ordinary highway; and that the Local Government Board, if of opinion that there is probable cause for an application under that section, shall cause the road to be inspected, and if satisfied that it ought not to become a Main Road, or ought to cease to be a Main Road and become an ordinary highway, shall make a Provisional Order accordingly;

And whereas the roads which are referred to in the first columns of the Schedules A. and B. hereto, under the descriptions thereof contained in the Local Acts of Parliament respectively mentioned in the second columns of those Schedules, were respectively included amongst the roads to be maintained and improved under the provisions of those Acts, and those Acts, so far as they related to such roads, expired or were repealed in pursuance of the provisions of the Acts mentioned in the third columns of the same Schedules;

And whereas the roads referred to in the said Schedule A. ceased to be Turnpike Roads within the period between the Thirty-first day of December,

[42 & 43 VICT.]      *Local Government Board's*      [Ch. lxxxv.]  
*(Highways) Provisional Orders Confirmation (Dorset, &c.)*  
*Act, 1879.*

One thousand eight hundred and seventy, and the date of the passing of the said Highways and Locomotives (Amendment) Act, 1878, viz., the Sixteenth day of August, One thousand eight hundred and seventy-eight, and the road referred to in the said Schedule B. ceased to be a Turnpike Road after the date of the passing of the said Highways and Locomotives (Amendment) Act, 1878 ;

A.D. 1879.  


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*York (East Riding)*  
*Order.*  


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And whereas it appeared to the County Authority for the East Riding of the County of York that the roads referred to in the first column of Schedule A. hereto, so far as they are situate within the East Riding of the County of York, ought not to become Main Roads, and the said County Authority accordingly made application to the Local Government Board before the First day of February, One thousand eight hundred and seventy-nine, for a Provisional Order to declare that such roads ought not to become Main Roads ;

And whereas it appeared to the said County Authority that so much of the road referred to in the first column of Schedule B. hereto as is situate within the East Riding of the County of York ought to cease to be a Main Road and become an ordinary highway, and the County Authority accordingly made application to the Local Government Board for a Provisional Order to declare that so much of the said road has ceased to become a Main Road, and become an ordinary highway ;

And whereas the Local Government Board, being of opinion that there was probable cause for such applications, caused the said roads to be inspected, and are satisfied that the roads referred to in the said Schedule A., so far as they are situate within the East Riding of the County of York, ought not to become Main Roads, and that so much of the road referred to in the said Schedule B. as is situate within the East Riding of the County of York ought to cease to be a Main Road, and become an ordinary highway :

Now therefore, We, the Local Government Board, in pursuance of the powers given to Us by the said Highways and Locomotives (Amendment) Act, 1878, do, by this Order, declare that the roads which are referred to in the first column of Schedule A. hereto, so far as they are situate within the East Riding of the County of York, ought not to become Main Roads, and that so much of the road which is referred to in the first column of the Schedule B. hereto as is situate within the East Riding of the County of York has ceased to be a Main Road and become an ordinary highway.

[Ch. lxxxv.] *Local Government Board's* [42 & 43 VICT.]  
*(Highways) Provisional Orders Confirmation (Dorset, &c.)*  
*Act, 1879.*

A.D. 1879.

*York (East Riding)*  
*Order.*

SCHEDULE A. above referred to.

| 1.  | 2.   | 3.   |
|---|--|--|
| Description of Roads.   | Title of Local Turnpike Act.   | Title of Act by which the Roads ceased to be Turnpike Roads.                     |
| <p>The road leading from Kelgate Bar, in the Town of Beverley, in the East Riding of the County of York, through Bentley Lanes, by the Malton Guide Post, to a part of Cottingham Field near Skidby Mill, in the Parish of Cottingham, within the said East Riding, and through the Town of Willerby, by the west end of the Town of Anlaby, to the Ferry across the River Humber at and from Hessle, in the County of the Town of Kingston-upon-Hull.</p> <p>The road leading from the Malton Guide Post aforesaid to the Gravel Pit at the west end of the Town of Cottingham aforesaid.</p> <p>The road leading from and out of the Hull and Kirk Ella Turnpike Road, on the north side of a well called the Dale Well, through West-Ella, in the County of the Town of Kingston-upon-Hull.</p> <p>The Post Road from the west end of the churchyard of Kirk Ella aforesaid to Raywell, and from thence to and through the Town of North Cave, in the said East Riding of the County of York, to a certain cut, drain, or canal on a common called Walling Fenn, in the same Riding, leading towards the Market Town of Howden.</p> <p>The road leading from or near the said Gravel Pit at Cottingham towards Eppleworth, as far as its junction with the said road from Beverley to the Ferry at Hessle.</p> | <p>An Act for maintaining certain Roads in the neighbourhood of the Towns of Beverley, of Kingston-upon-Hull, and of North Cave, called "The Beverley, Hessle, and North Cave Turnpike Roads." 2 &amp; 3 Will. IV. c. cix.</p> | <p>The Annual Turnpike Acts Continuance Act, 1875. 38 &amp; 39 Vict. c. 194.</p> |
| <p>The present Turnpike Road from Sacred Gate in the Township of Thorngumbald to Patrington Haven, and from the Guide Post in Winestead to the Township of South Frodingham, in the East Riding of the County of York.</p>  | <p>The Hedon and Patrington Road Act, 1864. 27 &amp; 28 Vict. c. lii.</p>  | <p>The Annual Turnpike Acts Continuance Act, 1874. 37 &amp; 38 Vict. c. 95.</p>  |
| <p>The road leading from the end of the Middle Lane of Anlaby in two branches to the Town of Kirk Ella, and to a certain pit in Swanland Field called Mares Gate.</p>   | <p>An Act for improving and maintaining the road from the Town of Kingston-upon-Hull to Kirk Ella, in the County of the said Town. 10 Geo. IV. c. xcii.</p>  | <p>The Annual Turnpike Acts Continuance Act, 1874. 37 &amp; 38 Vict. c. 95.</p>  |
| <p>The road leading from Grimston to the upper end of Stone Dale, in the County of York.</p>  | <p>An Act for repairing the road from the City of York to Kexby Bridge, and from Grimston to the upper end of Stone Dale, in the County of York. 7 &amp; 8 Geo. IV. c. xcix.</p>   | <p>The Annual Turnpike Acts Continuance Act, 1872. 35 &amp; 36 Vict. c. 85.</p>  |

[42 & 43 VICT.] *Local Government Board's* [Ch. lxxxv.]  
*(Highways) Provisional Orders Confirmation (Dorset, &c.)*  
*Act, 1879.*

A.D. 1879.  
 —  
*York (East Riding)*  
*Order.*  
 —

SCHEDULE B. above referred to.

| 1.   | 2.  | 3.   |
|--|---|--|
| Description of Road.   | Title of Local Turnpike Act.  | Title of Act by which the Road ceased to be a Turnpike Road.         |
| The road leading from a place called Sacred Gate, next the Township of Thorngumbald, in Holderness, in the East Riding of the County of York, on the south-east side of the Town of Hedon, to the east end of a street called Fletcher Gate, in that Town, and from the north end of another street called Soutter Street, in that Town, through the Townships of Preston and Bilton to Williamson Street, in the Parish of Drypool, in the Borough of Kingston-upon-Hull. | The Hedon and Hull and Wyton and Flinton Turnpike Roads Act, 1855. 18 & 19 Vict. c. cxxxvi. | The Annual Turnpike Acts Continuance Act, 1877. 40 & 41 Vict. c. 64. |

Given under the Seal of Office of the Local Government Board, this  
 Sixteenth day of May, in the year One thousand eight hundred  
 and seventy-nine.

G. SCLATER-BOOTH, President.  
 JOHN LAMBERT, Secretary.

(L.S.)

