if that day is Easter Day, the day next following the second Saturday in April, and ending at two o'clock, Greenwich mean time, in the morning of the day next following the third Saturday in September.

(2) This Act may be cited as the Summer Time Act, 1922.

(3) This Act shall continue in force until the thirty-first day of December, nineteen hundred and twenty-three, and no longer, unless Parliament otherwise determines, and nothing in this Act shall affect the operation of the Summer Time Act, 1916, or any Order in Council made under that Act. 6 & 7 Geo. 5. c. 14.

CHAPTER 23.

An Act to amend and extend the duration of the Harbours, Docks, and Piers (Temporary Increase of Charges) Act, 1920. [20th July 1922.]

BE it enacted by the King'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:—

Application of the principal Act to railway docks. 10 & 11 Geo. 5. c. 21.

1.—(1) Proviso (*b*) of subsection (1) of section one of the Harbours, Docks, and Piers (Temporary Increase of Charges) Act, 1920 (hereinafter referred to as the principal Act), shall not apply to any port, harbour, dock or pier forming part of the undertaking of a railway company, but in considering any modification of the statutory provisions regulating the charges to be made by any railway company in respect of any such port, harbour, dock or pier, regard shall also be had to the charges in force at similar ports, harbours, docks or piers (whether forming part of the undertaking of a railway company or not), and no modification of such statutory provisions shall be authorised which would increase the charges beyond such amounts as the railway company were at the passing of this Act entitled to charge by virtue of section three of the Ministry of Transport Act, 1919. 9 & 10 Geo. 5. c. 50.

(2) No order shall be made under the principal Act as amended by this Act modifying as respects any period after the fifteenth day of February, nineteen hundred and twenty-three, any statutory provisions regulating the charges to be made in respect of any port, harbour, dock, or pier undertaking, unless an application for an order is made to the Minister of Transport before the first day of November, nineteen hundred and twenty-two, and any order made on any such application may modify such provisions not only as respects a period after, but also as respects the period up to and including, the said fifteenth day of February, and may revise the power of charging authorised by any previous order made under the principal Act:

Provided that this provision shall not apply as respects orders to be made by way of renewal, whether with or without modification, of orders in force after the said fifteenth day of February.

Short title, construction, extent, and duration.

2.—(1) This Act may be cited as the Harbours, Docks, and Piers (Temporary Increase of Charges) Act, 1922, and the principal Act and this Act may be cited together as the Harbours, Docks, and Piers (Temporary Increase of Charges) Acts, 1920 to 1922.

(2) No order made under the principal Act, as amended by this Act, relating to the charges of the undertakings covered by this Act shall be made so as to remain operative for a longer period than twelve months, but shall be renewable with or without modification by a further order.

(3) The principal Act, as amended by this Act, shall have effect and be deemed always to have had effect as if the expression "pier" included a wharf, quay or jetty.

(4) This Act shall not extend to Ireland.

(5) The principal Act, as amended by this Act, shall have effect until the fifteenth day of February, nineteen hundred and twenty-five, and subsection (4) of section eighty of the Railways Act, 1921 (which continues the rates advisory committee in existence so long as it may be necessary for the purposes of references under the principal Act), shall have effect accordingly.

11 & 12 Geo. 5. c. 55.