



The Edinburgh Gazette.

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FRIDAY, NOVEMBER 22, 1895.

PRIVY COUNCIL OFFICE, DUBLIN CASTLE,

November 14, 1895.

At a Meeting of the Privy Council held this day, in the Council Chamber, Dublin Castle, the Right Honourable the Lord Chancellor was sworn as a Lord Justice for the Government of Ireland during the absence of His Excellency the Lord Lieutenant.

J. B. DOUGHERTY.

WHITEHALL, November 18, 1895.

The Queen has been pleased to give and grant unto Gregory Lucas, Esq., Her Majesty's Royal licence and authority that he may accept and wear the Insignia of the Imperial Order of the Osmanieh of the Fourth Class, which His Imperial Majesty the Sultan of Turkey has been pleased to confer upon him in recognition of his services while actually and entirely employed by the Ottoman Government as Director of the Tobacco Régie at Salonica.

CIVIL SERVICE COMMISSION,

November 19, 1895.

The following Candidates have been certified by the Civil Service Commissioners as qualified for the appointments set against their respective names:—

November 14, 1895.

AFTER OPEN COMPETITION.

Post Office: Sorter, London—Herbert Henry William Goble.

AFTER OPEN COMPETITION AND UNDER CLAUSE 7 OF THE ORDER IN COUNCIL OF 4TH JUNE 1870.

Boy Clerk—John Stephens Davies.

AFTER LIMITED COMPETITION.

British Museum (Natural History): Assistant—Vernon Herbert Blackman.

Trinity House: Boy Clerk—Edward Godber.

WITHOUT COMPETITION.

Consular Service: Vice-Consul, Buenos Ayres—Percy John Frederick Staniforth.

Post Office: Postman, London—John Bertie Jones.

Porter, London—Arthur Benjamin Ruddock.
Sorting Clerk and Telegraph Learner,
Penzance—Henry Edward Montague Smith.

UNDER CLAUSE 7 OF THE ORDER IN COUNCIL OF 4TH JUNE 1870.

Customs: House Porter, London—George Henry Browning.

FOR REGISTRATION AS TEMPORARY BOY
MESSENGER.

Thomas Ross.

November 15, 1895.

AFTER OPEN COMPETITION.

Post Office: Female Sorter, London — Fanny Evelyn Silversides.

Sorters, London—Albert Hayman, Charles James Snow.

AFTER OPEN COMPETITION AND UNDER CLAUSE
7 OF THE ORDER IN COUNCIL OF 4TH JUNE
1870.

Boy Clerk—James Strang.

WITHOUT COMPETITION.

Prisons Service, Ireland: Warder — William Dominick Leonard, John O'Callaghan.

Post Office: Postmen, London—Benjamin Spencer Clark, Charles John Symms.

Porter, London—James George Winchester.

November 16, 1895.

AFTER OPEN COMPETITION.

Consular Service: Student Interpreter, Ottoman Dominions, Persia, Greece, or Morocco—Avalon Shipley.

Post Office: Female Sorters, London — Alice Edith Leaver.

Sorter, London—Herbert Carpenter Brown.

WITHOUT COMPETITION.

Customs: Boatmen—David Thomas Owens.

Prisons Service, Ireland: Warder — James Crolly.

Post Office: Postmen, London—James Brown, William George Crisp, Courtenay Charles Haycraft, William Frederick Page, John Taylor, Richard James Twinn.

Porters, London—Alfred Thomas Holden, George Judge, Edward Thomas Stannard, George Sturman.

Sorting Clerk and Telegraph Learner, Richmond, Surrey—John Brown Seymour.

Postmen—Frederick James Lancaster (Birmingham), Cecil Long (Bury St. Edmunds), William Henry Roberts (Canterbury), George Rowbottom (Burnley), George Henry Wood (Middlesborough).

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN Imperial Measure,* as received from the Inspectors and Officers of Excise, in the Week ended 16th November 1895, conformably with the Act of the 45th and 46th Victoria, cap. 37.

				QUANTITIES SOLD.		AVERAGE PRICE.	
				Qrs.	Bus.	s.	d.
Wheat	...	...	...	36,675	4	26	1
Barley	...	...	...	191,954	3	25	1
Oats	...	...	...	16,290	0	14	4

COMPARATIVE STATEMENT for the corresponding Week in each of the Years from
1891 to 1894.

Corresponding Week in		QUANTITIES SOLD.						AVERAGE PRICE.					
		WHEAT.		BARLEY.		OATS.		WHEAT.		BARLEY.		OATS.	
		Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1891	...	87,104	5	221,896	4	21,750	3	38	9	31	3	22	4
1892	...	56,938	1	191,738	2	19,630	0	27	11	26	7	18	0
1893	...	52,895	5	156,898	5	19,028	0	27	4	29	2	18	2
1894	...	40,376	2	176,214	0	17,415	6	19	1	22	7	13	10

* Section 8 of the Corn Returns Act, 1882, provides that where returns of purchases of British Corn are made to the Local Inspector of Corn Returns in any other measure than the imperial bushel, or by weight or by a weighed measure, that Officer shall convert such returns into the imperial bushel, and in the case of weight or weighed measure the conversion is to be made at the rate of sixty imperial pounds for every bushel of wheat, fifty imperial pounds for every bushel of barley, and thirty-nine imperial pounds for every bushel of oats.

Board of Agriculture,
November 16, 1895.

P. G. CRAIGIE.

ACCOUNT showing the Quantities of certain kinds of AGRICULTURAL PRODUCE Imported into the United Kingdom in the Week ended 16th November 1895, together with the Quantities Imported in the Corresponding Week of the Previous Year.

					QUANTITIES.	
					1894.	1895.
Animals living :—						
Oxen, Bulls, Cows, and Calves...	...	...	...	Number	8,066	9,846
Sheep and Lambs	...	...	...	"	16,127	24,291
Swine	...	...	...	"	—	—
Fresh Meat :—						
Beef	...	...	...	cwts.	50,034	62,178
Mutton	...	...	...	"	63,931	63,361
Pork	...	...	...	"	6,088	8,517
Salted or Preserved Meat :—						
Bacon	...	...	...	"	63,263	63,753
Beef	...	...	...	"	6,909	3,954
Hams	...	...	...	"	15,443	18,650
Pork	...	...	...	"	1,863	3,543
Meat unenumerated, salted and fresh	...	...	...	"	5,800	4,557
Meat, preserved otherwise than by salting	...	...	...	"	15,081	21,936
Dairy Produce and Substitutes :—						
Butter	...	...	...	"	45,828	55,345
Margarine	...	...	...	"	21,280	19,727
Cheese	...	...	...	"	36,745	59,176
Milk and Cream, fresh	...	...	...	Gallons	5,100	240
Condensed Milk	...	...	...	cwts.	8,818	11,014
Eggs	...	...	...	Great Hundred	252,614	273,230
Poultry and Game	...	...	...	Value £	7,431	7,318
Rabbits, dead (not tinned)	...	...	...	cwts.	3,875	4,917
Lard	...	...	...	"	25,002	23,536
Corn, Grain, Meal, and Flour :—						
Wheat	...	...	...	"	1,213,776	1,514,120
Wheat Meal and Flour	...	...	...	"	415,312	406,960
Barley	...	...	...	"	497,923	864,440
Oats	...	...	...	"	298,408	390,200
Pease	...	...	...	"	97,143	56,140
Beans	...	...	...	"	53,156	115,730
Maize or Indian Corn	...	...	...	"	374,189	850,400
Fruit, Raw :—						
Apples	...	...	...	Bush.	283,747	139,945
Oranges	...	...	...	"	121,986	52,326
Lemons	...	...	...	"	12,773	27,250
Cherries	...	...	...	"	—	—
Plums	...	...	...	"	—	200
Pears	...	...	...	"	13,304	3,970
Grapes	...	...	...	"	19,193	35,906
Unenumerated	...	...	...	"	13,764	4,567
Hay	...	...	...	Tons	1,745	2,224
Hops	...	...	...	cwts.	9,077	10,841
Vegetables :—						
Onions, raw	...	...	...	Bush.	103,477	103,458
Potatoes	...	...	...	cwts.	20,995	8,605
Unenumerated	...	...	...	Value £	15,811	23,744

T. J. PITTAR.

BANKRUPTS

FROM THE LONDON GAZETTE.

RECEIVING ORDERS.

- Camille Des Claves (trading as Des Claves & Company), 33 Jermyn Street, St. James', London, lately residing at 29 Edward Square, and formerly of Aberdeen, and trading at 27 Charles Street, St. James' aforesaid, and formerly at 23 Pall Mall, London, and at Aberdeen, wine merchant.
- William Donnelly, 7 Warwick Road, Romford Road, Stratford, Essex, and of the General Post Office, in the city of London, lately residing at 29 Eleanor Road, Romford Road, Stratford aforesaid, civil service clerk.
- Paul Fernau, 36 St. Mary-at-Hill, late of 10 Fore Street, both in the city of London, agent.
- A. Flett & Co., 164 Aldersgate Street, London.
- Evelyn Fowler, Thornwood Lodge, Campden Hill, Kensington, in the county of London.
- William Thomas Horton, 8 Marquis Grove, Canonbury, in the county of London, trading at 9 Edward's Place, Aldersgate Street, in the city of London, furrier.
- William Mecham (formerly carrying on business as Tom Merry), 150 Kennington Road, Surrey, formerly carrying on business as Tom Merry, at 102 and 104 Newington Butts, Surrey, lately carrying on business at 1 Felix Street, Westminster Bridge Road, Surrey, now detained in Her Majesty's Prison at Wandsworth, scenic artist.
- George Moore, 29½ Ordnance Road, St. John's Wood, in the county of London, jobmaster.
- Rhys Jones, 1 Ynysllwyd Road, Aberaman, Aberdare, Glamorganshire, grocer.
- Alfred Ebdon, 14 Victor Terrace, off Doncaster Road, Barnsley, Yorkshire, monumental sculptor.
- James Leal, High Street, Solihull, Warwickshire, draper and milliner.
- James Crompton, 69 Radcliffe Road and Slater Lane, Bolton, Lancashire, lately residing at 20 Blackburn Road, Bolton aforesaid, rope maker.
- Edwin Shaw Munday, 4 Drummond Road, Skegness, Lincolnshire, lately residing and trading at 10 Lumley Road, Skegness aforesaid, tobacconist and hairdresser.
- Whitaker Law, residing and trading at Temperance Terrace, Huddersfield Road, Wyke, in the parish of Birstal, Yorkshire, boot and shoe maker and leather merchant.
- Abraham Maizels, formerly residing and trading at 75 Girdlington Road, Bradford, Yorkshire, now residing at 72 Broomfield Terrace, Bradford aforesaid, general dealer.
- James Merlini, 128 Paget Street, Cardiff, Glamorganshire, grocer and baker.
- Edmund Williams, 105 Frederick Street, Cardiff, Glamorganshire, builder and contractor.
- John Samuel Griffiths, 1 Stepney Place, Llanelly, Carmarthenshire, trading at 34 Market Street, Llanelly aforesaid, general ironmonger.
- William Mark Hudson, Clarence Hotel, Clarence Street, Cheltenham, hotel proprietor.
- W. H. Gerrard, White Lion Square, Ilkeston, Derbyshire, druggist.
- Henry Davies, Anchor Lane, Deepfields, Staffordshire, royalty master.
- William Vine, residing at 167 Seaside Road, Eastbourne, Sussex, and trading at 167 Seaside Road, and 29 South Street, Eastbourne aforesaid, bootmaker.
- Joseph Watts, formerly Bow, now New Barn, Stoke-integthead, both in Devonshire, late farmer, now out of business.
- James William Stanley, residing at 20 Trinity Street, lately trading at Dansom Lane, both in the borough of Kingston-upon-Hull, boiler coverer.
- Arthur J. Rollinson, 348 Cleethorpe Road, New Clee, Great Grimsby, surgeon.
- Elizabeth Mellor, 24 Beeston Road, Leeds, Yorkshire, grocer.
- George Uttley, 45 Woodsley Road, in the city of Leeds, retired civil engineer and builder.
- David James Goodyer (trading as F. B. Goodyer), 270 Charnwood Street, Leicester, Leicestershire, furniture dealer.
- William Davies, 15 Church Street, Leominster, Herefordshire, auctioneer.
- Tom Watson, Marton, Lincolnshire, saddler and farmer.
- Robert Jones, 36 Town Row, in the city of Liverpool, commercial clerk.
- George Underwood, Old Park Farm, Wing, Leighton Buzzard, Bedfordshire, farmer.
- Henry Newman, Mereworth Cross, Mereworth, Kent, farmer and grocer.
- David Thomas Williams, Station Road, Llansamlet, Glamorganshire, wheelwright.
- Joseph William Hobbs, Snelsmore Farm, Snelsmore, Chieveley, Berkshire, lately residing and carrying on business at Arlington Grange, Chieveley aforesaid, farmer and cattle dealer.
- Arthur W. English, Edgefield, Norfolk, builder.
- George Frederick Handel Scarborough, 4 Chester Street, York Street, Norwich, formerly clerk in the Norwich Union Fire Office, now out of employment.
- William Barker, residing at 3 North Hill, Annesley Road, Hucknall Torkard, and trading at Annesley Road, Linby, both in Nottinghamshire, lime burner.
- George Henry Ilett, residing and trading at Warsop, near Mansfield, Nottinghamshire, builder.
- John Joseph Rowe (lately trading as J. Rowe & Co.), now residing in lodgings at 2 Huntingdon Street, Nottingham, lately residing and trading at 2 Huntingdon Street aforesaid, out of business, lately wholesale cabinetmaker.
- Nathaniel Gilbert, Schobchester Farm, Ashbury, Devonshire, farmer.
- William Preston, the Masons' Arms, Edgware, Middlesex, lately residing at Dorset Mews, Dorset Square, in the county of London, licensed victualler, lately cab proprietor.
- Donald Archibald Campbell, 89 William Street, in the city of Sheffield, draper.
- James Thomas Eltringham, lately residing at 46 High Street, Gosport, in the county of Southampton, and carrying on business there, having for the greater part of the past six months resided at 7 Victoria Road, Woolston, in the county of Southampton, and carried on business there, photographer.
- Edmond Cornforth, Sailes Farm, Swainby, and 60 Laing Street, Grangetown, both in Yorkshire, farmer and labourer.
- John Harrison, The Ship Inn, High Street, Stockton-on-Tees, in the county of Durham, coal dealer and licensed victualler.
- Frederick Hugo, Bodmin, Cornwall, temperance hotel keeper.
- James Chapman, Hadlow, Kent, grocer and baker.
- George William Stubbs, 10 Fanthorpe Street, Putney, Surrey, lately residing at 9 Erpingham Road, Putney aforesaid, but whose place of business is unknown, builder.
- Mary Williams, Compton House, Market Street, Llangollen, Denbighshire, milliner and draper.
- Thomas Williams, 63 Mwrog Street, Ruthin, Denbighshire, lately residing and trading at the White Bear Inn, Ruthin aforesaid, butcher.
- The following Amended Notice is substituted for that published in the Edinburgh Gazette of the 22nd October 1895:—John Clarke, residing at Myrtle Cottage, Langham Road, Bowdon, Cheshire, now or lately carrying on business at 17 Brazenose Street, Manchester, formerly residing at Coombe Terrace, Westcombe Park, London, S.E., solicitor.

Board of Trade.—Session 1896.

FORSINARD, MELVICH, AND PORTSKERRA (LIGHT) RAILWAY.

(Powers to Construct Railway; Acquisition of Lands, &c., by Agreement; Powers of Deviation; Diversion of Roads, &c.; Amendment of Railways Clauses Consolidation (Scotland) Act, 1845; Tolls; Agreements; Capital; Amendment of Acts; and other Purposes.)

NOTICE is hereby given that, pursuant to the provisions of The Railways Construction Facilities Act, 1864, The Railways Companies Powers Act, 1864, and The Railways (Powers and Construction) Acts, 1864, Amendment Act, 1870, application has been made by The Most Noble Cromartie, Duke and Earl of Sutherland, William Houstoun, Donald McLean, John Box, Angus Morrison, Alexander Macintosh, Donald Sinclair, Hugh James Gunn, Hugh Gunn, Donald Mackenzie and Alexander Murray, to the Board of Trade for a Certificate pursuant to the terms of those Acts for the following purposes or some of them, namely:—

1. To incorporate a Company (hereinafter referred to as "the Company") and to enable them to make and maintain the Railways and Works hereinafter described, with all proper stations, junctions, sidings, approaches, and other works and conveniences in connection therewith, viz.:—

Railway No. 1.—Commencing by a junction with the Highland Railway at a point thereon 133 yards or thereabouts, measured in a north-easterly direction along that railway from the north-east gate post of the public road level crossing at Forsinard Station, proceeding thence in a northerly direction, and terminating at a point 370 yards or thereabouts, measured in a westerly direction from the south-west corner of the wall enclosing the grounds of Bighouse Mansion, on the River Halladale near Melvich.

Railway No. 2.—Commencing by a junction with the intended Railway No. 1 before described at a point thereon 370 yards or thereabouts, measured in a south-westerly direction from the south-west corner of the wall enclosing the grounds of Bighouse, before mentioned, proceeding thence in a north-westerly direction and terminating at Portskerra, at or near a point opposite the centre of the Pier presently under construction by the Portskerra Harbour Trustees;

which intended Railways and works connected therewith, and the lands, houses, and other property, which may be taken for the purposes thereof, are wholly situate in the Parishes of Farr and Strathay in the County of Sutherland.

2. To authorise the Company to purchase by Agreement lands, houses, and other property and servitudes, and other rights and privileges in, over, or affecting lands, houses, and other property for the purposes of the intended Railways, and to enable persons empowered by the Lands Clauses Consolidation (Scotland) Act, 1845, to sell and convey, or release lands, to grant such servitudes and other rights and privileges.

3. To authorise the Company to deviate laterally and vertically in the construction of the said Railways from the line and levels delineated

on the plans and Sections deposited as herein-after mentioned, to such an extent as is defined on those plans and Sections or as may be prescribed by the certificate.

4. To authorise the Company to construct, work, and use the Railway as a light railway.

5. To authorise the crossing on the level, on, over, or under, and the deviating, altering, or stopping up, either temporarily or permanently, of any roads, highways, railways, rivers, streams, sewers, drains, canals, water courses, bridges, telegraphic, telephone, and electric wires or apparatus, and erections or works of any description within the Parishes aforesaid which it may be necessary or convenient to cross, stop up, alter or divert for the purposes of the intended Certificate or any of them.

6. To vary for the purposes of the Certificate the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to diminishing the radius of curves and increasing the gradients described on the plans and Sections, the fencing of the Railways, and with respect to limits of lateral and vertical deviation in the construction of Works and to alterations of roads and substitution of roads in lieu of altered roads.

7. To provide that all altered or diverted portions of road which may be constructed by the Company under the powers of the Certificate shall in all respects respectively form parts of the existing roads in lieu of, or in connection with, portions of which the same are respectively substituted or made under the said powers, and shall be managed and maintained by the respective parties entitled to manage and liable to maintain the said existing roads, or such other parties as may be specified in the Certificate.

8. To empower the Company to levy tolls, rates, and charges for, and in respect of, the use of the proposed Railways and other works, and for the conveyance and accommodation of traffic thereon and thereat, and to alter existing tolls, rates, and charges, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and charges.

9. To authorise the Company on the one hand and the Highland Railway Company or any person or Company on the other hand to enter into and carry into effect, and to rescind contracts, agreements, and arrangements with respect to the working, use, management, and maintenance of the Railways or any part thereof, and the conveyance of traffic thereon; the supply and maintenance of engines, stock, and plant necessary for the purposes of the Railways; and the employment of officers and servants for the conveyance and conduct of traffic on the Railways; the regulation, interchange, collection, transmission, and delivery of the traffic upon the Railways, the payments to be made and the conditions to be performed with respect to the purposes aforesaid or any of them; and the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising in respect of traffic; and to confirm any such contracts, agreements, and arrangements which may be entered into before the granting of the Certificate.

10. To confirm all contracts and agreements which may be entered into before the granting of the Certificate by the Company in reference to the purposes of the Certificate or any of them.

11. To empower the Company to raise, by the creation and issue of ordinary and preference shares and stock and by borrowing upon mortgage and by the creation and issue of debenture stock, or by one or more of those modes, money for the purposes of the works proposed to be authorised and the lands proposed to be acquired under the powers of the Certificate.

12. To authorise the Company to lease or sell the Railways or any part thereof to any person or other Company, and to make all other suitable provisions in the circumstances.

13. To vary or extinguish all existing rights and privileges connected with the lands, houses, roads, bridges, streams, water courses, and other property herein before mentioned and any other rights and privileges which might in any manner interfere with any of the objects aforesaid; to confer all powers, rights, and privileges necessary or expedient for effecting those objects or in relation thereto; and to empower the Company and all other Companies, Corporations, Commissioners, Trustees, and persons affected by those objects to enter into agreements with each other in reference thereto and to confirm any such agreements that may have been entered into.

14. To alter, amend, extend, enlarge, or repeal, so far as may be necessary for the purposes of the Certificate, the Highland Railway Act, 1865, and any other Acts relating to that Company.

15. Plans describing the line and situation of the Railways proposed to be made as aforesaid, and the lands, houses, and other property which may be taken for the purposes thereof, and of the Works and conveniences connected therewith, and Sections describing the levels of the said proposed Railways, together with a Book of Reference to the said Plans containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, houses, and other property, and an Ordnance or published Map with the line of the proposed Railways delineated thereon so as to show its general course and direction, together with a duplicate thereof, have been deposited for public inspection in the offices at Dornoch of the Principal Sheriff Clerk of the County of Sutherland, and copies of the said Plans, Sections, and Book of Reference have been deposited for public inspection with the Clerk to the Parish Council and the Session Clerk of the said Parish of Farr and with the Session Clerk of the said Parish of Strathy at their offices or residences respectively.

Corresponding duplicate Plans, Sections, Maps, and Book of Reference have also been deposited at the Office of the Board of Trade.

16. A printed copy of this Notice as published in the *Edinburgh Gazette* will within one week after the last publication of the Notice in the local paper be deposited for public inspection with the Principal Sheriff Clerk for the County of Sutherland at his Offices above mentioned and with the Clerk to the Parish Council of the said Parish of Farr and the Session Clerks of the said Parishes of Farr and Strathy at their offices or residences respectively.

17. Copies of the Draft Certificate as proposed by the Company will be supplied at the price of 6d. each at the Offices of the undersigned Solicitor and Parliamentary Agents to all persons applying for the same.

18. All persons desirous of making any representation to the Board of Trade or of bringing before them any objection respecting the application for the said Certificate may do so by letter addressed to the Secretary of the Board of Trade on or before the 1st day of January 1896.

19. And NOTICE IS HEREBY ALSO GIVEN that after the Board of Trade have settled the said Certificate, Copies thereof can be obtained at the Offices of the undersigned at the price of 6d. each or at such other price as the Board of Trade may direct.

Dated this 14th day of November, 1895.

ALFRED N. MACAULAY,
Golspie, N.B.,
Solicitor for the Certificate.

MARTIN & LESLIE,
27 Abingdon Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1896.

ROXBURGH, BERWICK, AND SELKIRK DISTRICT BOARD OF LUNACY.

(WATER SUPPLY.)

(Power to Roxburgh, Berwick, and Selkirk District Board of Lunacy to construct Water Works; Sanctioning existing Waterworks; Compulsory Purchase of Lands, Easements, &c.; Compensation Water; Protection of Water from Pollution and Waste; Assessments and Borrowing Powers; Costs of Act; Arrangements and Agreements as to Supply of Water; Incorporation and Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Roxburgh, Berwick, and Selkirk District Board of Lunacy (hereinafter called "The District Board") for leave to bring in a Bill (hereinafter called "the Bill") for the following purposes or some of them, that is to say:—

I. To empower the District Board to make and maintain the waterworks hereinafter described in the Parish of Galashiels in the County of Selkirk, and in the Parishes of Bowden and Melrose in the County of Roxburgh, or some or one of them, viz:—

(1) A Catchwater Drain (hereinafter called "Catchwater No. 1") commencing in the enclosure numbered on the 25-inch Ordnance Survey Map 169 in that part of the Parish of Galashiels formerly included in the County of Roxburgh but now forming part of the County of Selkirk, at a point therein where a spring is situate on the north-eastern side of the hill called White Law, 233 yards or thereabouts measuring in a north-easterly direction from the highest point on the said hill, and terminating at the Gathering Well No. 1 hereinafter described, which Catchwater No. 1 will be wholly situate in the Parish of Galashiels and County of Selkirk.

(2) A Catchwater Drain (hereinafter called "Catchwater No. 2") commencing in the

said enclosure numbered 169 on the said Ordnance Survey Map at a point therein where a spring is situate at the head waters of a stream flowing into the Lady Moss, 210 yards or thereabouts measured in a south-easterly direction from the point where the fence separating the said enclosure numbered 169 from the enclosure numbered 199 on the said Ordnance Survey Map in the said part of the said Parish of Galashiels joins the southern boundary of the enclosure numbered on the said Ordnance Survey Map 155 in the said part of the same parish, and 28 yards or thereabouts measured in an easterly direction from the said fence, and terminating at the Gathering Well No. 1 hereinafter described, which Catchwater No. 2 will be wholly situate in the said Parish of Galashiels and County of Selkirk.

- (3) A Catchwater Drain (hereinafter called "Catchwater No. 3") commencing in the Parish of Bowden and County of Roxburgh at a point where a spring is situate on Bowden Moor at a point 28 yards or thereabouts measuring in a north-easterly direction from the extreme north-eastern corner of the said enclosure No. 169 on the said Ordnance Survey Map, and terminating at the Gathering Well No. 1 hereinafter described, which Catchwater No. 3 will pass from, through, or into the Parish of Bowden in the County of Roxburgh and the Parish of Galashiels in the County of Selkirk.
- (4) A Gathering Well or Cistern (hereinafter called "Gathering Well No. 1") to be situate in the said enclosure No. 169 on the said Ordnance Survey Map at a point therein 100 yards or thereabouts measuring in a westerly direction from the point where the northern branch of the stream flowing into the Lady Moss flows through the opening in the stone wall forming the boundary between the Parish of Galashiels in the County of Selkirk and the Parish of Bowden in the County of Roxburgh, with an overflow pipe from the said Gathering Well commencing in the Gathering Well and terminating in the said northern branch of the said stream which flows into Lady Moss at a point 48 yards or thereabouts measured in a north-westerly direction from the said point where the said stream passes through the opening in the said stone wall, which Gathering Well No. 1 and Overflow Pipe will be wholly situate in the Parish of Galashiels and County of Selkirk.
- (5) A Reservoir (hereinafter called "Reservoir No. 1") to be situate on the Lady Moss and adjacent lands, commencing at a point on the stream flowing into the Lady Moss 680 yards or thereabouts measured in an easterly direction along that stream from the point where the northern branch of the said stream flows through the opening in the said stone wall, and terminating at a dam dyke to be formed across the stream forming the outlet from the said Lady Moss at the western end of the conduit which conveys the water to the Holydean Burn, and 200 yards or

thereabouts measured in an easterly direction from the point above described as the commencement of the Reservoir, and which dam dyke will commence at a point 24 yards or thereabouts northward, and will terminate at a point 22 yards or thereabouts southwards from the western end of the said conduit, which conveys the water to the Holydean Burn, which Reservoir No. 1 and dam dyke will be wholly situate in the Parish of Bowden and County of Roxburgh.

- (6) A Reservoir (hereinafter called "Reservoir No. 2") to be situate on the stream or ditch flowing through part of the enclosures numbered on the said Ordnance Survey Map 28 and 29 in the Parish of Bowden, commencing at a point on the said stream or ditch 404 yards or thereabouts measured in an easterly direction along that stream or ditch from the eastern end of the conduit which conveys the water from the said enclosures numbered 28 and 29 on the said Ordnance Survey Map under the road from Bowden to Melrose, and terminating at an embankment to be formed across the said stream or ditch at a point 10 yards or thereabouts measured in an easterly direction from the said eastern end of the said conduit and 394 yards or thereabouts measured in a westerly direction from the point above described as the commencement of the Reservoir, and which embankment will commence at a point 96 yards or thereabouts southwards and will terminate at a point 80 yards or thereabouts northwards from the aforesaid point at which the stream or ditch will be crossed by the said intended embankment, with an overflow pipe commencing in Reservoir No. 2 at a point therein 68 yards or thereabouts measured in a southerly direction from the point where the said embankment crosses the said stream or ditch, and terminating at the southern end of the conduit which conveys the water from the said enclosures numbered 28 and 29 on the said Ordnance Survey Map under the road from Melrose to Bowden and through the enclosure numbered on the said Ordnance Survey Map 26 in the Parish of Bowden into the stream flowing into the Mill Pond on the Farm of Faughhill, which Reservoir No. 2, Embankment, and Overflow Pipe will be wholly situate in the Parish of Bowden and County of Roxburgh.
- (7) An Aqueduct, Conduit, or Line of Pipes (hereinafter called "Conduit No. 1") commencing in the Gathering Well No. 1 herein before described and terminating in the Parish of Melrose and County of Roxburgh in the Water-House situate in the southern corner of the grounds of the Roxburgh, Berwick, and Selkirk District Asylum (hereinafter called "the Asylum") which Conduit No. 1 will pass from, through, or into the Parish of Galashiels in the County of Selkirk and the Parishes of Bowden and Melrose in the County of Roxburgh.
- (8) An Aqueduct, Conduit, or Line of Pipes (hereinafter called "Conduit No. 2")

commencing in the Reservoir No. 2 above described at a point 7 yards or thereabouts measured in an easterly direction from the point where the embankment of that Reservoir will cross the said stream or ditch, and passing through that embankment, and terminating in the Parish of Melrose by a junction with the 4-inch Fire-Service Main belonging to the Asylum at the point where the said Main leaves the said Water-House, which Conduit No. 2 will pass from, through, or into the Parishes of Bowden and Melrose, in the County of Roxburgh.

- (9) An Aqueduct, Conduit, or Line of Pipes (hereinafter called "Conduit No. 3") commencing in the Reservoir No. 2 above described at or near the point above described as the commencement of Conduit No. 2, and terminating on the western side of the road leading from Bowden to Melrose in the said Conduit conveying the water from the said Enclosures numbered 28 and 29 on the said Ordnance Survey Map under that road at a point 30 yards or thereabouts from the said point of commencement, which Conduit No. 3 will be wholly situate in the Parish of Bowden and County of Roxburgh.

- (10) An Aqueduct, Conduit, or Line of Pipes hereinafter called "Conduit No. 4") commencing in the Reservoir No. 2 hereinbefore described at or near the point above described as the commencement of Conduit No. 2, and terminating at a point on the Dingleton Burn where it passes through an opening in the stone wall at the north-eastern corner of the enclosure numbered on the said Ordnance Survey Map 28 in the Parish of Bowden, which Conduit No. 4 will be wholly situate in the Parish of Bowden and County of Roxburgh.

II. To authorise or to sanction and confirm (so far as any such sanction and confirmation may be necessary) the construction and maintenance of the existing Waterworks already constructed by the District Board, and to authorise the District Board to maintain and continue the same. The said existing works hereinbefore referred to include the following principal works, that is to say:—

- (11) A Catchwater Drain (hereinafter called "Catchwater No. 4") commencing at a point in the enclosure numbered on the said Ordnance Survey Map 2690 in the Parish of Melrose where a spring is situate 60 yards or thereabouts southward from the Ammunition House of the Melrose Rifle Volunteers, and in that enclosure, and terminating in the Gathering Well or Cistern No. 2 hereinafter described, which Catchwater No. 4 is wholly situate in the Parish of Melrose and County of Roxburgh.

- (12) A Catchwater Drain (hereinafter called "Catchwater No. 5") commencing at a point in the said enclosure numbered 2690 on the said Ordnance Survey Map where a spring is situate about 13 yards westward from the said Ammunition House, and terminating in the Gathering

Well No. 2 hereinafter described, which Catchwater No. 5 is wholly situate in the Parish of Melrose and County of Roxburgh.

- (13) A Gathering Well or Cistern (hereinafter called "Gathering Well No. 2") situate in the said enclosure numbered 2690 on the said Ordnance Survey Map about 10 yards northward from the said Ammunition House, which Gathering Well No. 2 is wholly situate in the Parish of Melrose and County of Roxburgh.

- (14) An Aqueduct, Conduit, or Line of Pipes (hereinafter called "Conduit No. 5") commencing in the Gathering Well No. 2 hereinbefore described, and terminating in the said Water-House situate in the southern corner of the grounds of the Asylum, which Conduit No. 5 is wholly situate in the Parish of Melrose and County of Roxburgh.

- (15) A Catchwater Drain (hereinafter called "Catchwater No. 6") commencing at a point in the enclosure numbered on the said Ordnance Survey Map 30 in the Parish of Bowden where a spring is situate about 330 yards or thereabouts south-south-eastward from the Storehouse of the Border Rifle Association, and in that enclosure, and terminating in the Gathering Well or Cistern No. 3 hereinafter described, which Catchwater No. 6 is wholly situate in the Parish of Bowden and County of Roxburgh.

- (16) A Gathering Well or Cistern (hereinafter called "Gathering Well No. 3") situate in the said enclosure numbered 30 on the said Ordnance Survey Map at a point about 90 yards south-south-eastward of the said Storehouse of the Border Rifle Association, which Gathering Well No. 3 is wholly situate in the Parish of Bowden and County of Roxburgh.

- (17) An Aqueduct, Conduit, or Line of Pipes (hereinafter called "Conduit No. 6") commencing in the said Gathering Well No. 3 hereinbefore described, and terminating by a junction with the Conduit No. 5 hereinbefore described at a point about 165 yards measured in a north-easterly direction from the said Gathering Well No. 2 hereinbefore described, which Conduit No. 6 will pass from, through, or into the Parishes of Bowden and Melrose in the County of Roxburgh.

III. To empower the District Board to make and maintain in connection with the new and existing waterworks hereinbefore described all necessary approaches, fences, excavations, embankments, tanks, gathering wells, cisterns, sluices, culverts, pipes, tunnels, shafts, channels, adits, levels, dams, weirs, outfalls, valves, wells, engines, pumps, drains, filters, and other works, machinery, apparatus, and conveniences connected therewith; and to empower the District Board, by means of the works to be authorised and confirmed by the Bill, to supply water to and for the purposes of the Asylum and other the purposes of the Bill.

IV. To authorise the District Board to make such deviations in the lines and levels of the intended works as shall be prescribed or authorised by the Bill.

V. To enable the District Board to divert into the said intended and existing works, and to take, use, and appropriate for the purposes of their Asylum, and other the purposes of the Bill, as well as for the purpose of providing compensation water to all persons whose supply of water may be affected by, or in consequence of, the said works or any of them, all such springs, streams, and waters as can be collected by the proposed works or any of them, or as may be found in or under any of the lands belonging to the District Board or to be acquired under the powers of the Bill, and also the waters of the Holydean Burn, and of all or some of the affluents of that stream, which waters now flow into and along the Holydean Burn, thence into the Bowden Burn, thence into the Newtown Burn, thence into the River Tweed, and thence into the sea; as also the waters of the Dingleton Burn, and of all or some of the affluents of that stream, which waters now flow into and along the Dingleton Burn, thence into the mill-lead leading to the Newstead Mill, thence into the River Tweed, and thence into the sea.

VI. To empower the District Board to lay down and maintain aqueducts, pipes, and other works in, under, over, across, and along, and to break up, alter, divert, or stop up either temporarily or permanently any roads, highways, footpaths, bridges, streams, water courses, sewers, and drains within the parishes and places aforesaid, which it may be necessary or convenient to break up, alter, divert, or stop up for the purposes of the intended works or of the Bill.

VII. To enable the District Board to purchase and take by compulsion or otherwise, and to take leases and grants of and to hold lands, houses, and other property, springs, streams, waters, and other hereditaments in the parishes and places aforesaid for the purposes of the intended and existing works or of the Bill, and to vary or extinguish any rights or privileges connected with any such lands, springs, streams, waters, or hereditaments.

VIII. To empower the District Board to purchase and acquire by compulsion or agreement, and to hold for the purposes of their Asylum, the following lands or some part thereof, that is to say:—

Certain lands in the Parish of Melrose and County of Roxburgh immediately adjoining the grounds of the Asylum, on the southern side thereof, and lying on the western side of the road leading from Bowden to Melrose, and extending for a distance of 210 yards or thereabouts along that road from the south-eastern corner of the Asylum grounds.

IX. To empower the District Board to purchase and acquire compulsorily or by agreement easements or wayleaves in, through, under, or over any lands or hereditaments for the purposes of laying and maintaining the said intended waterworks and works connected therewith, in lieu of acquiring such lands or hereditaments.

X. To make provision for compensating persons injuriously affected by the Bill in such form and manner as may be therein described, and also with regard to the quantity or amount of compensation in water to be given by the District Board in respect of the proposed taking, impound-

ing, diverting, or appropriation of water, and with reference to the time and manner of the delivery of such compensation water.

XI. To make provision for the protection of the works, property, and water supply of the District Board, and for preventing the pollution, contamination, waste, and misuse of the water, and to impose penalties in respect of all or any such matters.

XII. To provide that the expense of executing and maintaining the proposed and existing works and of the Bill shall be deemed to be expenses incurred in accordance with the provisions of Sections 54 and 55 of the Lunatics (Scotland) Act, 1857, and to authorise and require the Commissioners of Police for the Burghs of Hawick, Galashiels, Selkirk, and Lauder, and the County Councils of the Counties of Roxburgh, Berwick, and Selkirk, to levy and impose the necessary assessments, and to enable the District Board to apply their funds and to borrow money for such expense, and generally to make applicable to the Bill and the supply of water thereunder all or some of the provisions of the Lunatics (Scotland) Act, 1857, and Acts amending the same, as may be necessary or expedient.

XIII. To empower the District Board and the Commissioners of Police of the Burgh of Melrose or any other local authority or person to enter into and carry into effect arrangements and agreements with respect to the supply of water to the Asylum or to such local authority or person, and to confirm and give effect to any such arrangements or agreements which have been or may be entered into prior to the passing of the Bill.

XIV. To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, and to confer other rights and privileges.

XV. The Bill will for the purposes thereof incorporate all or some of the provisions of the Waterworks Clauses Acts, 1847 and 1863, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and such parts of the Railways Clauses Act, 1865, as relates to interference with roads and the temporary occupation of lands and such other matters as may be deemed expedient.

AND NOTICE IS HEREBY GIVEN, That, on or before the 30th day November instant, Plans and Sections of the works proposed to be authorised by the Bill, and of the existing works proposed to be sanctioned and confirmed, showing the situation and levels thereof, with a Book of Reference to such Plans, and a copy of this Notice as published in the *Edinburgh Gazette*, will be deposited for public inspection with the Principal Sheriff Clerk of the County of Selkirk at his office at Selkirk, and with the Principal Sheriff Clerk of the County of Roxburgh at his office at Jedburgh; and that, on or before the same day, copies of so much of the said Plans, Sections, and Book of Reference as relates to the several parishes hereinbefore mentioned, and a copy of this Notice as published in the *Edinburgh Gazette*, will also be deposited with the Session Clerk and with the Clerk of the Parish Council of each such parish at their respective offices.

AND NOTICE IS HEREBY FURTHER GIVEN, That on or before the 21st day of December next,

printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 8th day of November 1895.

CURLE & ERSKINE,
Writers, Melrose,
Solicitors for the Bill.

GRAHAMES, CURREY, & SPENS,
30 Great George Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1896.

EDINBURGH STREET TRAMWAYS COMPANY.

(Construction of Tramways and Works in Burghs of Leith and Portobello; Power to take Land, &c. compulsorily, to break up Roads, &c., to take and alter Tolls, Rates, &c., to use Mechanical Power; Provisions as to Roads; Agreements with and Powers to Local Authorities, the Commissioners of the Harbour and Docks of Leith, and others; Alteration of Rights of Local Authorities as to purchase of Tramways; Facilities by and Running Powers over Tramways of Corporation of Edinburgh; Application of Funds; Additional Capital; Incorporation and Amendment of Acts; Sale and Lease of Company's Tramways and Dissolution of Company, &c. &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Edinburgh Street Tramways Company (hereinafter called 'the Company'), for leave to bring in a Bill for the purposes or some of the purposes following, that is to say:—

To authorise the Company to construct and maintain in the County of Edinburgh the Street Tramways and other Works hereinafter described, with all necessary and proper junctions, rails, plates, sleepers, tubes, wires, cables, chains, engines, stages, machinery, apparatus, works, and conveniences connected therewith respectively and necessary or convenient for the working of the said Tramways by animal or mechanical power.

Where in the description of the proposed Tramways any distance is given with reference to any street or road which intersects or joins the street or road in which the Tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets or roads and produced would intersect each other, and a point described as being opposite a street or road is to be taken, unless otherwise stated, as opposite the centre of the street or road.

The Tramways proposed to be authorised by the Bill are as follows:—

A Tramway (No. 1) commencing by a junction or junctions with the Company's existing line of Tramway in the High Street of Portobello at a point 1'40 chains or thereabouts westward of the eastern terminus of such existing Tramway; and passing eastwards along High Street aforesaid, Abercorn Terrace, Mount Pleasant

and Brighton Terrace, Joppa, Portobello, and the Public Road leading from Edinburgh by Portobello to Musselburgh, and terminating in the said road at a point opposite the wall forming the eastern boundary of Brighton Terrace, Joppa, Portobello.

The said Tramway (No. 1) will be wholly situate in the Burgh of Portobello and Parish of Duddingston.

A Tramway (No. 2) commencing by a junction or junctions with the existing Tramway of the Company at a point 1'90 chains or thereabouts westwards of the eastern terminus thereof in Commercial Street, Leith, and passing in an easterly direction along Commercial Street, and across the Drawbridge over the River or Water of Leith, otherwise called the Inner Harbour of Leith (known as the Lower Drawbridge), and crossing the street or road called Shore, into and along Bernard Street, and terminating by a junction or junctions with the existing Tramways of the Company in Bernard Street aforesaid, at or about the western terminus of those Tramways, opposite the centre of Quality Street.

The said Tramway (No. 2) will be situate wholly in the Burgh of Leith, and in the Parish of Leith.

In connection with the said Tramway No. 2 to widen the aforesaid existing Drawbridge over the said River or Water of Leith on both sides thereof, and to alter the roadway and footway over the same.

A Tramway (No. 3) commencing by a junction with the Company's existing Tramway in Stanley Road, Newhaven, at a point one chain or thereabouts eastwards of the western terminus of that Tramway, and passing thence into and in a northerly direction along Craighall Road, thence in an easterly direction along Pier Place, thence southwards along St. Andrews Square, thence eastwards along Main Street, Annfield Street or Place, thence south-eastwards along the road leading over the Caledonian Railway from Annfield Street or Place to Lindsay Road, thence eastwards along Lindsay Road, Hamburg Place, Portland Place, and Commercial Street, and terminating by a junction or junctions with the existing Tramways of the Company in Commercial Street, at a point 1'7 chains or thereabouts eastwards from the junction of North Junction Street with Commercial Street.

The said Tramway (No. 3) will be situate in the Burgh of Leith and Parish of Leith.

A Tramway (No. 4) commencing by a junction or junctions with Tramway No. 3 in Lindsay Road or Portland Place, at a point 1'3 chains or thereabouts westwards of the junction of North Junction Street and Commercial Street, and passing along Lindsay Road or Portland Place, and thence in a south-easterly direction into and along North Junction Street, or some part or parts of the said road and streets, and terminating by a junction or junctions with the Company's existing Tramways in North

Junction Street, at a point 1·75 chains or thereabouts south-eastwards of the junction of that street with Commercial Street.

The said Tramway (No. 4) will be situate in the Burgh of Leith and Parish of Leith.

All the said Tramways and Works will be situate in the County of Edinburgh.

At the following places it is proposed to lay the proposed Tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the streets or roads hereinafter mentioned, and the nearest rail of the Tramway, that is to say:—

Tramway No. 2. On both sides of the roadway or street of the foresaid Drawbridge for a distance of 70 of a chain measured from the centre of the opening of the Drawbridge towards Commercial Street, and for the same distance measured from the said centre towards Bernard Street.

Tramway No. 3. On both sides of Stanley Road and on the east side of Craighall Road between the commencement above described of that Tramway in Stanley Road and a point in Craighall Road, 30 of a chain northwards of the junction of that road with Stanley Road.

Tramway No. 3. On the east side of St. Andrew's Square, Newhaven, and on both sides of Main Street between a point in St. Andrew's Square 10 of a chain measuring along St. Andrew's Square northwards from the north side of Main Street, and a point in Main Street 2·06 chains measuring along Main Street eastwards from the east side of St. Andrew's Square.

Tramway No. 3. On both sides of the roadway or street leading from Annfield Place or street over the Caledonian Railway to Lindsay Road, and on both sides of Lindsay Road between the following points:—
(a) Between two points both in the said roadway leading from Annfield Street or Place, the first situate opposite the centre of the building called Anchorfield House, and the other situate 75 of a chain measured north-west along such roadway from opposite the north end of the west parapet of the said bridge over the Caledonian Railway; (b) between two points, the first situate in the roadway on the said Bridge 30 of a chain measured south-eastwards along the bridge from the north end of the foresaid parapet, and the other situate in Lindsay Road 60 of a chain measured westwards along the road from the junction of Hamilton Street or Crescent with Lindsay Road; and (c) between two points both in Lindsay Road, the one situate 1·85 chains westward, and the other 45 of a chain eastwards, measuring in both cases along Lindsay Road from opposite the centre of the gateway of Mayfield House.

The power intended to be used for moving carriages or trucks on the proposed Tramways will be animal, cable power by an endless cable laid under ground and worked by stationary engine power, locomotive steam power, or electricity (either carried along with the carriages or generated and applied from stations), or such

other mechanical power as the Company may for the time being be authorised to use under the provisions of the Edinburgh Street Tramways (Mechanical Power) Act, 1882, and the gauge of the proposed Tramways will be 4 feet 8½ inches.

To authorise the Company, for any of the purposes of the Bill, to open and break up the surface of, and to alter, stop up, and otherwise interfere with, streets, roads, footpaths, bridges (and especially the aforesaid bridge over the River or Water of Leith), sewers, drains, pipes, wires, tubes, and other apparatus within the Burghs and Parishes aforesaid, and to make provision for the maintenance and repair of the streets and roads in which the tramways are proposed to be constructed as aforesaid, and of the aforesaid bridge.

To enable the Company compulsorily or by agreement to enter upon, take, and use, or (notwithstanding anything in the Lands Clauses Acts) to acquire or exercise easements over, such parts of the bed and banks of the River or Water of Leith, and of the lands adjacent thereto in the said Parish of Leith, as may be necessary in and for the purpose of widening the aforesaid Drawbridge; and for the purposes of the proposed Tramways and of the Bill or of their undertaking generally, to purchase by agreement, or to take easements over, other lands and houses, and to maintain and to erect and hold offices, stables, buildings, and other conveniences for any purposes of their undertaking on any such lands or on any other lands for the time being belonging to the Company.

To enable the Company to demand, take, and recover tolls, rates, and charges for the use of the proposed Tramways, and any Tramways over which running powers or other facilities may be sought by the Bill, by carriages passing along the same respectively, and for the conveyance of passenger or other traffic upon the same, and to alter or vary tolls, rates, and charges on such Tramways respectively, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

To empower the Company from time to time to make such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this notice as may be necessary or convenient for the efficient working of the proposed Tramways, or for providing access to any stables or carriage sheds or works of the Company.

To enable the Company, when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any part of the Tramways, or any of them, to make in the same or any adjacent street, road, or thoroughfare in any Burgh or Parish mentioned in this notice, and maintain so long as occasion may require, a temporary Tramway or temporary Tramways in lieu of the part of Tramway so removed or discontinued to be used or intended so to be.

To make provision for the use and disposal by the Company of any paving or road materials extracted by the Company in the construction of the proposed Tramways and Works, or any of them, or in the exercise of any of the powers of the Bill.

To make provision for the repair and maintenance of the aforesaid Drawbridge when widened, and of the roadways and footways over the same.

by the parties now liable therefor, or otherwise as the Bill may prescribe; and to enable the Company on the one hand, and the Commissioners for the Harbour and Docks of Leith and the Provost, Magistrates, and Council of the Burgh of Leith (hereinafter called 'the Corporation of Leith'), or either of those bodies, on the other hand, to enter into and carry into effect Agreements with respect to such repair and maintenance, and the widening of the aforesaid Drawbridge across the River or Water of Leith, and to enable those bodies or either of them to widen the said Drawbridge in lieu of the Company, and, if thought fit, to confer upon them with respect thereto all or any of the powers proposed to be conferred upon the Company, or to enable them to contribute towards the expense of such widening, and to apply their respective funds and revenues for that purpose.

To authorise the Company to grant leases of all or any or portions of any Tramways for the time being belonging to them, or which they may for the time being be authorised to construct, to any Company, Corporation, Body, or Person for the time being owning or working any Tramway or Tramways with which such Tramways or portions of Tramways of the Company are connected, together with all lands, property, plant, rights, powers, privileges, and authorities of the Company. And to authorise and empower any Company, Corporation, Body, or Person taking any such lease during the continuance thereof, to exercise, enjoy, perform, fulfil, and discharge all or any of the rights, powers, privileges, authorities, obligations, and duties of the Company in relation to the Tramways or portions of Tramways and property so leased, and, if thought fit, to exempt the Company from the performance of all or any of such obligations and duties.

To authorise the Company on the one hand, and the Lord Provost, Magistrates, and Council of the Royal Burgh of Edinburgh (hereinafter called the Corporation of Edinburgh), the Provost, Magistrates, and Council of the Burgh of Leith and of the Burgh of Portobello, and the County Council of Mid-Lothian, or any of them (which bodies are hereinafter referred to as 'the Local Authorities'), on the other hand, to enter into and carry into effect Agreements for the purchase by or transfer to such Local Authorities or any of them, whether jointly or solely, of all or any portion of the Tramways (existing or to be in future constructed), works, and property of the Company, whether situate within their respective districts or not, and all powers, privileges, authorities, obligations, and duties of the Company in connection therewith, and to confer upon the Company and such Local Authorities or any of them all necessary powers in that behalf, and to enable any Local Authority so purchasing the same to hold and enjoy any Tramways, works, and property of the Company so purchased (whether subject or otherwise to the provisions, obligations, and restrictions now applying or attaching thereto), and to exercise and enjoy such rights, powers, and privileges, including powers of making, maintaining, working, and using the said Tramways, and taking tolls, rates, and charges thereon.

To authorise and empower such Local Authorities or any of them to apply to the purposes of any such Agreement their funds and rates, and from time to time to borrow and re-borrow money for the purposes thereof, and

the payment of all expenses incurred by them in and about any such purchase, on the security of any property, funds, rates, and revenues for the time being of such Local Authority or any of them.

To sanction, confirm, and give effect to or embody in the Bill the provisions of any Agreement or Lease which may be entered into between the Company and any such Local Authority, Company, Corporation, Body, or Person as aforesaid.

To make provision for the dissolution and winding up of the affairs of the Company, and the distribution of their assets and property in the event of a sale of the whole or any part of the Tramways, works, and undertaking of the Company.

To alter and amend the provisions of the Acts of Parliament hereinafter referred to relating to the Company or some of them, and of the Tramways Act, 1870, with respect to the purchase of the Tramways of the Company by Local Authorities as defined by the Tramways Act, 1870, and to vary the rights of any such Authorities in whose districts any of such Tramways are or may be situate with respect thereto, and to provide for or require the purchase of any Tramway or Tramways which may be situate partly in the district of one and partly in the district of another such Local Authority by such Local Authorities concurrently (if at all), and to alter, and if thought fit extend the times at which any such powers of purchase may be exercised by any such Local Authorities.

To require and compel the Corporation of Edinburgh, Dick, Kerr, & Company Limited, or any other Company, Body, or Person for the time being working any Tramway or Tramways belonging to the Corporation of Edinburgh, with which any Tramway of the Company forms a junction or connection, to permit to pass and forward and afford facilities (including the supply of motive power) for the passage of engines and cars with or without the horses, drivers, and conductors or other officers or servants of the Company coming from or destined for any Tramways of the Company, or any part or parts thereof without change, and as through traffic over the Tramways for the time being belonging to the Corporation of Edinburgh, at such rates and upon such terms and conditions as may, if not agreed, be settled by arbitration or prescribed by the Bill; and, if thought fit, to empower the Company or any Local Authority as defined by the Tramways Act, 1870, Company or Person for the time being owning, working, or using the Tramways of the Company or any part thereof, either by agreement or otherwise, and on such terms and conditions and on payment of such tolls or rates as may be agreed on or settled by arbitration or provided for by the Bill, to run over, work, and use with their engines, cars, horses, drivers, conductors, officers, and servants, the Tramways of or belonging to the Corporation of Edinburgh, or any of them, or any part or parts thereof, together with all junctions, sidings, passing places, offices, stables, cables, motive power, machinery, apparatus, works, conveniences and accommodations connected therewith, and to enable the Company to execute and do on the said Tramways all such matters and things as may be necessary or expedient for facilitating the exercise of such running powers as aforesaid.

To enable the Company for any of the purposes of the Bill or for other the general purposes of the Company to apply their corporate funds and revenue, and to raise further moneys by the creation of shares or stock, ordinary or preferential, or both, and by borrowing.

To incorporate in the Bill, among other Acts, and to confer upon the Company in connection with the Tramways proposed to be authorised as aforesaid, or the exercise of any of the powers of the Bill, and whether with or without alterations, all or some of the provisions of the Tramways Act, 1870, and especially, but not exclusively, the provisions of that Act with respect to the breaking up, reinstatement, and repair of streets and roads, to Gas and Water Companies and Sewers, to the use by the Promoters of Tramways with flange-wheeled carriages, &c., to bye-laws and to offences; and to extend to the Tramways proposed to be authorised by the Bill, with or without alteration, all or some of the provisions of the Edinburgh Street Tramways (Mechanical Power) Act, 1882, and to confer upon the Company, with respect to the Tramways so proposed to be authorised, all or any other of the powers, rights, and privileges which the Company now have or may exercise with respect to their authorised tramways and works.

And the Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

And it is intended, so far as may be necessary or deemed expedient for the purposes of the Bill, to repeal, amend, alter, or extend all or some of the provisions of 'The Edinburgh Tramways Act, 1871,' as the same are modified by 'The Edinburgh Street Tramways Act, 1873;' 'The Edinburgh Tramways Act, 1874;' 'The Edinburgh Tramways Act, 1875;' 'The Edinburgh Street Tramways Act, 1881;' 'The Edinburgh Street Tramways Act, 1882;' 'The Edinburgh Street Tramways (Mechanical Power) Act, 1882;' 'The Edinburgh Street Tramways Act, 1892;' and 'The Edinburgh Street Tramways Act, 1893,' and any other Act or Acts relating to the Company or their undertaking; The Edinburgh Municipal and Police Acts, 1879 to 1893; The Edinburgh Corporation Tramways Act, 1893, and any other Act or Acts relating to the Corporation of Edinburgh; 7 and 8 George IV., chapter 112, 9 and 10 Victoria, chapter 125, and any other Act or Acts relating to the Corporation of Leith; The Leith Harbour and Docks Act, 1875; The Leith Harbour and Docks Act, 1892, and any other Act or Acts relating to or affecting the Commissioners for the Harbour and Docks of Leith or the River or Water of Leith.

And notice is hereby further given that, on or before the 30th day of November instant, plans and sections of the proposed Tramways and Works, such plans showing the lands to be entered upon compulsorily, together with books of reference to such plans, will be deposited for public inspection with the Principal Sheriff-Clerk of the County of Edinburgh at his office at Edinburgh, and that on or before the same day a copy of so much of such plans, sections, and books of reference as relates to each parish in or through which the proposed Tramways and Works will be made or pass, will be deposited with the Session-Clerk of each such parish at his residence, and with the Clerk of the Parish Council of each such parish at his office. Each such deposit will be

accompanied by a copy of this notice as published in the Edinburgh Gazette.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 15th day of November 1895.

DRUMMOND & REID,

21 Charlotte Square, Edinburgh,
Solicitors for the Bill.

REES & FRERE,

5 Victoria Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1896.

CALEDONIAN RAILWAY.

(Construction by Caledonian Railway Company of Railways in Counties of Lanark, Ayr, and Perth, and by them and North British Railway Company Jointly of Railway Widening in Arbroath; Acquisition of Lands by those Companies in Arbroath; and by Caledonian Railway Company at Glasgow and Grangemouth; Stopping Up Level Crossings and Portions of Roads and Footpath at Doune and Arbroath; Acquisition of Lands and Incidental Powers in Connection with Works, Tolls, Rates, and Charges; Running Powers and Facilities for Caledonian Railway Company over Portions of Glasgow and South-Western Railway Company's Lines; Running Powers and Facilities for that Company; Abandonment of Portions of Forfar and Brechin Railway; Sanctioning Deviation of that Railway; Extension of Time for Sale of Cathcart District Railway Company's Superfluous Lands; Revival and Extension of Time for Taking Lands and Completing Works; Agreements; Additional Capital and Application of Funds; Amendment and Incorporation of Acts; and other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill (hereinafter called "the Bill") for all or some, of the following among other purposes (that is to say):—

To empower the Caledonian Railway Company (herein called "the Company") to make and maintain the Railways hereinafter described, with all proper stations, sidings, roads, approaches, and other works and conveniences connected therewith, viz.:—

1. A Railway (hereinafter called Railway No. 1), commencing in the Parish of Stonehouse, in the County of Lanark, by a junction with the Company's Stonehouse Branch Railway at the termination of that Branch at Cotcastle, and terminating in the Parish of Avondale, in the County of Lanark, on the boundary between the Counties of Lanark and Ayr, at a point about 330 yards south-westwards from the south-west corner of the Farm House of

- Lochgate, which intended Railway No. 1 will pass in, through, or into the Parishes of Stonehouse and Avondale, in the County of Lanark, or one of those Parishes.
2. A Railway (hereinafter called Railway No. 2), wholly in the Parish of Avondale, in the County of Lanark, commencing by a junction with the Company's Strathaven Branch Railway at a point about 145 yards northwards from the centre of the level crossing of that Branch, at or near Whiteshawgate Farm, and terminating by a junction with the intended Railway No. 1 at a point about 85 yards westwards from the junction of Todhill Street and South Townend Street in the village of Strathaven.
 3. A Railway (hereinafter called Railway No. 3), commencing in the Parish of Galston, in the County of Ayr, by a junction with the intended Railway No. 1 at the point of termination of that Railway, hereinbefore described, and terminating in the Parish of Loudoun, in the County of Ayr, by a junction with the Darvel Branch Railway, now in course of construction, of the Glasgow and South-Western Railway Company, at a point on that Branch about 520 yards westwards from the centre of the bridge carrying the road from Darvel to Strathaven over the Glen Water, which intended Railway No. 3 will pass from, in, through, or into the Parishes of Galston and Loudoun, in the County of Ayr, or one of those Parishes.
 4. A Railway (hereinafter called Railway No. 4), commencing in the said Parish of Stonehouse by a junction with the Company's Stonehouse Branch Railway at a point about 430 yards north-eastwards from the termination thereof at Cotcastle, and terminating in the Parish of Lesmahagow, in the County of Lanark, by a junction with the Company's Blackwood Branch Railway at a point about 520 yards northwards from the termination of that Branch, which intended Railway No. 4 will pass from, in, through, or into the Parishes of Stonehouse and Lesmahagow, in the County of Lanark, or one of those Parishes.
 5. A Railway (hereinafter called Railway No. 5), wholly in the said Parish of Lesmahagow, commencing by a junction with the Company's Blackwood Branch Railway at a point about 437 yards northwards from the termination of that Branch, and terminating in the village of Lesmahagow at a point about 250 yards northwards from the north-east corner of the Jubilee Hall in that village.
 6. A Railway (hereinafter called Railway No. 6), wholly in the said Parish of Lesmahagow, commencing by a junction with the intended Railway No. 5 at a point about 650 yards northwards from the north-east corner of the Jubilee Hall in the village of Lesmahagow, and terminating by a junction with the Company's Lesmahagow Branch Railway at a point about 140 yards measuring along that Branch southwards from the centre of the

bridge carrying the road from Glasgow to Carlisle over that Branch.

7. A Railway (hereinafter called Railway No. 7), commencing in the Parish of Hamilton, and County of Lanark, by a junction with the Company's Lesmahagow Branch Railway at a point about 10 yards eastwards from the centre of the bridge carrying the road from Hamilton to Lanark across that Branch Railway, and terminating in the Parish of Dalserf, and County of Lanark, by a junction with the said Branch Railway at a point about 50 yards south-eastwards from the centre of the bridge carrying the said Branch Railway over the public road at Ayr Road Station, which intended Railway No. 7 will pass in, through, or into the Parishes of Hamilton and Dalserf, in the County of Lanark, or one of those Parishes.
8. A Railway (hereinafter called Railway No. 8), wholly in the Parish of Muirkirk, in the County of Ayr, commencing by a junction with the Company's Spieslack Branch Railway at a point about 170 yards eastwards from the centre of the culvert carrying that Branch over the Galawhistle Burn, and terminating by a junction with the Company's Muirkirk Branch Railway at a point about 600 yards measuring along that Branch north-eastwards from the centre of the culvert carrying that Branch over the Auldhouse Burn.
9. A Railway (hereinafter called Railway No. 9), being a widening of a portion of the Company's Doune and Callander Branch Railway to be situate wholly in the Parish of Kilmadock, in the County of Perth, commencing by a junction with that Branch Railway at a point about 360 yards westwards from the north-west corner of the goods shed at Doune Station, and terminating by a junction with the said Railway at a point about 430 yards eastwards from the said north-west corner of the said goods shed:

And in connection therewith to substitute a bridge for the level crossing over the said Branch, about 370 yards eastwards from the north-west corner of the said goods shed, and to stop up and discontinue all rights of way along, and to vest in the Company the site of so much, as lies or will lie between the boundaries of the properties now belonging to or to be acquired by the Company under the powers of the Bill, of the road crossing the said Branch on the level at a point about 110 yards westwards, and so much, as aforesaid, of the footpath crossing the same Branch on the level at a point about 90 yards eastwards, from the north-west corner of the said goods shed.

To empower the Company and the North British Railway Company (herein called the "North British Company") jointly to make and maintain the Railway hereinafter described, with all proper stations, sidings, roads, approaches, and other works and conveniences connected therewith, viz. :—

- A Railway (hereinafter called Railway No. 10), being a widening of the Dundee and Arbroath Joint Line, belonging to the Company and the North British Company, to be situate wholly in the Parish of St.

Vigeans, in the County of Forfar, commencing by a junction with the said Dundee and Arbroath Joint Line at a point about 130 yards southwards from the centre of the bridge carrying Keptie Street over such Joint Line, and terminating by a junction with the said Joint Line at a point about 35 yards southwards from the centre of the Wellgate Level Crossing over the Joint Line.

To empower the Company and the North British Company jointly to acquire compulsorily or by agreement, and to enter upon, take, use, and hold temporarily or permanently, for the purposes of the said Dundee and Arbroath Joint Line, all or any of the lands following, and all houses and other buildings thereon, that is to say—(1) Certain lands in the Town of Arbroath and Parish of St. Vigeans, in the County of Forfar, on the east side of and adjoining the said Joint Line, and abutting on the south side of Keptie Street: (2) Certain lands in the said Town and Parish on the south side of and abutting on Spink Street, and lying between Helen Street and Robert Street.

To authorise the Company and the North British Company jointly to stop up or discontinue as a public road the portion of Spink Street, in Arbroath, lying between Robert Street and Orchard Street, including the level crossing of the said Dundee and Arbroath Joint Line by that street; and to extinguish all rights of way over, along, or across such portion of Spink Street and the said level crossing; and to vest the site of such portion of street in the said two Companies jointly.

To empower the Company to acquire compulsorily or by agreement, and to enter upon, take, and use temporarily or permanently for the purposes of, or connected with, their undertaking, the lands hereinafter described, or some part or parts thereof, and all houses and other property thereon, and rights of easement or servitudes therein or thereover, or to sanction and confirm the acquisition by the Company of any of such lands, houses, and property already acquired by them, and to enable them to hold and use the same for the above purposes, viz.:—

- (a) Certain lands in the Parish of Falkirk, in the County of Stirling, lying on either side of the Company's Grangemouth Branch Railway, and extending from the Stirling and Linlithgow Road across the said Branch Railway towards Grangemouth Station for a distance of 1300 yards.
- (b) Certain lands in the City Parish of Glasgow, in the City and Royal Burgh of Glasgow, in the County of Lanark, lying on the south side of the Monkland Canal, about 350 yards west from the point where the City of Glasgow Union Railway passes under the said Canal.

To empower the Company and the North British Company jointly as regards the intended widening of the Dundee and Arbroath Joint Line, and works connected therewith, and the Company as regards the other intended works and works connected therewith, to exercise in or in connection with the construction of the said works respectively, all or some of the following powers, and to make provision for the following matters in connection therewith (that is to say):—

- (a) To deviate laterally and vertically from the lines and levels of the said intended works as shewn on the plans and sections herein-after mentioned, to such an extent as will be defined thereon or be prescribed by the Bill; to cross, stop up, alter, appropriate, and divert temporarily or permanently, all streets or places, roads, footways, railways, tramways, sidings, passages, sewers, drains, rivers, streams, water-courses, telegraphic, telephonic and electric apparatus, mains, pipes, and works of every description which it may be necessary or expedient to cross, stop up, alter, appropriate, and divert for the purposes of the intended works, and works connected therewith; and the Bill will or may provide that any altered, diverted, or substituted portions of road which may be constructed under the powers of the Bill shall, in all respects, form parts of or substitutes for the existing roads, and shall be maintained and managed by the respective parties liable to maintain the said existing roads, or such other parties as shall be specified in the Bill, and that the abandoned portions of road shall vest in the said Company or Companies.
- (b) To purchase, lease, feu, or otherwise acquire by compulsion or by agreement, and to enter upon, take, and use, and hold temporarily or permanently, for the purposes of the said intended works, and works connected therewith, lands, houses, and other property in the parishes and places herein mentioned; and also rights of easement or servitude, and other rights in or over lands, houses, or other property; and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and other property to be purchased or taken as aforesaid.
- (c) To repeal, modify, or alter as respect the said intended works, and works connected therewith, the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, relating to the limits of lateral and vertical deviation, gradients, radii of curves, and other matters pertaining to the construction of Railways, and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, relating to the purchase of buildings and manufactories; and to provide that it shall not be necessary to purchase the whole of any house or other buildings or manufactory, or other premises where part only is required for the purposes of the Bill; and to confer on the said Companies all usual and necessary powers in connection with the construction and use of the said intended works.
- (d) To appropriate and use the soil, subsoil, and under surface of, and to alter the lines and levels of any streets, roads, squares, passages, or places under or along which the said intended works will be made, or contiguous or near thereto; and to alter any sewers, drains, mains, pipes, electric apparatus, and other works in and under the same so far as may be necessary for the purposes of the said intended works and works connected therewith.

- (e) To underpin or otherwise secure or strengthen any houses or buildings that may be rendered insecure or be affected by the said intended works and works connected therewith, and which may not be required for the purposes thereof.
- (f) To levy tolls, rates, duties, and charges on and in respect of the use of the said intended works and works connected therewith, and the conveyance of traffic thereon; to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and charges.

To provide for the construction and maintenance of the said intended widening of the Dundee and Arbroath Joint Line at the joint and equal cost of the Company and of the North British Company, or at the cost of those Companies respectively in such proportions as may have been or may be agreed upon, or be prescribed by the Bill; and to enable those Companies to make and enter into agreements with each other as to construction and maintenance of such widening and the use thereof, and all matters connected therewith; and to confirm any agreements already entered into, or which may be hereafter made between the said Companies in relation thereto; and to provide that such widening shall form part of the said Joint Line.

To empower the Company to run over, work, and use with their engines, carriages, wagons, and trucks, and officers and servants, whether in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of traffic of every description, including local traffic, the portions of Railways of the Glasgow and South-Western Railway Company (herein called the "South-Western Company") between the junction of the said intended Railway No. 3 with their Darvel Branch Railway on the one hand, and the Towns and Harbours of Ayr and Troon, by way of the existing route *via* Hurlford and Gatehead, or (if and when authorised by Parliament, and constructed by the Company), by way of any new route or routes of the South-Western Company between the junction of the said intended Railway No. 3 with the Darvel Branch of the South-Western Company and the said Towns and Harbours of Ayr and Troon on the other hand, including in each case any harbour lines belonging to the South-Western Company at the Harbours of Ayr and Troon, or either of them; together with all roads, platforms, points, signals, water, water-engines, engine sheds, sidings, and booking and other offices, warehouses, junctions, machinery, works, and conveniences of or connected therewith, on such terms and conditions, and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration or provided by the Bill, and to provide for securing to the South-Western Company running powers and facilities over the Railways in the Counties of Lanark and Ayr proposed to be authorised by the Bill or some of such Railways, and to authorise the Company and the South-Western Company respectively to levy tolls, rates, and charges in respect of the Railways or portions of Railways, stations, and works, which the Company or the South-Western Company respectively may be so authorised to run over, work, and use.

To require and empower the South-Western Company upon such terms and conditions as

shall be agreed upon, or be settled by arbitration, or be provided by the Bill, to receive, book, forward, accommodate, transmit, and deliver on, over, and from any Railway of the South-Western Company which the Company may be empowered by the Bill to run over, work, and use, and the stations, warehouses, and booking offices thereof, and to afford all necessary and proper facilities thereon and thereat for all passengers, goods, minerals, animals, carriages, and traffic of every description coming from or destined for the Railways of the Company, so as to afford full and proper facilities to the traffic of the Company, as ample in every respect as the facilities now enjoyed by the Company over other portions of the Railways of the South-Western Company.

To authorise the Company to relinquish and abandon the construction of the Railway in the Parish of Forfar, in the County of Forfar, authorised by the Forfar and Brechin Railway Act, 1890, and therein called Railway No. 3, and so much of the Railway in the Parishes of Fearn, Careston, and Brechin, in that County, authorised by the same Act, and therein called Railway No. 1, as lies between the points of commencement and termination of the deviation of that Railway hereinafter described; and to release the Company from all liabilities, penalties, and obligations for or in respect of the non-construction or non-completion of the said Railway and portion of Railway, and from all contracts and agreements in relation thereto.

To sanction and legalise as part of the Forfar and Brechin Railway of the Company, and to empower them to maintain, as part of their undertaking, a deviation already constructed in the said Parishes of Fearn, Careston, and Brechin of the said Railway authorised by the Forfar and Brechin Railway Act, 1890, and therein called Railway No. 1, such deviation commencing at a point about 7 miles 5 furlongs and terminating at a point about 9 miles 5 furlongs from the commencement of the said Railway No. 1, as marked on the plans of that Railway deposited in reference to the last-mentioned Act, and to apply to such deviation the powers and provisions (including the powers of levying tolls, rates, and charges) of the Acts relating to the Forfar and Brechin Railway of the Company.

To extend the time limited by the Cathcart District Railway Act, 1880, the Cathcart District Railway (Extension of Time) Act, 1885, the Cathcart District Railway Act, 1887, the Cathcart District Railway Act, 1890, and the Cathcart District Railway (Extension of Time) Act, 1892, and any other Acts relating to the Cathcart District Railway Company, or any Act incorporated therewith for the sale of the superfluous lands of that Company, or to authorise that Company to retain and hold all or any of such lands, and to confer further powers on them in relation thereto, and to alter and amend with reference thereto the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845.

To revive the powers granted to the Company, the North British Company, and the Lanarkshire and Dumbartonshire Railway Company, by the Dumbarton and Balloch Joint Line, &c., Act, 1892, for the compulsory purchase or taking of lands and properties for the construction of the Railways and road authorised by that Act, and the works connected therewith, and to extend the time limited by that Act for such purpose; and to extend the time, limited by the same Act, for

completing and opening such Railways and road, which Railways and road and lands will be and are situate in the following parishes and places, or some of them, viz., the Parishes of Old Kilpatrick, Dumbarton, and Cardross, and the Royal Burgh of Dumbarton, all in the County of Dumbarton.

To revive the powers granted to the Company by the Caledonian Railway (Additional Powers) Act, 1891, for the compulsory purchase or taking of lands for the construction of the Railways Nos. 4 and 5 authorised by that Act, and the works connected with such Railways, and to extend the time limited by that Act for that purpose; and to extend the time, limited by the same Act, for completing and opening such Railways, which Railways, works, and lands will be and are situate in the Parish of Cambusnethan, in the County of Lanark.

To extend and, if necessary, revive the time limited by the Caledonian Railway (Grangemouth Harbour) Act, 1876, the Caledonian Railway Act, 1886, and the Caledonian Railway (Additional Powers) Act, 1891, for completing the dredging, deepening, and improving of the navigation of the River Carron in or *ex adverso* of the Parishes of Bothkennar and Polmont, in the County of Stirling, authorised by the first of such Acts.

To empower the Company to make and enter into agreements and arrangements with the North British Company, the South-Western Company, or any other Company or person in reference to any of the matters aforesaid, and to sanction and confirm any such agreements or arrangements already or to be hereafter made.

To empower the Company to raise by the creation and issue of new ordinary or new preference shares or stock, and by borrowing upon mortgage, and by the creation and issue of debenture stock, or by one or more of those modes, additional money for the purposes of the Bill, and for the purposes of their Glasgow Central Railway, and other works authorised to be constructed by them for which the capital already authorised in relation thereto has or will prove insufficient, and for other purposes of their undertaking; and to apply to any such additional capital the provisions of the Caledonian Railway (Conversion of Stock) Act, 1890.

To empower the Company to apply towards any of such purposes any capital or funds belonging to or authorised to be raised by them which may not be required for the purposes for which the same were authorised to be raised, as well as any money received, or which may be received, by them from the Lanarkshire and Ayrshire Railway Company and the Cathcart District Railway Company, or either of those Companies, in repayment by them to the Company of the capital or moneys subscribed by the Company towards the respective undertakings of those Companies, or lent to them for the purposes thereof; or to make other provision for the application of such last-mentioned money by the Company, and, if thought fit, to provide for the cancellation of the capital issued by the Company in their undertaking in respect of or for the purposes of the subscriptions or loans so repaid as aforesaid.

To authorise the North British Company to apply for the purposes of the intended widening of the Dundee and Arbroath Joint Line, and other purposes of the Bill in which they are interested, any capital or funds belonging to or authorised to be raised by them which may not

be required for the purposes for which the same were authorised to be raised.

To vary or extinguish all rights and privileges which may in any manner interfere with any of the objects aforesaid; and to confer all powers, rights, and privileges necessary or expedient for effecting those objects, or in relation thereto.

To alter, vary, amend, extend, or repeal, as far as may be necessary or desirable for any of the purposes of the Bill, the provisions, or some of them, of the Local Acts hereinbefore mentioned, and of the following Local Acts (that is to say):— 8 and 9 Vict., cap. 162, and any other Act relating to the Company or their undertaking; 54 and 55 Vict., cap. 201, and any other Act relating to the Lanarkshire and Dumbartonshire Railway Company or their undertaking; 25 and 26 Vict., cap. 189, and any other Act relating to the North British Company or their undertaking; 51 and 52 Vict., cap. 29, and 55 and 56 Vict., cap. 76, and any other Act relating to the Lanarkshire and Ayrshire Company or their undertaking; 42 and 43 Vict., cap. 104, and any other Act relating to the Dundee and Arbroath Joint Line; and 18 and 19 Vict., cap. 97, and any other Act relating to the South-Western Company, and any Acts or agreements recited or referred to in or scheduled to any such Acts.

To incorporate with and make applicable to the Bill (except so far as may be expressly varied thereby) all or some of the powers and provisions of the Companies Clauses Consolidation (Scotland) Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Lands Clauses Consolidation (Scotland) Act, 1845; the Lands Clauses Consolidation Acts Amendment Act, 1860; the Railways Clauses Consolidation (Scotland) Act, 1845; and the Railways Clauses Act, 1863; and any Acts amending any of the said Acts.

Plans describing the lines and situation of the said intended works, and the lands, houses, and other property which will or may be taken for purposes thereof, and of the works and conveniences connected therewith; and also plans of the other lands, houses, and property in respect of which compulsory powers of acquisition are proposed to be applied for, and sections describing the levels of the said intended works, together with Books of Reference to the said Plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and Ordnance or published maps with the line of the said intended Railways delineated thereon, so as to show their general course and direction, and copies of this Notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November instant, be deposited for public inspection in the offices at Glasgow, Lanark, and Hamilton, of the principal Sheriff Clerk of the County of Lanark; in the offices at Ayr and Kilmarnock, of the principal Sheriff Clerk of the County of Ayr; in the offices at Perth and Dunblane, of the principal Sheriff Clerk of the County of Perth; in the offices at Stirling and Falkirk, of the principal Sheriff Clerk of the County of Stirling; and in the offices at Forfar, Dundee, and Arbroath, of the principal Sheriff Clerk of the County of Forfar, and copies of so much of the said Plans, Sections, and Books of Reference as relate to each Parish in or through which the said intended works are intended to be made or lands taken, and to the

Royal Burghs of Glasgow and Arbroath, with copies of this Notice, will, on or before the said 30th day of November, be deposited as respects each such Parish with the Clerk of the Parish Council, and with the Session Clerk thereof, at their respective offices, if they have offices separate from their places of abode, or otherwise at their places of abode, and as respects each such Royal Burgh, with the Town Clerk of such Burgh at his office.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 11th day of November 1895.

H. B. NEAVE,

302 Buchanan Street, Glasgow,
Solicitor.

GRAHAMES, CURREY & SPENS,

30 Great George Street, Westminster,
Parliamentary Agents.

In Parliament.—Session 1896.

CALLANDER AND OBAN RAILWAY.

(New Railways in County of Argyll; Crossing and Interference with Roads, Lochs, &c.; Deviation and other Powers as to Construction of Works; Variation of General Acts and Board of Trade Regulations in Reference thereto; Light Railway; Purchase of Lands, &c.; Powers to Limited Owners as to Grant of Lands, Compensation, and Subscription; Application of Company's Funds and Additional Capital; Interest during Construction; Tolls, Rates, and Charges; Agreements with County Council and Others as to Use of Bridges or Viaducts for Vehicular and Passenger as well as Railway Traffic; Powers and Charges in Respect thereof; Other Agreements and Confirmation of Agreements; Power for Caledonian Railway Company to Subscribe; Extension of Existing Working Agreement with that Company; New Working and Traffic Agreements; Amendment and Incorporation of Acts; and other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the following among other purposes (that is to say):—

To empower the Callander and Oban Railway Company (herein called "the Company") to make and maintain and work the Railways hereinafter described, with all proper stations, sidings, piers, quays, roads, approaches, bridges, wharves, depots, warehouses, cranes, machinery, and other works and conveniences connected therewith, viz.:—

1. A Railway (No. 1) commencing in the united Parishes of Ardchattan and Muckairn, in the County of Argyll, by a junction with the Callander and Oban Railway at a point 145 yards or thereabout measured along that Railway in a westerly direction from the western end of the booking office

at the Connel Ferry Station on that Railway, and terminating in the united Parishes of Lismore and Appin, in the County of Argyll, at a point in the field numbered 8, on the 25-inch Ordnance Map of the said united Parishes of Lismore and Appin, 760 yards or thereabout measured in an easterly direction from the north-eastern corner of Ballachulish Hotel.

2. A Railway (No. 2) wholly in the united parishes of Kilmore and Kilbride, in the County of Argyll, commencing by a junction with the Callander and Oban Railway at a point 730 yards or thereabout measured in a westerly direction along that Railway from the said western end of the said booking office at the Connel Ferry Station, and terminating by a junction with the intended Railway (No. 1) at a point 300 yards or thereabout measured in an easterly direction from the northern end of the southern pier or jetty at Connel Ferry.
3. A Railway (No. 3) wholly in the united Parishes of Lismore and Appin, in the County of Argyll, commencing by a junction with the intended Railway (No. 1) at the point of termination of that Railway hereinbefore described, and terminating at or near the northern end of the tramways leading from the Ballachulish Slate Quarries to the Harbour at East Laroeh, in or off Loch Leven, at a point 450 yards or thereabout measured in a northerly direction from the northern corner of the Post Office Building at East Laroeh.
4. A Railway (No. 4) wholly in the united Parishes of Lismore and Appin, in the County of Argyll, commencing by a junction with the intended Railway (No. 1) at a point about 270 yards eastwards from the centre of Ballachulish Pier and terminating at a point 280 yards eastwards from the north-eastern corner of Ballachulish Hotel.

Which intended Railways, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the united Parishes of Ardchattan and Muckairn, the united Parishes of Kilmore and Kilbride, and the united Parishes of Lismore and Appin, all in the County of Argyll, or some of such parishes and places.

To empower the Company to deviate laterally and vertically from the lines and levels of the intended works as shewn on the plans and sections hereinafter mentioned to the extent shewn thereon, or as may be prescribed by the Bill.

To empower the Company to cross, alter, raise, lower, stop up, remove, divert, appropriate, use, or otherwise interfere with, either temporarily or permanently, so far as may be necessary or expedient for the purposes of the intended works, all public and other roads and highways, streets, lanes, footways, paths, lochs, arms of the sea, rivers, streams, railways, sidings, passages, sewers, drains, telegraphic, telephonic, or other electric apparatus, cables, mains, pipes, and works of every description within the parishes aforesaid or any of them, and to provide that any altered or

diverted portions of road which may be constructed by the Company under the powers of the Bill shall in all respects form respectively parts of the existing roads in lieu of the portions of road for which the same are respectively substituted, and shall be maintained by the respective authorities or persons liable to maintain the said existing roads, or such other authorities or persons as shall be specified in the Bill, and that the abandoned portions of road shall be vested in the Company.

To vary, alter, or repeal certain of the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, relating to the limits of lateral and vertical deviation, gradients, radii of curves, and other matters pertaining to the construction of the intended works or some of them, the temporary or permanent use or occupation of lands, the crossing or alteration of roads, or other interferences therewith, and works for the accommodation and protection of lands adjoining the intended works or any of them, and certain of the provisions of the Lands Clauses Consolidation (Scotland) Act relating to the purchase of lands, houses, or other premises, and the sale of superfluous lands, and to provide that it shall not be necessary for the Company to purchase the whole of any house, or other building, or manufactory, or other premises, where part only is required for the purposes of the Bill, and to confer on the Company all usual and necessary powers in connection with the construction, maintenance, working, and use of the intended works.

To modify or dispense with, or empower the Board of Trade to modify or dispense with, in respect of the said intended Railways or some of them, all or some of the usual requirements or regulations of the Board of Trade relating to stations, platforms, rails, signals, interlocking points, system of working, and other matters, and to modify and alter the provisions of any Act relating thereto.

To empower the Company (if so determined) to construct and work the intended Railway (No. 3), or some part or parts thereof, as a Light Railway in accordance with the provisions of the Regulations of Railways Act, 1868, or on such other terms and subject to such other provisions as may be prescribed by the Bill, and to make provisions as to the weight of the engines, carriages, and vehicles to be used on, and the speed of the trains upon such Light Railway, and the gauge, weight, size, and character of the materials to be used in the construction of such Railway, and the motive power to be employed thereon, and to vary or modify the provisions and requirements of the Acts relating to Railways in respect of such Railway, and to make all other necessary provisions for constructing and working the same as a Light Railway.

To empower the Company to purchase by compulsion or agreement, or to lease, feu, or otherwise acquire for the purposes of the Bill, lands, houses, foreshores, lochs, and other property in or *ex adverso* of the parishes aforesaid or any of them, and rights of easement and servitude and other rights in, under, through, or over lands, houses, foreshores, lochs, and other property, and to vary or extinguish, or to make provision in respect to all rights, servitudes, and privileges in any manner connected with or affecting the lands, houses, foreshores, lochs, and other property to

be purchased, taken, or interfered with under the powers of the Bill.

To authorise any trustees, corporation, heirs of entail, liferenters, or other persons holding any partial, limited, or qualified estate or interest in any lands, houses, or other property benefited by the intended works, or any lands required for the construction thereof, to grant and convey such last-mentioned lands, houses, or other property to the Company either free of cost or in consideration of shares or stock in the Capital of the Company, or for such considerations, pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such trustees, corporation, or other persons and the Company, or any person or persons on their behalf, or be prescribed by the Bill, or to accept compensation for injury to their lands in shares or stock of the Company, and to sanction and confirm any agreements which may have been or may be so made with respect to the matters aforesaid, and to authorise such trustees, corporation, or other persons to subscribe to and hold shares or stock in the undertaking of the Company, and to raise the moneys necessary for that purpose upon the security of their lands and property.

To empower the Company to apply their funds and revenues for the purposes of the intended works and of the Bill, and to raise further money by the creation and issue of new shares or stock, ordinary or preference, or both, and by borrowing or by the creation and issue of debenture stock, or by any such means, to provide for all interest on borrowed money being a first charge on the gross receipts of the Company's undertaking, and to authorise and provide for the payment out of the existing Capital of the Company, or additional Capital to be raised under the Bill, of interest or dividend upon the Capital to be expended in constructing the intended works during their construction.

To authorise the Company to levy and recover tolls, rates, duties, and charges for and in respect of the use of the intended Railways and works thereof, and for the conveyance of passengers, animals, and goods on such Railways, and other accommodation and services provided or rendered by the Company in connection therewith. To alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and charges.

To constitute the said intended Railways part of the undertaking of the Company.

To authorise the Company and the County Council of the County of Argyll, and any District Committee, Parish Council, and any Commissioners or Corporation, or Road or Bridge Trustees or Authority, or other bodies or persons to enter into and carry into effect arrangements or agreements, or to make provision by the Bill, in reference to the construction and use for vehicular, passenger, and other traffic, as well as Railway traffic, of any of the bridges or viaducts to be constructed by the Company in connection with the intended Railways over any lochs or arms of the sea, and the regulation of the use thereof by each description of traffic, and the construction by the contracting parties, or some of them, of all necessary roads and approaches to such bridges or viaducts, and the contribution or subscription by such bodies or persons, or some of them, towards the expense of constructing, maintaining, signalling, and working the said

bridges or viaducts, roads and approaches, and the tolls, dues, pontage, or other charges for the use thereof by other than Railway traffic; and to empower and (if thought fit) require the Company to construct and maintain such bridges or viaducts, roads and approaches, in a manner, and of a character suitable for all such traffic, and permit the use thereof by the same, and to levy and recover tolls, dues, pontage, and other charges in respect of the use thereof by vehicular, passenger, and other traffic, and to confer on the Company and such bodies or persons all necessary powers for giving effect to any such arrangements or agreements.

To empower the Company and such bodies or persons, or some of them, to enter into and carry into effect other arrangements and agreements in reference to the intended Railways, and the construction, diversion, and maintenance of any roads, drains, or works which may be interfered with or rendered necessary in carrying into effect the objects of the Bill.

To confirm any arrangements or agreements already entered into, or which may be entered into in reference to any of the aforesaid matters.

To authorise and empower the Caledonian Railway Company (hereinafter called the "Caledonian Company") to subscribe or contribute additional money towards the undertaking of the Company, and to take and hold additional shares or stock in the capital of the Company, and to authorise them to raise for that purpose additional capital in their own undertaking by the creation and issue of new ordinary and preference shares and stock, and by borrowing upon mortgage, and by the creation and issue of debenture stock, or by any of those modes, or to apply to such purpose any capital or funds belonging to or authorised to be raised by them which may not be required for the purpose for which the same were authorised to be raised; to empower the Caledonian Company to vote at meetings of the Company in respect of the shares or stock in the capital of the Company so taken and held by them; and in respect thereof to appoint, and, from time to time, revoke or vary the appointment of an additional Director or Directors of the Company; and to apply to any additional capital so raised by the Caledonian Company the provisions of the Caledonian Railway (Conversion of Stock) Act, 1890.

To extend and make applicable to the said intended Railways, or some of them, any agreement or agreements between the Company and the Caledonian Company under which the Railways of the Company are now worked, maintained, and managed by the Caledonian Company, with or without such modifications, alterations, or variations as may be agreed upon or be provided by the Bill; and to empower the Company on the one hand and the Caledonian Railway Company on the other hand to make, enter into, and carry into effect, and rescind, contracts, agreements, and arrangements in perpetuity, or otherwise, with respect to the construction, working, use, management, and maintenance of the existing and intended Railways and undertaking of the Company, or some of them, or some part thereof, and the traffic thereon, and the amount or proportion of receipts to be paid in respect of such maintenance and working, the management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for the Railways of the contracting Companies, the supply

and maintenance of engines, stock, and plant, the fixing, collection, payment, appropriation, apportionment, and distribution of the tolls, rates, income, and profits arising from the respective Railways and works of the contracting Companies or any part thereof, and the employment of officers and servants; to authorise the appointment of joint committees for carrying into effect any such contracts, agreements, or arrangements, and to confirm any such contracts, agreements, or arrangements now or hereafter to be made; to repeal or alter any existing agreement or agreements between the two Companies in respect of such matters or any of them, or to regulate or provide for any such matters by the Bill.

To vary or extinguish all rights and privileges inconsistent with, or which would or might interfere with, any of the purposes of the Bill, and to confer all rights and privileges which may be necessary or expedient for carrying the same into effect.

To alter, vary, amend, extend, or repeal, so far as may be necessary or desirable for any of the purposes of the Bill, the provisions, or some of them, of the Callander and Oban Railway Act, 1865, the Callander and Oban Railway (Abandonment, &c.) Act, 1870, the Callander and Oban Railway (Tyndrum to Oban) Act, 1874, the Callander and Oban Railway Act, 1878, and any other Act relating to the Company or their undertaking, the Act 8 and 9 Vict., cap. 162, and any other Act relating to the Caledonian Company or their undertaking; and also the provisions of any Act relating to or affecting any other Company, body of Commissioners, Corporation, or person who or whose property or undertaking or interests may be affected by any of the powers or provisions of the Bill, and any Act or Acts recited or referred to in any of such Acts.

To incorporate with and make applicable to the Bill (except so far as may be expressly varied thereby) all or some of the powers and provisions of the Companies Clauses Consolidation (Scotland) Act, 1845, the Companies Clauses Act, 1863, the Companies Clauses Act, 1869, the Lands Clauses Consolidation (Scotland) Act, 1845, the Lands Clauses Consolidation Acts Amendment Act, 1860, the Railways Clauses Consolidation (Scotland) Act, 1845, the Railways Clauses Act, 1863, and the Regulation of Railways Act, 1868, and any Acts amending any of the said Acts.

Plans describing the lines and situation of the said intended Railways, and the lands, houses, and other property which will or may be taken for the purposes thereof, and of the works and conveniences connected therewith, and sections describing the levels of the said intended Railways, together with Books of Reference to the said Plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and other property, and Ordnance or published maps, with the line of the said intended Railways delineated thereon, so as to shew their general course and direction, and copies of this Notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November instant, be deposited for public inspection with the principal Sheriff-Clerk for the County of Argyll, at his offices at Inveraray and Oban, and copies of so much of the said Plans, Sections, and Books of Reference as relate to each of the united Parishes in or through which the said intended Railways are to be made, or

lands taken, with copies of this Notice as published as aforesaid, will, on or before the said 30th day of November, be deposited with the Clerk of the Parish Council, and with the Session-Clerk of such united Parishes at their respective offices if they have offices separate from their places of abode, or otherwise at their places of abode.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 11th day of November 1895.

H. B. NEAVE,
302 Buchanan Street, Glasgow,
Solicitor for the Bill.

GRAHAMES, CURREY, & SPENS,
30 Great George Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1896.

EDINBURGH IMPROVEMENT, MUNICIPAL, POLICE, AND TRAMWAYS.

(Construction of Road; Street Extension and Improvement; City Chambers Improvements; Construction of Tramways in the City and Royal Burgh of Edinburgh, and in the County of Mid-Lothian; Motive Power; Breaking up of Streets, and Roads; Purchase of Lands and Heritages; Power to the Corporation of Edinburgh to Acquire Compulsorily or by Agreement the Tramways and Undertaking of the Edinburgh Street Tramways Company; Power to the Corporation or to the Lessees of the Corporation's Tramways to Lease and Work the Tramways of the said Company, and the Tramways to be authorised; Agreements between the Corporation and their Tramway Lessees and the said Tramway Company and Local Authorities, or between any two or more of them, for the Purchase or Lease of the said Tramways of the said Company, and Powers to the said Company to Sell or Lease the said Tramways; to Assign and Transfer the Lease of such Tramways; Additional Sanitary and Police Powers; Amendment and Enlargement of Existing Powers; Insanitary Premises; Notification of Diseases by Outside Authorities; Ventilation of Enclosed Spaces; Provisions as to New and Old Buildings and Dwelling Houses and Air Spaces; Width of Streets; Conferring Additional Powers on and Amending and Extending Existing Powers of Dean of Guild Court, Master of Works, Medical Officer of Health, Burgh Engineer; Rules and Provisions as to Buildings; Acquisition of Lands; Tenure of Office of Town-Clerk; Regulation of Cycles, &c.; Bye-Laws; Rules and Penalties; Alteration, Amendment, Repeal and Incorporation of Provisions of the Edinburgh Municipal and Police Acts, the Tramway Act, 1870, and of the Acts relating to the Edinburgh Street Tramways Company, and the Acts relating to the Corporation Tramways, and of other Acts; Confirmation

of Agreements; Tolls, Rates, Rents, and Charges, Assessments, Borrowing Powers, and Other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, by the Lord Provost, Magistrates, and Council of the City and Royal Burgh of Edinburgh (hereinafter referred to as 'the Corporation'), for leave to bring in a Bill (hereinafter called 'the Bill'), for the following or some of the following objects, powers, and purposes (that is to say):—

1. To authorise the Corporation to make, construct, maintain, and use the works and street widenings and improvements following, or some of them, with all necessary and proper works and conveniences connected therewith, in the lines and according to the levels shown on the deposited plans and sections hereinafter mentioned, and to enter upon, take, and use, compulsorily or by agreement, the lands, houses, and property delineated and numbered on the deposited plans, and described in the deposited Books of Reference hereinafter mentioned, as may be required for the purposes of the said works, or any of them, that is to say:—

- (1) A road of access (Work No. 1) to the lands of Colinton Mains, belonging to the Corporation, which road will be situate partly in the City Parish of Edinburgh and partly in the Parish of Colinton and County of Mid-Lothian, commencing at a point on the west side of the road leading from Edinburgh to Carlops, 200 yards or thereabouts southwards from the lodge at the eastern entrance to the City Poorhouse at Craiglockhart, and terminating at the eastern boundary of the lands of Colinton Mains, at a point therein situate 30 yards or thereabouts southwards from the southmost boundary of the said Poorhouse.
- (2) A sewer or drain (Work No. 2) commencing in the Parish of Colinton, in the County of Mid-Lothian, at a point in the eastern boundary of the lands of Colinton Mains, thirty yards or thereabouts south from the south boundary of the City Poorhouse at Craiglockhart, and extending northwards and eastwards along the said proposed road of access (Work No. 1) to the centre of the public road leading from Edinburgh to Carlops; thence northwards along that road, and terminating by a junction with the existing main sewer of the Corporation in Comiston Road fifty yards northwards of the existing municipal boundary.
- (3) An alteration, extension, and improvement wholly in the City Parish of Edinburgh, in the City and Royal Burgh of Edinburgh (Work No. 3) of part of the streets called Strathearn Place, Greenhill Gardens, and Churchhill, commencing at the western termination of the street called Strathearn Place, and terminating at a point in Churchhill, 33 yards or thereabouts westwards from the western line of the street of Greenhill Gardens.
- (4) A widening alteration and improvement wholly in the City Parish of Edinburgh, in the City and Royal Burgh of Edinburgh (Work No. 4) of part of the

street of Earl Grey Street, commencing in Fountainbridge at a point 22 yards or thereabouts eastwards from the east side of Earl Grey Street, and terminating in Earl Grey Street at a point 22 yards or thereabouts southwards from the south side of Fountainbridge.

- (5) A widening alteration and improvement wholly in the City Parish of Edinburgh, in the City and Royal Burgh of Edinburgh (Work No. 5) of part of Wellington Place and Earl Grey Street, commencing at the western end of Wellington Place and terminating in Earl Grey Street at a point 28 yards northwards from the north side of Wellington Place.
- (6) A street widening alteration and improvement wholly in the City Parish of Edinburgh and in the City and Royal Burgh of Edinburgh (Work No. 6) of part of the streets called Morningside Road and Churchhill, commencing at a point in Morningside Road 37 yards or thereabouts northwards from the north side of Churchhill, and terminating in Churchhill at a point 68 yards or thereabouts eastwards from the east side of Morningside Road.

2. For the purpose of increasing the accommodation within and improving the neighbourhood of the City Chambers, and for the more convenient conduct of the public business of the City therein, to authorise the Corporation to acquire, by compulsion or by agreement, and to enter upon, take, hold, use, and appropriate, the following lands, houses, and other property, or some of them, that is to say:—

The lands, houses, and other property, situate, lying, and being within an area marked 'A,' and delineated on the plans to be deposited as hereinafter mentioned, bounded by a line commencing at the north-eastern corner of the lands and property of the City Chambers, on the south side of Cockburn Street at the north-western corner of Allan's Close and Cockburn Street, and extending northwards in continuation of the west side of Allan's Close to the centre of Cockburn Street, thence north-westwards by a curved line along the centre line of Cockburn Street to a point opposite the southern line of the steps and close forming part of or leading to Advocate's Close, thence in a westerly direction to and along the said southern boundary of said steps and close to the eastern side of Roxburgh Close, thence southwards along the eastern side of Roxburgh Close for a distance of 20 yards or thereabouts, thence westwards across said close, and in continuation along the southern boundary of the premises of the *Evening News* to the eastern side of Advocate's Close, thence southwards along the eastern side of said Advocate's Close, and in continuation to the centre line of High Street, thence eastwards along the centre of High Street to a point in line with the east side of Old Post Office Close, thence northwards to and along the eastern side of said Old Post Office Close for a distance of

10 yards or thereabouts, thence westwards across said close and northwards along the western side of the same for a distance of 24 yards or thereabouts, thence westwards along the north side of the northern boundary of premises No. 255 High Street to the line of the west side of the west boundary of the same, thence along the west side of the said western boundary and the western boundary of premises No. 2 Craig's Close, and Nos. 255, 257, 259, 261, 263, and 265 High Street, to the north side of the northern wall of the common stair No. 2 Craig's Close, thence westwards along the north side of the northern boundary wall of said common stair No. 2 Craig's Close, and in continuation to the west side of Craig's Close, thence northwards and westwards along the western and northern boundaries of No. 1 Craig's Close, and 265 and 267 High Street, and Nos. 3, 5, and 7 Craig's Close, and in continuation to the west side of Allan's Close, thence northwards along the west side of Allan's Close, and in continuation to the point first mentioned; all lying within the City Parish of Edinburgh, City and Royal Burgh of Edinburgh, County of the City of Edinburgh, and County of Midlothian.

3. For the purpose of improving the present access to the Tramway Depot of the Corporation at Shrubhill, and for the more convenient conduct of the traffic, to authorise the Corporation to acquire by compulsion or by agreement, and to enter upon, take, hold, use, and appropriate the following lands and property or some part thereof, that is to say:—

The lands, houses, and other property situate, lying, and being within an area marked 'B,' and delineated on the plans to be deposited as hereinafter mentioned, bounded by a line commencing at the south-eastern entrance to the existing Tramway Depot of the Corporation at Shrubhill, and extending north-westwards along the north side of the southern boundary of the said entrance for a distance of 50 yards or thereabouts, thence southwards to the northern boundary of the North British Railway Leith Lines, thence eastwards along said northern boundary to the western side of Leith Walk, thence in a north-easterly direction along the western side of Leith Walk to the point first mentioned, all lying within the City Parish of Edinburgh, City and Royal Burgh of Edinburgh, County of the City of Edinburgh, and County of Midlothian.

4. For the purpose of more effectually improving the sanitary condition of the neighbourhood of the City Chambers, to authorise the Corporation to stop up and discontinue the following roads, streets, wynds, closes, lanes, courts, yards, passages, stairs, and thoroughfares, or some of them, or some part or parts thereof respectively, situate in the City Parish of Edinburgh, City, Royal Burgh, and County of the City of Edinburgh, and County of Midlothian (that is to say):—Writer's

Court, Warriston Close, Allan's Close, and Mary King's Close.

5. To authorise the Corporation to close or stop up in whole or in part the following streets or closes, so far as the same are or may be bounded on both sides thereof by the property of the Corporation, that is to say, Tanner's Close, Stevenlaw's Close, Campbell's Close, and Thornybauk, all in the City Parish of Edinburgh and City and Royal Burgh of Edinburgh.

6. To vary or alter the provisions of Section 90 of the 'Lands Clauses Consolidation (Scotland) Act, 1845,' and to provide that it shall not be necessary for the Corporation to purchase the whole of any lands, houses, or other buildings or manufactory when part only is required for the works and tramways proposed to be authorised by the Bill, or any of them, or required for any of the other purposes of the Bill.

7. To deviate laterally from the lines of the work hereinbefore described to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be provided by the Bill, and to deviate vertically from the levels shown on the sections hereinafter referred to, or as may be provided by the Bill.

8. To authorise the Corporation to take down and remove buildings on any of the lands to be acquired for the purposes of the works and improvements hereinbefore described and authorised by the Bill or any of them, and to lay out of new any of the lands to be acquired under the Bill, and to use and appropriate the same in such way and manner as they deem most expedient for the purposes of the Bill, and to sell, convey, lease, feu, re-sell, or otherwise dispose of lands, houses, and other property which they may acquire, and which may not be required for the works and improvements or any of the other objects and purposes of the Bill.

9. To authorise the Corporation to construct, lay down, form, work, and use and maintain the several tramways hereinafter described, with all necessary and proper junctions, rails, plates, sleepers, tubes, pulley pits, underground chambers, manholes, shafts, wires, cables, chains, engines, engine-houses, machinery, apparatus, works, and conveniences connected therewith respectively, and necessary or convenient for the working of the same by animal or mechanical power; and for the purposes of such tramways, and works, enter upon, take and use, compulsorily or by agreement, such of the lands and property delineated and numbered on the plans hereinafter mentioned and described in the deposited Books of Reference as may be required for these purposes.

[Where in the description of the proposed tramways any distance is given with reference to any street or road which intersects or joins the street or road in which the tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets or roads and produced would intersect each other, and a point described as being opposite a street or road is to be taken, unless otherwise stated, as opposite the centre of the street or road.]

10. The tramways proposed to be authorised by the Bill will be situate partly within the City and Royal Burgh of Edinburgh, and partly within the County of the City of Edinburgh and County of Midlothian.

The several tramways proposed to be authorised are the following:—

I.—NEW TRAMWAYS.

Tramway No. 1 (double line) 3 furlongs 1.8 chains or thereabouts in length, commencing in the City Parish of Edinburgh by a junction with the existing tramway of the Corporation in Craigmillar Park at a point 3.6 chains or thereabouts north-westwards from the junction of the centre line of the roadway of Craigmillar Park with the extended centre line of Crawford Road, and passing thence in a south-easterly direction along the roadway of Craigmillar Park, and terminating in the Parish of Liberton, at a point in Liberton Road 2.8 chains or thereabouts southwards from the junction of the centre line of the roadway of Craigmillar Park with the extended centre line of Lady Road.

Tramway No. 1 will be double lines throughout, except that for a distance of three-quarters of a chain or thereabouts at its southern termination it will be laid as a single line.

Tramway No. 2 (double line), 4 furlongs 2.04 chains or thereabouts in length, wholly in the City Parish of Edinburgh, commencing by a junction with the existing tramway of the Corporation in Comiston Road at a point .75 chain or thereabouts north-eastward from the junction of the centre line of Comiston Road with the extended centre line of South Morningside Drive, and passing thence in a south-westerly direction along the roadway of Comiston Road and the public road leading in continuation thereof to Carlops, and terminating at a point in said public road 8 chains or thereby southwards from the centre line of the Braid Burn where the said burn is crossed by the said public road.

Tramway No. 2 will be double lines throughout, except that for a distance of three-quarters of a chain or thereabouts at its southern termination it will be laid as a single line.

Tramway No. 3 (double line), 4 furlongs 2.2 chains or thereabouts in length, wholly in the City Parish of Edinburgh, commencing by a junction with the existing tramway of the Corporation at a point in Beaufort Road 1.27 chains or thereby eastward from the eastern side of Marchmont Road, and passing thence in a westerly direction along the roads or streets of Strathearn Road, Strathearn Place, and in continuation through the lands or property to be acquired called 'The Neuk,' No. 17 Strathearn Place, and Nos. 36 and 38 Greenhill Gardens, and by a curved line across the roadway and gardens of Greenhill Gardens, thence in a southerly direction along Greenhill Gardens and by a curved line into Churchhill, and terminating by a junction with the existing tramway of the Corporation at a point in Churchhill one chain westwards from the western line of the roadway of Greenhill Gardens.

Tramway No. 4 (double line), 3 furlongs 6.5 chains or thereabouts in length, wholly in the City Parish of Edinburgh, commencing in Dalry Road by a junction with the existing tramways of the Corporation at a point in line with the eastern side of Murieston Road, and passing thence in a south-westerly and westerly direction along Gorgie Road, and terminating in the said Gorgie Road at a point .5 chain eastwards from the eastern parapet of the bridge carrying the Edinburgh Suburban and Southside Junction Railway over the said Gorgie Road.

Tramway No. 4 will be a double line throughout, except that for a distance of three-quarters of a chain or thereabouts at its termination it will be laid as a single line.

Tramway No. 5 (double line), 1 furlong 7.4 chains or thereabouts in length, wholly in the City Parish of Edinburgh, commencing by a junction with the existing tramway of the Corporation in the public road leading from Haymarket to Corstorphine at a point 2.35 chains eastwards from the eastern parapet of the bridge carrying the Caledonian (Leith Branch) Railway over the said road, passing thence in a westerly and north-westerly direction along the said public road, and terminating at a point 1 chain or thereabouts westwards from the eastern side of Murrayfield Grand Avenue.

Tramway No. 5 will be a double line throughout, except that for a distance of three-quarters of a chain or thereabouts at its termination it will be laid as a single line.

Tramway No. 6 (double line), 6 furlongs 9.20 chains or thereabouts in length, wholly in the City Parish of Edinburgh, commencing by a junction with the existing tramway of the Corporation in Earl Grey Street at a point .34 chain or thereabouts northwards from the extended line of the north side of Wellington Place, and passing thence by a curved line in a south-easterly direction across Tollcross to the western end of Brougham Street, thence in a south-easterly direction along Brougham Street and Brougham Place and Melville Drive, to a point in the centre line of Melville Drive, where it is joined by the extended centre line of the street of Meadow Place; thence southwards along the streets of Meadow Place and Marchmont Road, and terminating by a junction with the existing tramway of the Corporation at the western end of Beaufort Road.

Tramway No. 7 (single line), 5.75 chains or thereabouts in length, wholly in the City Parish of Edinburgh, commencing by a junction with the existing tramway of the Corporation in Home Street, at a point opposite the south-eastern end of Thornybauk, passing thence by a curved line in a north-westerly direction along the said street of Thornybauk, and terminating in Thornybauk at a point in line with the north side of South Ponton Street.

Tramway No. 7 will be a single line throughout, and will be used only for taking cars from the Car Shed to the working lines in Home Street, and *vice versa*.

Tramway No. 8 (single line), 2.6 chains or thereabouts in length, wholly in the City Parish of Edinburgh, commencing at the western termination of Wellington Place and passing thence in an easterly and northerly direction by a curved line, a distance of 2.6 chains or thereabouts, and terminating by a junction with the existing tramway of the Corporation in Earl Grey Street, at a point 1 chain northwards from the extended line of the north side of Wellington Place.

Tramway No. 8 will be a single line throughout, and will be used only for taking cars from the Car Shed to the working lines in Earl Grey Street, and *vice versa*.

II.—DOUBLING OF TRAMWAYS.

Tramway No. 9 (double line), 9.25 chains or thereabouts in length, commencing by a junction with the existing tramway of the Corporation in North Bridge Street, at a point 7.4 chains southwards from the extended southern line of the

General Post Office, thence passing in a southerly direction along North Bridge Street, and terminating by a junction with the existing tramway of the Corporation in South Bridge Street, at a point .75 chain south from the extended southern line of the Tron Church.

Tramway No. 10 (double line), 4 furlongs 4.55 chains or thereabouts in length, commencing by a junction with the existing tramway of the Corporation in Morningside Road, at a point 1.64 chains north of the north side of Churchhill, passing thence in a southerly direction along Morningside Road and Comiston Road, and terminating at a point .75 chain north-eastward from the junction of the centre line of Comiston Road with the extended centre line of Morningside Drive.

Tramway No. 11 (double line), 2 furlongs 5.10 chains or thereabouts in length, commencing by a junction with the existing tramway of the Corporation in Dalry Road, at a point .5 chain or thereabouts, south-westwards from the extended line of the west side of Caledonian Road, passing thence in a south-westerly direction along the said Dalry Road, and terminating in the said Dalry Road at a point 3.92 chains or thereabouts, north-eastwards from the extended centre line of Murieston Crescent.

Tramways No. 9, No. 10, and No. 11, will respectively be wholly situated within the City Parish of Edinburgh, City, Royal Burgh, and County of the City of Edinburgh, and County of Midlothian, and will each consist of a double line of tramways, and will be laid along the centre of the respective streets or roads, and will take the place of the existing lines of tramway along the said streets or roads, and the Corporation will take up, remove, or alter, all, or any passing places, or rails laid in the said streets or roads, which interfere with, or will be rendered unnecessary by the laying down of the said tramways, No. 9, No. 10, and No. 11.

At the following places it is proposed to lay the proposed tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side of the streets or roads hereinafter mentioned, and the nearest rail of the tramway, that is to say:—

TRAMWAY No. 2.

(a) In Comiston Road, on both sides thereof between a point in Comiston Road .75 chain north-eastward from the extended centre line of South Morningside Drive, to a point in Comiston Road opposite the south line of Comiston Place.

(b) In Comiston Road on the east side thereof from a point in Comiston Road .33 chain north of the extended line of the north side of Craiglea Drive, to a point in Comiston Road at the Municipal Boundary line.

(c) In public road to Carlops, in continuation of Comiston Road, on both sides thereof at a point in said road, commencing at the Municipal Boundary to a point 8 chains or thereabouts south of the centre of the Braid Burn, where the said burn is crossed by the said public road.

TRAMWAY No. 3.

(a) In Beaufort Road, on the north side thereof, between the point in line of the east side of Marchmont Road and the point 1.27 chains eastwards from the line of the east side of Marchmont Road.

(b) In Strathearn Road and Strathearn Place on both sides thereof.

TRAMWAY No. 4.

(a) In Gorgie Road, on both sides thereof, between a point in said road .33 chain south-west of centre of gateway to grounds of Magdalene Asylum, and extending westwards along Gorgie Road to a point 1.23 chains west of the western boundary of Magdalene Asylum grounds.

(b) In Gorgie Road, on both sides thereof, between a point in said road .5 chain north-east from east parapet of Caledonian Railway Bridge (Haymarket Branch), to a point .5 chain eastwards of extended line of east side of M'Leod Street.

(c) In Gorgie Road, on both sides thereof, from the extended line of west side of Newton Street to a point 1.33 chains east from east side of Wardlaw Street.

(d) In Gorgie Road, on both sides thereof, from a point 1 chain west of the extended line of west side of Wardlaw Street to the extended line of east side of Wardlaw Place.

(e) In Gorgie Road, on both sides thereof, from a point .33 chain west of the extended line of west side of Wardlaw Place to the extended line of the east side of Stewart Terrace.

TRAMWAY No. 5.

In the public road from Haymarket to Corstorphine where passing under the Railway Bridge of the Caledonian (Leith Branch) Railway, and where crossing the Bridge over the Water of Leith at Murrayfield.

TRAMWAY No. 6.

In Melville Drive, on both sides thereof, from a point 3.6 chains or thereabouts south-east from the line of the south side of Tarvit Street, to a point in Meadow Place, .27 chain south from the line of the south side of Melville Drive.

TRAMWAY No. 7.

In Thornybauk, on both sides thereof, from the western side of Home Street to a point in Thornybauk in line with the north side of South Ponton Street.

TRAMWAY No. 9.

In North Bridge Street, on both sides thereof, from a point in the street opposite the north gable of houses on the south side of East Market Street to a point in the street in line with the front of the houses on the north side of High Street.

TRAMWAY No. 10.

(a) In Morningside Road, on both sides thereof, commencing at a point 1 chain south of the extended line of the northern side of Churchhill to a point in Morningside Road in line with the north side of Newbattle Terrace.

(b) In Morningside Road, on the east side thereof, from a point .33 chain north of the extended north line of Morningside Place to a point in Morningside Road .5 chain south of the extended line of the south side of Falcon Avenue.

(c) In Morningside Road, on both sides thereof, from a point in line with the south side of Canaan Lane to a point in Morningside Road .5 chain north of the extended centre line of Maxwell Street.

(d) In Morningside Road, on the east side thereof, from a point .5 chain or thereabouts

north of the extended centre line of Maxwell Street to a point in Morningside Road, 1 chain or thereby south of the extended centre line of Maxwell Street.

(e) In Morningside Road, on both sides thereof, from a point 1 chain or thereabouts south from the extended centre line of Maxwell Street, to a point in Morningside Road 2.3 chains or thereby north of the north side of Cluny Avenue.

TRAMWAY No. 11.

(a) In Dalry Road, on both sides thereof, between the point .5 chain or thereabouts, south-westwards from the line of the south side of Caledonian Road to a point 1.27 chains or thereabouts, south-westwards from the line of the south side of Orwell Place.

(b) In Dalry Road, on both sides thereof, between the point 1.36 chains or thereabouts south-westwards from line of north side of Orwell Terrace to a point 4.38 chains north-eastwards from the line of north side of Murieston Crescent.

The proposed tramways will be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run carriages or trucks adapted to run on railways.

11. To authorise the Corporation, and their lessees from time to time, to work the said intended tramways, or any of them, or any part thereof, by animal power or by cable, or by electric or other mechanical power (but not steam locomotive power), in addition to or in substitution for animal power, or by all or any of those means, and if and when the Corporation shall, under the powers of 'The Edinburgh Corporation Tramways Act, 1893,' employ mechanical power as therein authorised on their existing tramways, or any of them, the tramways proposed to be authorised by the Bill, or that may be acquired under the Tramways Act, 1870, or acquired or leased under the powers of the Bill, will or may also be worked by such mechanical power, and the Bill will provide for the way and manner in which the same shall be employed and used.

12. To authorise and empower the Corporation, for the purposes of the proposed tramways and their tramway undertaking, and for the purposes of the Bill, to purchase, or acquire by compulsion or agreement, lands and houses, or easements or servitudes over lands and houses, and to erect on any such lands, or on any lands already acquired, or that may be acquired, by the Corporation, and that notwithstanding the purposes for which, or the powers under which, any such lands were or may be acquired by the Corporation, or on lands acquired, or that may be acquired, from the Edinburgh Street Tramways Company (hereinafter referred to as the Company), stables, engines, engine-houses, machinery, tubes, buildings, and other conveniences.

13. To authorise the Corporation from time to time, and either temporarily or permanently, to make, maintain, alter or remove such tramways as may be necessary to form connections between any of the existing tramways or proposed tramways, such crossings, cross-overs, passing places, sidings, junctions, turn-overs, and other works in addition to those particularly specified in this notice, as may be necessary or convenient for the efficient working of the proposed tramways, or any of them, and for facilitating the passage of traffic along streets, or for providing access to any works,

stables, engine-houses, or carriage sheds of the Corporation.

14. To authorise the Corporation from time to time to enter upon, open, and break up the surface of, and to alter, raise, lower, cross, divert, widen, and stop up, remove and otherwise interfere with, either permanently or temporarily, streets, roads, footpaths, bridges, railings, tramways, sewers, drains, gas mains or pipes, water mains or pipes, and electric, telegraphic, or telephonic or other pipes, tubes and appliances and apparatus within the parishes and places aforesaid, as far as may be necessary or convenient, for the purpose of constructing, maintaining, repairing, removing, or altering the proposed tramways, and all necessary underground conduits and cables, or any of them, or for the purposes of the Bill.

15. To deviate in the construction of the proposed tramways laterally and vertically to such an extent as may be shown on the plans and sections, to be deposited as hereinafter mentioned, or as may be defined in the Bill.

16. To enable the Corporation, when by reason of the execution of any works affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any part of the tramways, or any of them, or the existing tramways, to make in the same or adjacent street, road, or thoroughfare, in any parish mentioned in this Notice, and maintain so long as occasion may require, a temporary tramway or temporary tramways in lieu of part of the tramways so removed or discontinued to be used, or intended so to be.

17. To provide for the maintenance of the whole or some portion or portions of the respective streets, roads, and places, upon or along which any of the proposed tramways, rails, or plates may be laid, and to provide for and regulate the use and disposal by the Corporation of any pavement, metal or road material excavated or removed by them in the construction of the proposed tramways, or any of them, or in the exercise of any of the powers of the Bill.

18. To empower the Corporation to work their existing tramways, and any tramways acquired or to be acquired, and the intended tramways, and to place and run carriages thereon, and to demand and take tolls in respect of the use of such carriages.

19. To authorise the Corporation or their lessees to demand, take, and recover tolls, rates, and charges for the use of the existing and the proposed tramways, and of any tramways which may be acquired by the Corporation under the Tramways Act, 1870, or acquired or leased under the Bill, by carriages passing along the same, or for the convenience of passenger or other traffic upon the same, and to alter or vary tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges.

20. To provide that the proposed tramways, lands, and works, and any tramways which may be acquired, shall for all purposes be deemed part of the tramway undertaking of the Corporation, and to authorise and empower the Corporation to lease the whole or any part of the same to the lessees of the Corporation tramways, as part of the present system of tramways within the City, or to any person or company, on such terms and conditions and for such considerations as they think fit, and to provide that the said tramways and works shall be held and taken to be part of any existing lease of the other tramways of the

Corporation, in the same way, and to the same effect, as if such tramways and works had originally been included therein, and to enter into agreements or leases with the lessees, or any person or company, for the working, maintenance, and management of the proposed tramways, and tramways to be acquired as aforesaid, and tramways to be acquired or leased under the Bill, and to execute and carry into effect all such leases, deeds, or other documents as may be necessary for carrying out these purposes, and to confirm any lease or agreements already made, or that may be made with reference thereto.

21. To authorise the Corporation to hold, acquire, and use patents and other licences relating to working tramways by cable or other mechanical power.

22. To authorise and empower the Corporation to purchase and acquire, either compulsorily or by agreement, the tramways and works and undertaking of the Edinburgh Street Tramways Company, or such part or parts thereof as the Corporation may think fit, or as the Bill may set forth and define, and whether such tramways and works and undertaking are situate within the jurisdiction of the Corporation, as Local Authority, under 'The Tramways Act, 1870,' or within the jurisdiction of any other Local or Road Authority.

23. To authorise and empower and require the Company to sell and transfer to the Corporation their tramways and works and undertaking, or such part or parts thereof as the Bill may define, and wherever situate, and whether within or beyond the jurisdiction of the Corporation, and that either with or without any consent of any Local Authority or Road Authority or other person, and on the terms and conditions and in the manner provided by Section 43 of the Tramways Act, 1870, with or without alteration or amendment, and to incorporate and make applicable to the purposes of the Bill the provisions of the said Section 43 of The Tramways Act, 1870, with such modifications and alterations as the Bill may set forth, or as Parliament may require, or as may be agreed on, or on such other terms and conditions, and for such considerations as the Bill may prescribe, or as Parliament may sanction or impose, or as may be agreed.

24. To authorise, empower, and require the following Local and Road Authorities respectively, or any one or more of them, namely, the Provost, Magistrates, and Council of the Burgh of Leith, the Provost, Magistrates, and Council of the Burgh of Portobello, and the County Council of the County of Midlothian, or any District Committee thereof, for any interest which they or any of them respectively may have as Local Authority or Road Authority within their respective jurisdictions, either under the provisions of the Tramways Act, 1870, or under any of the Acts of the Company, or under any scheduled agreement annexed to those Acts, or any of them, to concur in and consent to the purchase by and transfer to the Corporation of the said tramways, works, and undertaking of the Company, so far as the same are situate within the jurisdiction of the Local Authority or Road Authority, and that with or without conditions, or otherwise to dispense with such concurrence and consent, and to cancel and annul and modify, or repeal, or continue and keep in force, all or some of the rights, powers, authorities, jurisdictions, privileges, and interests of the said Local and Road Authorities respec-

tively, in the tramways, works, and undertaking within their respective jurisdictions.

25. To substitute the Corporation for the purposes of such purchase and sale as the Local Authority and Road Authority under The Tramways Act, 1870, in the room and place of the said Local and Road Authorities aforesaid, or any one of them, and to transfer to the Corporation all or some of the rights, powers, jurisdictions, and authorities of such Local and Road Authorities respectively, and to alter the period prescribed by Section 43 of the said Tramways Act, 1870, for the service of notice requiring the Company to sell, and for the acquisition of the undertaking, and to provide for such notice being given and the undertaking being acquired by the Corporation within such altered period, or to make such other provisions in relation to the said purchase as the Bill may provide, or as may be agreed.

26. To authorise the Corporation to lease from the Company all or any part of the tramways and works and undertaking of the Company, and to authorise the Company to make and execute any such lease, and that on such terms as may be agreed between the Corporation and the Company, and to authorise the Corporation to assign or transfer any such lease to any person or company.

27. To authorise and empower the Corporation on the one hand and the Company and the said Local and Road Authorities, or any one or more of them, on the other hand, to enter into and carry into effect agreements with respect to the sale and the purchase by the Corporation of the said tramways and works and undertaking of the Company, or any portion of the same, situate within the jurisdiction of the said Local and Road Authorities, or any of them, to the leasing of the undertaking, or any part thereof, to the working of the undertaking, or any part thereof, to the interchange and forwarding of traffic, and to traffic facilities, or to any one or more of these purposes, and to any other object or purpose incidental to the Bill, or to carry out and confirm any agreements already made, or which may be made during the progress of the Bill through Parliament.

28. To incorporate in the Bill, and to confer upon the Corporation in connection with the tramways and works to be authorised by the Bill, and the tramways and undertaking acquired, or which may be acquired, under the provisions of the Tramways Act, 1870, or under the Bill, and whether with or without alterations, or with such alterations and amendments as the Bill may define, all or any of the rights, powers, authorities, jurisdictions, and provisions of the Tramways Act, 1870, to exempt the Corporation and the tramway undertaking from, or to modify in their application to the Corporation or the tramway undertaking, the provisions of that Act affecting the working and the use and leasing of tramways.

29. To authorise and empower the Corporation to lease the whole or any part of their existing tramway works and undertaking, and the tramways and works to be authorised by the Bill, and the tramways, works, and undertaking acquired, or to be acquired, under the Tramways Act, 1870, or the Bill, to any Company or person on such terms and conditions, and for such considerations, as the Corporation think fit, and to alter or amend or cancel any existing agreement and leases, and to enter into agreements or leases with any Company or person for the working of the said tramways and undertaking, and to execute and carry

into effect all such agreements, leases, deeds, or other documents as may be necessary for carrying out such purpose.

30. To make provision, in the event of the Corporation acquiring the tramways and undertaking of the Company, for the dissolution of the Edinburgh Street Tramways Company, and for the winding-up of their affairs, and the distribution of their funds and effects amongst their creditors and shareholders, all as the Bill may provide, or as may be agreed between the Corporation and the said Company, or as may be sanctioned or required by Parliament.

31. To vary and alter existing tolls, rates, and charges, and to authorise other tolls, rates, and charges.

32. To confer, vary, or extinguish exemptions from payment of tolls, rates, charges, duties and assessments, and to vary or extinguish all rights and privileges inconsistent with, or which would in any way interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

33. To use and apply for the works and tramways authorised by the Bill, and for the acquisition of lands, and for the purposes of the Bill, or any of them, any funds, moneys, rates or assessments now belonging to the Corporation, or which they now are or by the Bill may be authorised to raise or levy, or which may come into their possession under their present powers, or which may from time to time be conferred on them.

34. To borrow and re-borrow money for executing the foresaid works and improvements authorised by the Bill, or any of them, and for the acquisition of lands and houses and other property, and for the construction and acquisition of tramways under the Bill, and under the Tramways Act, 1870, and for the other purposes of the Bill, by mortgage, or by cash credit, or by annuity or otherwise, or by the issue of Stock, on security of the tolls, rates, duties, and assessments leviable under the Edinburgh Municipal and Police Acts, 1879 to 1894, as amended by the Bill, and the Bill, or some of them, or on the portion thereof leviable in regard to the particular objects of such borrowing, and the provisions of the said Edinburgh Municipal and Police Acts, 1879 to 1894, as amended by the Bill, in regard to a sinking fund or sinking funds for repayment of moneys borrowed, will or may be applied to the moneys borrowed and to be borrowed under the authority of the Bill.

35. To alter, amend, or enlarge tolls, rates, duties, and assessments; and to impose, assess, levy, and recover tolls, rates, duties, and assessments for the purposes of the Bill and the execution of the works and tramways, and acquisition of tramways authorised by the Bill, or acquired under the provisions of the Tramways Act, 1870 and for the purchase or acquisition of lands, houses, and other property, and the other purposes of the Bill, and that under and in terms of the powers and in accordance with the several provisions contained in the Edinburgh Municipal and Police Acts, 1879 to 1894, as amended by the Bill, or otherwise as the Bill may provide.

36. To enter into and carry into effect, agreements and arrangements with any corporations, companies, bodies, or persons with respect to any of the objects and purposes of the Bill and any incidental matters relating thereto, and to confirm any agreements made or to be made in relation to the objects, powers, and purposes of the Bill.

37. To declare and define the tenure of office of the Town-clerk or Town-clerks of the City and Royal Burgh of Edinburgh appointed and to be hereafter appointed.

38. The Bill will or may alter, repeal, and amend the provisions, or some of them, of the Edinburgh Municipal and Police Acts, 1879 to 1894, or some one or more of the said Acts, or some parts or portions of the same, and will confer further and enlarged powers on the Corporation, as the Bill may prescribe, and in the following among other particulars, namely:—The removal and prohibition, and licence and regulation of existing and future sky signs and advertising boards and placards or other posters; the prevention and abatement of smoke nuisance; the width of new streets, and limitation of the height of houses in existing streets; the sub-division of houses erected or to be erected; to provide that warrants granted, or to be granted, by the Dean of Guild Court for the erection or alteration of buildings shall expire within a specified time, unless renewed from time to time; to provide that any approval given or to be given by the Corporation to any feuing plan or other plan so far as not acted on shall cease to be operative at a time to be prescribed in the Bill unless renewed; to regulate, control, and prevent noxious, offensive, or noisy trades or operations, unless with the written consent of the Corporation, and that such written consent shall be produced before warrant can be obtained from the Dean of Guild Court for the erection, alteration, or extension of any houses or buildings for such purposes; to regulate and control games and amusements in public parks, and to make such charge as the Corporation may from time to time fix; to protect the fish in the Water of Leith; to make further regulations in regard to the registration, conduct, management, and supervision of common lodging-houses; to make further provision for the prevention of accidents in common stairs; to make further provision for assessing the owners or occupiers of property abutting or adjoining private streets for paving and completing the same; to confer powers on the Corporation to use the solum of the streets in connection with the erection of public conveniences; to make provision requiring the rounding of corners on the erection of new houses and buildings or re-erection of existing houses and buildings; to confer further powers on the Dean of Guild Court for the protection of houses and buildings from fire; to define or extend the definition of a habitable room; to prescribe and regulate the height of chimney stalks; to demolish houses or buildings rendered dangerous through injury from fire, and to recover the cost of demolition from the owners; to take power to require the protection of water and gas fittings from frost; additional powers to regulate and prescribe the situation and direction of streets or thoroughfares for through connection; additional powers for the regulation and alteration of sinks in houses; to require warrant of the Dean of Guild Court for excavations for houses or buildings; to amend the summary process of recovering Burgh Assessments, and authorising the use of poinding and arrestment; to include ice-cream shops within the provisions of Section 247 of the Edinburgh Municipal and Police Act, 1879; to extend the powers of the Judge of Police with respect to diseased, unwholesome, or unsound meat; to provide that the Burgh Assessments may be levied directly upon and collected from the owners and occupiers respectively; to charge

the expense of lighting common stairs, passages, and private courts on the Burgh Assessments; to provide for the owners or occupiers of common stairs, passages, and private courts in or entering or having a right of access by the same, cleaning, painting, and keeping in order such stairs, passages, and courts, and paying the expense thereof, or otherwise to empower the Corporation to do such cleaning, painting, and putting in order, and recover the expense thereof from such owners or occupiers, and to enforce penalties for failure on the part of such owners and occupiers; powers to the Corporation, by agreement with the County Council, or other public authority, to allow the City's sewers to be used for the drainage of lands or premises beyond the limits of the Burgh; to make new and additional provisions in respect of the jurisdiction and powers of the Dean of Guild Court in reference to all or any of the purposes of the Bill, and the procedure before such Court, and with respect to citations and warrants, the service and the signing of the same, and all other orders, notices, instructions, plans, tests, procedure, and other matters incidental to the carrying into execution of the provisions of the Bill; to make further provisions with respect to gas pipes and electric light installations; to regulate and prevent the extension or enlargement of existing underground bakehouses or dairies; additional powers to suppress betting; to amend the Edinburgh Corporation Stock Act, 1894, to the effect of enabling the Corporation to issue stock bearing a reduced rate of dividend, and redeemable at a specified time from the date of issue; to prohibit the formation or laying-out of new cemeteries or the enlargement of existing cemeteries within the City without the consent of the Corporation; to empower the medical officer of health, or other officer appointed by the Corporation, to use or apply any test for the detection of the existence of tuberculosis or other disease in cows in any byre, whether within or without the City, from which milk is supplied for sale or consumption within the City; to require any local authorities beyond the City, or their officer, to notify forthwith to the Corporation, or to their medical officer of health, the existence of any infectious disease within the jurisdiction of such Local Authorities respectively; to alter and determine the periods of termination of licences granted by the Magistrates; to authorise the Corporation to require the periodical cleansing of small houses; further powers for the sale and weighing of coals; to make regulations for the use of bicycles and tricycles, and the protection of the public in connection therewith.

39. And all further and necessary provisions will be made, and all powers necessary or expedient will be taken, for securing the public health and the proper sanitation of the City and Royal Burgh, and the drainage and ventilation of houses and buildings and otherwise.

40. To empower the Corporation at any time, and from time to time, to purchase and acquire, by agreement or compulsorily, under the provisions of the Lands Clauses Acts, property for city and street improvements, and for new roads and accesses, and street and road widening, and for preventing the width of streets being reduced by the erection of houses or buildings on any front plot or gardens, and to provide that the Corporation may take only such portions of any such lands as they may require without taking the whole, and to make provisions for carrying out such powers, and to prescribe the procedure in connection therewith.

41. To make, alter, vary, and rescind bye-laws with respect to any of the provisions and purposes of the Bill, and to make provision for imposition of penalties by fine and imprisonment, or one or other of them, for breach of the provisions of the Bill and of such bye-laws, and for the prosecution and recovery of penalties for breach of any of the provisions of the Bill, or of any bye-laws, rules and regulations, licences and orders made in virtue of the powers of the Bill, and to make applicable to the purposes of the Bill, or any of them, the provisions of the Edinburgh Municipal and Police Acts, and any Acts therewith incorporated.

42. The Bill will vary or extinguish all rights, powers, authorities, jurisdictions, privileges, and exemptions inconsistent with or which would or might in any way interfere with the objects or purposes of the Bill; and will confer, vary, or extinguish other rights, powers, authorities, jurisdictions, privileges, and exemptions, and will incorporate, with or without modification or alteration, the provisions of the Lands Clauses Acts and the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to roads and bridges and the temporary occupation of lands during the construction of works; the Roads and Bridges (Scotland) Act, 1878; the Edinburgh Municipal and Police Acts, 1879 to 1894; the Edinburgh Corporation Stock Act, 1894. The Tramways Act, 1870; the Edinburgh Tramways Act, 1871; the Edinburgh Street Tramways Act, 1873; the Edinburgh Tramways Act, 1874; the Edinburgh Tramways Act, 1875; the Edinburgh Street Tramways Act, 1881; the Edinburgh Street Tramways Act, 1882; the Edinburgh Street Tramways (Mechanical Power) Act, 1882; the Edinburgh Street Tramways Act, 1892; the Edinburgh Street Tramways Act, 1893, the Edinburgh Corporation Tramways Act, 1893, and any other Acts applicable for the time being within the City of Edinburgh, or some of the said Acts, or some parts or portions thereof, and to alter, modify, or determine any contract, agreement, or arrangement made between the Company and any Local or Road Authority, and especially, but not exclusively, the several agreements set forth and scheduled to any of the said Acts, and any Act or Acts of or relating to the said Local and Road Authorities, or of any of them.

43. To alter, amend, extend, and enlarge, or to repeal, so far as it may be necessary or desirable for the purposes of the Bill, the powers and provisions of the several Acts of Parliament hereinbefore mentioned, or any of them, and also of the following Acts, or any of them, that is to say:—The Edinburgh Municipal and Police Acts, 1879 to 1894; the Local Government (Scotland) Act, 1889; the Burgh Police (Scotland) Act, 1892; the Local Government (Scotland) Act, 1894; the Public Health (Scotland) Act, 1867, and Acts amending the same; the Caledonian Railway Act, 1845; the Caledonian and Scottish Central Railway Amalgamation Act, 1865; the North British Edinburgh and Dundee and West of Fife Railways Amalgamation Act, 1864; and the several Acts of Parliament of, and relating respectively to, the Caledonian Railway Company and the North British Railway Company, and the undertakings belonging to, amalgamated with, or held on lease by or vested in, or worked by the Caledonian Railway Company and the North British Railway Company respectively; 3 and 4 Will. IV., c. 76 (public); 31 and 32 Vict., c. 108 (public); 35 and 36 Vict., c. 33 (public); 35 and

36 Vict., c. 62 (public), and any other Acts extending or amending these Acts, or the aforesaid Acts, or any of them.

And notice is also hereby given, that duplicate plans and sections, describing the lines, situations, and levels of the works and tramways proposed to be authorised by the Bill, and the lands, houses, and other property which will or may be taken and acquired for the purposes thereof respectively, and for the other purposes of the Bill, together with books of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees and of the occupiers of such lands, houses, and property, and a copy of this Notice as published in the *Edinburgh Gazette*, will be deposited for public inspection, on or before the 30th day of November 1895, in the offices at Edinburgh of the Principal Sheriff-Clerk of the County of Mid-Lothian and of the Sheriff-Clerk of the County of the City of Edinburgh respectively; and a copy of so much of the said plans, sections, and books of reference respectively as relate to the several parishes aforesaid, in which any of the before-mentioned works and tramways are situate, or in which any lands, houses, or property intended to be taken are situate, or to the Royal Burgh of Edinburgh respectively, together with a copy of this Notice as published in the *Edinburgh Gazette* will also, on or before the 30th day of November 1895, be deposited for public inspection with the Clerk of the Parish Council and with the Session Clerk of each such parish, at the usual place of abode of such Clerk of the Parish Council and Session Clerk, and so far as regards the Royal Burgh of Edinburgh, with the Town-Clerk of the said City and Royal Burgh of Edinburgh, at his office in Edinburgh.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated this 14th day of November 1895.

THOMAS HUNTER, W.S.,
Town-Clerk,
Edinburgh.

A. & W. BEVERIDGE,
18 Abingdon Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1896.

LANARKSHIRE (MIDDLE WARD DISTRICT) WATER.

(Power to the District Committee of the Middle Ward of the County of Lanark to abandon certain works authorised by the Lanarkshire (Middle Ward District) Water Act, 1892; Amendment or repeal of certain provisions of that Act, construction of new waterworks and supply of water; Buildings for use of District Committee; Acquisition of land; Diversion, appropriation, and supply of water; Compensation water; Agreements; Power to the County Council of the County of Lanark, and the District Committee of the Middle Ward of the said County, or one of these bodies to levy rates, assessments, rents, and charges, differential,

additional, or otherwise, and to borrow money ; Incorporation, application, and amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill (hereinafter called 'the Bill') for all or some of the following among other purposes, that is to say :—

(1) To authorise the District Committee of the Middle Ward of the County of Lanark (hereinafter called 'the District Committee') to abandon Reservoir No. 2, authorised by the Lanarkshire (Middle Ward District) Water Act, 1892 (hereinafter referred to as 'the Act of 1892'), and such of the incidental works connected therewith as may be rendered useless or unnecessary by or in consequence of such abandonment, or by the construction of the works proposed to be authorised by the Bill, or any of them.

(2) To authorise the District Committee to make, maintain, and use the water-works hereinafter described, or some of them, that is to say :—

First.—A reservoir (hereinafter called 'the Glengavel Reservoir'), to be situate on the streams respectively called the Glengavel Water and Powbrone Burn, and adjacent lands, commencing at a point in the said Glengavel Water 727 yards, or thereabouts, measuring in a southerly direction, and at a point in the said Powbrone Burn 683 yards, or thereabouts, measured in a north-easterly direction from the bridge which carries the Strathaven and Muirkirk Highway across the Powbrone Burn, and terminating at an embankment to be formed across the Glengavel Water at a point 670 yards, or thereabouts, measuring in a north-westerly direction from the said bridge, and which embankment will commence at a point 160 yards, or thereabouts, north-eastwards, and will terminate at a point 180 yards, or thereabouts, south-westward from the aforesaid point at which the Glengavel Water will be crossed by the said intended embankment, which reservoir and embankment will be situate in the Parish of Avondale, and County of Lanark.

Second.—A conduit, or line of pipes, commencing at a point 300 yards, or thereabouts, measured in a south-easterly direction from the point where the aforesaid embankment crosses the Glengavel Water, and terminating by a junction with Conduit No. 1, authorised by the Act of 1892, at a point 70 yards, or thereabouts, measured in a north-westerly direction from the point where the embankment of Reservoir No. 1, authorised by the said Act, crosses the Glengavel Water, now in course of construction, which conduit or line of pipes will be wholly situate in the Parish of Avondale and County of Lanark.

Third.—A diversion of the Strathaven and Muirkirk Highway, commencing at a point in the said highway 600 yards, or thereabouts, measured in a southerly direction from the aforesaid bridge over

the Powbrone Burn, and terminating at a point in the said highway 800 yards, or thereabouts, measured in a north-westerly direction from the aforesaid bridge, which highway diversion will be wholly situate in the Parish of Avondale and County of Lanark.

Fourth.—A catchwater, or line of pipes, commencing at a point in the Patrick Burn, 340 yards, or thereabouts, measured in an easterly direction from the point where the said burn is crossed by the Strathaven and Muirkirk Highway, and terminating in the Glengavel Reservoir, at or near the commencement of the embankment of that reservoir, which catchwater, or line of pipes, will be situate in the Parish of Avondale and County of Lanark.

Fifth.—A service reservoir (hereinafter called 'Service Reservoir A'), to be situate in the south-western corner of the enclosure numbered on the 25-inch ordnance map 2529, in the Parish of New Monkland and County of Lanark.

Sixth.—A service reservoir (hereinafter called 'Service Reservoir B'), to be situate in the south-western corner of the enclosure numbered on the said ordnance map 1980, in the Parish of New Monkland and County of Lanark.

Seventh.—A service reservoir (hereinafter called 'Service Reservoir C'), to be situate in the enclosure numbered on the said ordnance map 1716, in the Parish of Shotts and County of Lanark.

Eighth.—A service reservoir (hereinafter called 'Service Reservoir D'), to be situate in the eastern corner of the enclosure numbered on the said ordnance map 841, in the parish of Cambuslang and County of Lanark.

Ninth.—A service reservoir (hereinafter called 'Service Reservoir E'), to be situate in the south-eastern corner of the enclosure numbered on the said ordnance map 307, in the Parish of Cambuslang and County of Lanark.

Tenth.—A service reservoir (hereinafter called 'Service Reservoir F'), to be situate in the north-western corner of the enclosure numbered on the said ordnance map 519, in the Parish of Bothwell and County of Lanark.

Eleventh.—A service reservoir (hereinafter called 'Service Reservoir G'), to be situate in the north-eastern corner of the enclosure numbered on the said ordnance map 1863, in the Parish of Bothwell and County of Lanark.

Twelfth.—An aqueduct conduit, or line of pipes (hereinafter called 'Conduit A'), commencing at a point in the highway leading from Edinburgh to Glasgow 170 yards, or thereabouts, measuring in an easterly direction from the centre of the bridge carrying that highway over the Caledonian Railway, and terminating at the south-eastern corner of Service Reservoir A, hereinbefore described.

Also a branch line of pipes (a), commencing by a junction with Conduit A at a point in the highway opposite Ballochney Cottage, 12 yards, or thereabouts,

measuring in a westerly direction from the north-western corner of that cottage, and terminating at a point in the highway leading from Arden to Rawyards at a point opposite the western wall of Meadowhead Farm-steading.

Also a branch line of pipes (*b*), commencing by a junction with Conduit A at a point in the highway leading from Arden to Rawyards at its junction with the highway leading from West Arbuckle to Dykehead, and terminating in the said highway leading from Arden to Rawyards at a point opposite the northern wall of the old school at the northern end of the Village of Arden, which Conduit A and branch lines of pipes will be situate in the Parishes of Bothwell, Shotts, and New Monkland, or some or one of them, and County of Lanark.

Thirteenth.—An aqueduct conduit, or line of pipes (hereinafter called 'Conduit B'), commencing at the south-western corner of the Service Reservoir A, hereinbefore described, and terminating by a junction with Conduit C, hereinafter described, at the junction of the highway leading from Caldercruix to Lochend with the highway leading from Drumbreck to Longriggend.

Also a branch line of pipes (*c*), commencing by a junction with Conduit B at a point in the highway leading from Dykehead to West Arbuckle, 330 yards, or thereabouts, measured in a north-westerly direction from the centre of the Slamannan Railway where it crosses that highway, and terminating in the highway leading from Whiterigg to Rawyards opposite Airdrie hill Farm-steading.

Also a branch line of pipes (*d*), commencing by a junction with Conduit B at a point in the highway leading from Wattston to Greengairs at its junction with the highway leading from that highway to Meikle Drumgray, and terminating in the highway leading from Rawyards to Cumbernauld, at the northern end of the Village of Rigend.

Also a branch line of pipes (*e*), commencing by a junction with the branch line of pipes lastly hereinbefore described at a point in the highway leading from Rawyards to Cumbernauld at its junction with the highway leading to Wattston and Greengairs, and terminating at the southern end of the Village of Stand.

Also a branch line of pipes (*f*), commencing by a junction with Conduit B at a point in the highway leading from Greengairs to Easter Glentore opposite the centre of the highway leading to Loanhead, and terminating at a point in the last-mentioned highway opposite the northern wall of Loanhead Farm-steading.

Also a branch line of pipes (*g*), commencing by a junction with Conduit B at a point in the highway leading from Shielhill to Longriggend opposite the centre of the highway leading to Avonhead, and terminating at a point in the

last-mentioned highway where that highway crosses the Avon Water.

Also a branch line of pipes (*h*), commencing by a junction with Conduit B in the highway leading from Shielhill to Longriggend at a point 150 yards, or thereabouts, measured in a northerly direction, from the centre of the bridge carrying the aforesaid highway over the Slamannan Railway, and terminating in that highway at Westfield Farm-steading.

Also a branch line of pipes (*i*), commencing by a junction with Conduit B at a point in the highway leading in a south-westerly direction from Longriggend Village at its junction with the highway leading from Longriggend to East Longrigg, and terminating in the last-mentioned highway at the boundary between the Counties of Lanark and Stirling.

Which Conduit B and branch lines of pipes will be situate in the Parish of New Monkland and County of Lanark.

Fourteenth.—An aqueduct conduit, or line of pipes (hereinafter called 'Conduit C'), commencing by a junction with Conduit A at a point in the highway leading from Airdrie to Edinburgh at its junction with the highway leading from Barblues to Gartness, and terminating at the south-eastern corner of the Service Reservoir B, hereinbefore described.

Also a branch line of pipes (*j*), commencing by a junction with Conduit C in the highway leading from Airdrie to Edinburgh opposite its junction with the highway leading to Caldercruix, and terminating in the highway leading from Airdrie to Edinburgh opposite the eastern wall of Hillend Farm-steading.

Also a branch line of pipes (*k*), commencing by a junction with Conduit C at a point in the highway leading from Caldercruix to Lochend at its junction with the road leading to Drumbow Farm-steading, and terminating in that highway at the boundary between the Counties of Lanark and Stirling.

Which Conduit C and branch lines of pipes will be situate in the Parishes of New Monkland and Shotts and County of Lanark.

Fifteenth.—An aqueduct conduit, or line of pipes (hereinafter called 'Conduit D'), commencing at a point in the highway leading from Edinburgh to Glasgow, 170 yards, or thereabouts, measuring in an easterly direction from the centre of the bridge carrying that highway over the Caledonian Railway, and terminating at the north-western corner of the Service Reservoir C, hereinbefore described, which Conduit D will be situate in the Parishes of Bothwell and Shotts, and County of Lanark.

Sixteenth.—An aqueduct conduit, or line of pipes (hereinafter called 'Conduit E'), commencing at the north-eastern end of the Service Reservoir C, hereinbefore described, and terminating in the highway leading from Glasgow to Edinburgh at the point where the Lintmill Burn crosses that highway.

Also a branch line of pipes (l), commencing by a junction with Conduit E in the highway leading from Glasgow to Edinburgh at its junction with the highway leading from that highway in a south-westerly direction to Wester Hassockrig, and terminating in the last-mentioned highway at a point opposite the southern wall of Hassockrig Colliery Cottages, which Conduit E and branch line of pipes are situate in the Parish of Shotts, and County of Lanark.

Seventeenth.—An aqueduct conduit, or line of pipes (hereinafter called 'Conduit F'), commencing by a junction with Conduit D at a point in the highway leading from Edinburgh to Glasgow at its junction with the Fortissat Highway, and terminating in the highway leading from Stane to Headlesscross, at a point, 50 yards, or thereabouts, measured in an easterly direction from the centre of the bridge carrying that highway over the Shotts Branch of the North British Railway.

Also a branch line of pipes (m), commencing by a junction with Conduit F in the highway opposite the west gable of Dykehead Inn, and terminating in the highway leading from Newmains to Ladylands at a point opposite the centre of road leading to Allanton House.

Also a branch line of pipes (n) commencing by a junction with the last-mentioned branch in the highway leading from Newmains to Ladylands opposite the highway leading from that highway to Dykehead, and terminating in the highway leading from Newmains to Ladylands at a point in the centre of the bridge carrying the said last-mentioned highway over the burn to the north of Ladylands Farm-house.

Also a branch line of pipes (o) commencing by a junction with Conduit F at a point in the highway leading from Stane to Headlesscross opposite the highway leading to West Tarbrax and terminating at a point in the centre of the last-mentioned highway opposite the west wall of East Tarbrax Farm-steading, which Conduit F and branch lines of pipes will be situate in the Parishes of Cambusnethan and Shotts and County of Lanark.

Eighteenth.—An aqueduct conduit, or line of pipes (hereinafter called 'Conduit G'), commencing at the termination of Conduit E, hereinbefore described, and terminating in the highway leading from Glasgow to Edinburgh at the boundary between the Counties of Lanark and Linlithgow.

Also a branch line of pipes (p), commencing by a junction with Conduit G at the point where the highway leading from Eastfield to Benhar leaves the highway leading from Glasgow to Edinburgh, and terminating in the highway between Eastfield and Benhar at a point, 260 yards, or thereabouts, measured in a south-westerly direction from the western gable of the westernmost house of West Benhar Village, which Conduit G and

branch line of pipes will be situate in the Parish of Shotts and County of Lanark.

Nineteenth.—A reservoir (hereinafter called 'Lintmill Reservoir'), to be situate on the Lintmill Burn, to the south of Hirstloanfoot and adjacent lands, commencing at a point in the said burn, 270 yards, or thereabouts, measuring in a south-westerly direction from the south-east corner of Hirstloanfoot Cottage, and terminating at an embankment to be formed across the said stream at a point, 130 yards, or thereabouts, measured in a southerly direction from the said corner of Hirstloanfoot Cottage, and which embankment will commence at a point, 60 yards, or thereabouts, south-westwards, and will terminate at a point, 80 yards, or thereabouts, eastwards from the aforesaid point at which the said burn will be crossed by the said intended embankment, which reservoir will be situate in the Parish of Shotts and County of Lanark.

Twentieth.—Filters and pure water tank, to be situate in the enclosure numbered on the said ordnance map 1703, in the Parish of Shotts, 32 yards, or thereabouts, measured in a north-westerly direction from where the embankment of Lintmill Reservoir crosses the Lintmill Burn, which filters and pure water tank will be situate in the Parish of Shotts, and County of Lanark.

Twenty-first.—An aqueduct conduit or line of pipes (hereinafter called 'Conduit H'), commencing in Lintmill Reservoir, at or near the point where the embankment of that reservoir will cross the Lintmill Burn, and terminating in the highway leading from Glasgow to Edinburgh at a point, 320 yards or thereabouts, westward, of the point where the said highway is crossed by the Lintmill Burn, which pipe will be situate in the Parish of Shotts and County of Lanark.

Twenty-second.—A reservoir (hereinafter called 'Logan Reservoir'), to be situate on the stream called the Logan Water and adjacent lands, commencing at a point in the said Logan Water, 290 yards, or thereabouts, measuring in a north-westerly direction from the south-western corner of Loganhouse Farm-steading, and terminating at an embankment to be formed across the Logan Water at a point, 1080 yards, or thereabouts, measuring in a north-easterly direction from the south-western corner of the said farm-steading, and which embankment will commence at a point, 124 yards, or thereabouts, north-westwards, and will terminate at a point, 45 yards, or thereabouts, south-eastwards from the aforesaid point at which the Logan Water will be crossed by the said intended embankment, which reservoir and embankment will be situate in the Parish of Lesmahagow and County of Lanark.

Twenty-third.—A conduit, or line of pipes, commencing in Logan Reservoir at or near the point where the embankment of that reservoir will cross the Logan Water,

and terminating by a junction with the existing conduit leading from Dunside Reservoirs to Strutherhill Filters, at a point, 75 yards, or thereabouts, measuring in an easterly direction from the south-eastern corner of Dunside Farm-steading, which conduit or line of pipes will be situate in the Parish of Lesmahagow, and County of Lanark.

Twenty-fourth.—A road of access, commencing at the south-eastern end of the embankment of Logan Reservoir, and terminating by a junction with the existing private road leading to Dunside Reservoirs at a point, 170 yards or thereabouts, measuring in a north-easterly direction from the south-eastern corner of Dunside Farm-steading, which road of access will be situate in the Parish of Lesmahagow, and County of Lanark.

Together with all necessary and proper embankments, dams, weirs, bridges, roads, approaches, ways, wells, tanks, basins, gauges, filter beds, stand pipes, sluices, outlets, outfalls, drains, discharge pipes, adits, shafts, tunnels, aqueducts, culverts, cuts, channels, conduits, mains, pipes, junctions, valves, pumps, pumping stations, engines, buildings, apparatus, and other conveniences in connection with the said works or any of them, or necessary or convenient for diverting, impounding, taking, collecting, storing, conducting, distributing, and regulating the supply of water for the purposes hereinafter mentioned, and for compensating all persons whose supply of water may be affected by, or in consequence of, the works hereinbefore described or the other powers of the Bill, and for inspecting, maintaining, repairing, altering, cleansing, managing, and using the said several works.

To authorise the District Committee to lease or erect and maintain buildings and offices for the purposes and for the proper conduct of their business, and to purchase and acquire, and hold lands and buildings for those purposes.

To authorise the District Committee to divert directly or derivatively into the said reservoirs and other works proposed to be authorised by the Bill, and to intercept, impound, take, appropriate, store, use, and distribute for the purposes of the Bill, and for the compensation water hereinbefore mentioned, the waters of the streams called Glengavel Water, Powbrone Burn, Patrick Burn, Sheetloch Burn, Spoutloch Burn, Wells Burn, Bught Burn, Blaeberry Burn, Kip Burn, Logan Water, Long Burn, and the Lintmill Burn, respectively, and of all or some of the affluents of those streams, and all streams, springs, and waters flowing into or arising within the said streams or any of them, and into or within the sites of the reservoirs and other works proposed to be authorised by the Bill, or which shall be found within the limits of deviation marked on the plans after-mentioned, or can be collected by the proposed works or any of them; which waters of the Powbrone Burn, Patrick Burn, Sheetloch Burn, Spoutloch Burn, Wells Burn, and Bught Burn now flow into the stream called the Glengavel Water, and which waters of the Glengavel Water now flow into the stream called the Avon Water, and thence into the River Clyde, and thence into the Firth of Clyde and the sea; and which waters of the Blaeberry Burn, Kip Burn, and Long Burn now flow into the stream called the Logan Water, and thence into the River Nethan, and thence into the River

Clyde and the sea; and which waters of the Lintmill Burn now flow into and along the stream called the How Burn, and thence into the River Almond, and thence into the Firth of Forth and the sea.

To make provision with respect to the quantity or amount of compensation (in water or otherwise) to be given by the District Committee in respect of the proposed taking or impounding, or diverting of waters, under the powers of the Bill, for the benefit or protection of owners, lessees, and occupiers of mills, manufactories, and works, and other persons interested in the waters to be so taken, impounded, or diverted.

To repeal, alter, or modify Sections 12, 13, 14, and 20 of the Act of 1892, and the agreement with the Duke of Hamilton scheduled to and confirmed by that Act, and to reduce the amount of compensation water required to be discharged under the provisions of these Sections, and to make new provisions as to the compensation water to be discharged in respect of the waters authorised to be diverted, intercepted, impounded, taken, or appropriated under the powers of the Act of 1892 or of the Bill.

To authorise the District Committee, in the construction of the several works hereinbefore described, to deviate from the lines, situations, and levels thereof delineated on the plans and sections hereinafter mentioned, to the extent to be defined on the said plans, or provided by the Bill.

To authorise the District Committee to cross, stop up, submerge, appropriate, alter, and divert, temporarily or permanently, and either compulsorily or by agreement, or to acquire easements, servitudes, or rights-of-way, or other rights over, in, under, or alongside of lands, highways, or other roads, railways, tramways, bridges, streets, lanes, paths, passages, sewers, drains, watercourses, electric apparatus, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, and maintaining, and using the said several works, and to exercise all other usual and necessary powers.

To provide that any altered or diverted portions of highways or roads which may be constructed by the District Committee under the powers of the Bill shall, in all respects, form respectively parts of the existing highways or roads, in lieu of portions of which the same are respectively substituted under the said powers, and shall be maintained by the respective parties liable to maintain the said existing highways or roads, or such other parties as shall be specified in the Bill.

To authorise the District Committee to lay down, maintain, and use mains, pipes, and other works and conveniences for the distribution and supply of water, and from time to time to alter, renew, relay, extend, enlarge, and discontinue the same, and for that purpose to confer upon the promoters the powers contained in the Water-Works Clauses Acts, 1847 and 1863, of opening and breaking up streets, roads, highways, and other public passages and places, and like powers in respect of streets, roads, highways, and passages not dedicated to the public use.

To authorise the District Committee to purchase, acquire, enter upon, appropriate, take, and use temporarily or permanently, and either compulsorily or by agreement, all such lands, houses, springs, streams, waters, and other property as may be necessary or convenient for the purposes of the works hereinbefore described,

and for the other purposes of the Bill, or rights of user thereof, and easements and servitudes, privileges, and powers, over, in, or under the same, and to sell, feu, lease, and dispose of any lands, houses, or other property which they may acquire under the powers of the Bill and which may not be required for the purposes thereof, in such way and manner and to such person or persons as the District Committee may think fit or as the Bill may provide, and to provide for the disposal of any price or consideration which may be received on such sale or otherwise.

To provide that the said intended works shall, for all purposes whatsoever, unless otherwise provided by the Bill, be deemed to be part of the works of the District Committee, and to make applicable to the Bill and to the supply of water thereunder all or such of the provisions as may be thought expedient of the Act of 1892. To make applicable to the Glengavel Reservoir those provisions of the Act of 1892 which relate to Reservoir No. 1 by that Act authorised or to make other provisions in lieu of any provisions of that Act which relate to the said Reservoir No. 1.

To empower the District Committee and any other county council district committee, local or sanitary authority, company, body, corporation, or person to enter into agreements with each other for the supply of water or for the laying or acquisition of mains, pipes, or other works within the limits of supply and to places adjacent to and beyond those limits, and to confirm any such agreements already made or which may be made previously to the passing of the Bill, and to enable any such local or sanitary authority, company, body, or corporation to borrow money and to levy rates or assessments for those purposes, and to defray the expenses to be incurred by them in respect of such supply out of any rates or assessments which they may from time to time be authorised to levy, or as may be provided by the Bill.

To authorise and require the County Council of the County of Lanark (hereinafter called 'the County Council') and the District Committee, or one or other of those bodies, to alter, increase, or diminish the existing rates, assessments, rents, and charges authorised to be imposed and levied under the Act of 1892, and to enable those bodies to levy the same, or to levy new or additional rates, assessments, rents, and charges, guarantee, differential, or otherwise, within the limits of supply of the District Committee, or of such part or parts thereof as may be specified in the Bill, and to levy the said rates, assessments, rents, and charges at a higher or increased rate within one portion of the district supplied than in another, or to provide, if thought fit, that the said rates, assessments, rents, and charges shall or may be levied and assessed only, or at a higher rate, on owners or occupiers of property, both or one of them actually supplied with water, and to confer, vary, or extinguish exemptions from the payment of any such rates, assessments, rents, and charges.

To authorise and require the County Council to borrow, and from time to time re-borrow, money for the several purposes hereinbefore mentioned, and of the Bill on mortgage, annuity, cash credit, debenture stock or otherwise, upon the security of the rates leviable by the County Council and the District Committee, or either of them, under the provisions of the Public Health (Scotland) Act, 1867, and any Act or Acts amending the same (here-

inafter called 'the Public Health Acts'), or of the Local Government (Scotland) Act, 1889, and any Act or Acts amending the same (hereinafter called 'the Local Government Acts'), or of the Bill, or upon the security of such other property, rates, rents, charges, or assessments as may be defined by the Bill; to make provision for repayment of borrowed money; and for renewal of works, plant, and apparatus, and for meeting depreciation thereof; and for these or other purposes, or any of them, to create a sinking fund or sinking funds, and to fix the amount thereof and mode of application of the same.

To authorise the County Council, until the completion of the works authorised by the Act of 1892, or by the Bill, or until the lapse of such time as the Bill may prescribe, to pay any instalment of debt or interest due, and to become due, in respect of any moneys already borrowed by them, or which may hereafter be borrowed by them, under the powers of the Act of 1892, or of the Bill, or in respect of any instalment of debt or interest for which they may have become responsible under the provisions of the Act of 1892, and to authorise and enable the County Council to accumulate such payments, and charge the same against the domestic and public water rates to be levied by them upon the completion of the works authorised by the Act of 1892 and of the Bill; and to enable the County Council, for any of the above purposes, to apply their funds, and to borrow money as if such moneys had been borrowed under the provisions of the Act of 1892, or of the Bill, and to empower the County Council to increase the domestic and public water rates, or one of them, to such an extent as may be necessary to meet all or any of the above payments. To alter, amend, or repeal Section 23 of the Act of 1892, as affecting Districts formerly comprising the Special Water Supply Districts of Blantyre, Bothwell, Cambuslang, Chapelhall, Holytown and New Stevenston, Larkhall, Newmains and Morningside, and Strathaven, and to make other provisions in lieu thereof.

To provide for the costs, charges, and expenses incidental to the preparing for and passing of the Bill, and for the payment of the same out of any moneys in the hands of the County Council, or of the District Committee, or out of the rates which they or either of them are authorised to levy under the provisions of the Public Health Acts, or of the Local Government Acts, or of the Act of 1892, or of the Bill, or in such manner as shall be provided in the Bill.

To vary or extinguish all rights, powers, jurisdictions, and privileges which would in any way interfere with or prevent the execution or complete carrying out of the purposes of the Bill, or any of them, and to confer all rights, powers, and privileges which may be necessary for carrying the same into effect.

To alter, amend, extend, or repeal, so far as may be necessary or desirable for the purposes of the Bill, all or some of the provisions of the Public Health Acts, the Local Government Acts, and the Lanarkshire (Middle Ward District) Water Act, 1892.

To incorporate with and extend or make applicable to the purposes of the Bill, all or some of the provisions of the Lands Clauses Consolidated (Scotland) Act, 1845, the Lands Clauses Consolidated Acts Amendment Act, 1860, the Commissioners Clauses Act, 1847, the Water-works Clauses Acts, 1847 and 1863, the Local Authorities Loans

(Scotland) Act, 1891, and the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to the temporary occupation of land near the railway during the construction thereof, and with respect to the crossing of roads and other interference therewith, and of any Acts amending any of those Acts, with such exceptions from, or alterations or modifications of, those Acts as may be thought expedient or be prescribed by the Bill, and to amend and interpret the same.

And Notice is hereby given, that plans and sections describing the lines, situations, and levels of the several works hereinbefore specified, and the lands, houses, and other property which may be taken for the purposes thereof or in connection therewith, and a Book of Reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and a copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November instant, be deposited for public inspection in the Offices at Glasgow, Hamilton, Lanark, and Airdrie, respectively, of the Principal Sheriff-Clerk of the County of Lanark, and a copy of so much of the said plans, sections, and Book of Reference, as relates to each of the above-mentioned parishes, with a copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the said 30th day of November, be deposited for public inspection with the Session-Clerk and with the Clerk of the Parish Council, respectively, of each such parish—at their offices, if they have offices separate from their places of abode, or otherwise at their respective places of abode.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 12th day of November, 1895.

J. F. MACKENZIE,

Clerk to the District Committee.

GRAHAMES, CURREY, & SPENS,

30 Great George Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1896.

OGILVIE MEAL CHARITY.

(Power to Enlarge or Alter Scope of the Meal Charity created by the Trust Disposition of John Ogilvie, dated 11th August 1798, for the Benefit of Poor of Parishes of Airth and Bothkennar; to Appoint Trustees and to Vest Trust Funds in them; to Discharge Present Trustees; to Make Rules and Regulations for Management; Application of Capital and Revenue, &c.).

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the acting Trustees of a Charity known as the Ogilvie Meal Charity (hereinafter referred to as "the Charity") created by the Trust Disposition and Settlement of John Ogilvie, Esq. of Gairdoch, dated the 11th August 1798, under which certain Property was set apart by the said John Ogilvie for the purpose of establishing a Permanent Fund to Purchase Meal during years of scarcity for supplying the Labouring Poor of the Parishes of Airth and Both-

kennar, in the County of Stirling, for an Act for all or some of the following purpose, that is to say:—

To discharge the present Trustees of the said Charity from being Trustees thereof, to free the Charity from all the provisions of the above-mentioned Trust Disposition, and to vest in the Trustees to be appointed by the intended Act (hereinafter referred to as "the Trustees") the funds now constituting the *corpus* of the said Charity, with all accumulations thereon (hereinafter referred to as "the Trust Funds").

To enlarge or alter the scope of the said Charity and the powers of the Trustees in relation thereto.

To appoint Trustees for the administration and management of the said Charity as proposed to be enlarged by the intended Act.

To prescribe and define the powers, duties, and functions of the Trustees, and in particular (but without limiting the general powers contained in the intended Act) to authorise them from and after the passing of the Act to apply the Trust funds towards all or any of the following purposes, viz.:—

To invest such part of the Trust funds as are not invested and to vary any such investments.

To apply so much of the income of the Trust funds in any year as the Trustees think fit in purchasing and supplying either gratuitously or for payment food, articles of clothing, fuel, and medical attendance for behoof of the poor of the said parishes of Airth and Bothkennar or in paying the house rent of such poor or in any other manner which the Trustees think beneficial for such poor; and to accumulate income not so applied.

When the capital of the Trust funds exceeds £7000 to apply the excess or any part thereof to the purchase of land for the erection thereon of Almshouses or the purchase of houses suitable for conversion into Almshouses or both of such objects and to defraying the cost of erecting and furnishing such Almshouses or conversion of such buildings into Almshouses and the maintenance of the same out of Revenue, and for other purposes deemed beneficial to the poor of the said Parishes.

The expression "the poor of the said Parishes of Airth and Bothkennar" shall mean any persons who have resided in said Parishes or in one of them, for such period as the Trustees may fix whom the Trustees shall think fit objects, and who shall not at the time be in receipt of Parochial relief: provided that in the distribution of the Charity poor persons who have been cottagers or labourers in any branch of industry, husbandry, or country work, or the destitute Widows or Orphans of Seamen or Soldiers who have been born in either Parish, if not otherwise provided for, shall be preferred to the Poor that have been employed in Manufactures.

To authorise the Trustees to prescribe Rules and Regulations for the management of the said Charity so proposed to be enlarged, and with respect to the benefits to be conferred thereby, and for the good government and regulation of such Almshouses and as to Meetings of the Trustees, the proper keeping of accounts, and

other incidental matters; and to appoint such Officers, Agents, and Servants as may be deemed necessary, and to fix their remuneration.

To provide for the costs of the Bill being paid by the Trustees out of the Trust funds.

To confer such other powers upon the Trustees as may be necessary, or as may be prescribed by the intended Act, and to vary and extinguish all rights and privileges inconsistent with or which would or might interfere with the objects of the Act.

Printed Copies of the intended Act will be deposited on or before the 21st day of December next in the Private Bill Office of the House of Commons.

Dated the 19th day of November 1895.

MACKENZIE & KERMAK, W.S.,
9 Hill Street, Edinburgh,
Solicitors for the Bill.

WALTER WEBB & CO.,
23 Queen Victoria Street,
London, E.C.,
Parliamentary Agents.

In Parliament—Session 1896.

POST-OFFICE (PARCELS) ACT 1882 AMENDMENT.

(Alteration of Mode of Apportionment between Railway Companies of Sums Received under the Post-Office (Parcels) Act 1882; Power to Appeal to Railway and Canal Commission from Decisions of Conference of General Managers or Arbitrator; Amendment and Alteration of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act (hereinafter called "the intended Act") for the following purposes or some of them (that is to say):

1. To alter the mode of apportionment among the several Railway Companies, parties to the arrangements under the Post-Office (Parcels) Act, 1882 (hereinafter referred to as the Act of 1882), of the remuneration payable to the said Companies under that Act; to provide for the settlement from time to time of the mode or basis of apportionment of the said remuneration by arbitration independently of the Conference of General Managers of Railways mentioned in the Third Schedule to the Act of 1882, or to provide that the said remuneration shall be apportioned among the said Companies on the basis of the services actually performed by the respective Companies in the conveyance of parcels on behalf of the Postmaster-General or on such other basis as shall be laid down or defined in the intended Act.

2. To provide for an appeal to the Railway and Canal Commission from any decision or determination of the said Conference of General Managers, or of an arbitrator, under the Third Schedule to the Act of 1882, by or at the instance of any Railway Company aggrieved by any such decision or determination, and to prescribe the conditions of such appeals, and to confer any necessary powers or jurisdiction, and to make any other necessary or proper provisions

in relation to the conduct and hearing of any such appeal.

3. To vary and extinguish any existing rights or privileges which would interfere with the purposes of the intended Act, and to confer other rights and privileges.

4. To amend or repeal, so far as may be requisite, for the purposes of the intended Act, the provisions of the Act of 1882.

Printed Copies of the Bill for the intended Act will, on or before the 21st day of December 1895, be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November 1895.

HOLLAMS, SONS, COWARD,
& HAWKSLEY,

Mincing Lane,
London, E.C.

Solicitors
for the Bill.

STEWART, RULE, & BURNS,
Inverness.

MARTIN & LESLIE,
27 Abingdon Street,
Westminster, S.W.,
Parliamentary Agents.

In Parliament—Session 1896.

GLASGOW JUVENILE DELINQUENCY.

(Power to Commissioners to Pay Managers of Certified Reformatory Schools wherever Situate for Children from Glasgow admitted thereto; Increase of Payments to Managers of Roman Catholic Reformatory and Industrial Schools; Alteration Repeal or Amendment of Acts and other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Commissioners for the Prevention and Repression of Juvenile Delinquency in the City of Glasgow (in this Notice called "the Commissioners") incorporated by the Glasgow Juvenile Delinquency Prevention and Repression Act 1878 (in this Notice called "the Act of 1878") for an Act (in this Notice called "the intended Act") for the following, or some of the following, among other purposes (that is to say):—

1. To empower the Commissioners to pay or contribute towards the payments to Managers, Committees of Management, or other persons having the control or superintendence of schools, including training ships, wherever situate, certified under the *Reformatory or Industrial Schools Acts*, in respect of children committed to such schools by the Sheriff, Magistrates, or Police Magistrates of the City and Royal Burgh of Glasgow, or a Justice of the Peace sitting within the city, out of assessments they are authorised to levy under the Act of 1878, or any other Act or Acts, or out of any other funds or moneys under their control.

2. To fix the amount of such payments or contributions in respect of such children, or to provide that the amount shall be such, and may be subject to such terms and conditions as may be agreed upon or as the intended Act may prescribe.

3. To increase the payments which the Commissioners are authorised to make to the managers.

of Roman Catholic Reformatory Schools and Roman Catholic Industrial Schools under the Act of 1878 from Fifty-Two Shillings to Seventy-Eight Shillings per head of the average number of inmates thereof.

4. The intended Act will or may vary or extinguish extend or modify all rights powers jurisdiction and privileges which may interfere with its objects and confer other rights powers jurisdiction and privileges.

5. The intended Act will amend alter enlarge or repeal all or some of the provisions of Sections 2, 38, 39, 49, and all or any other of the provisions of the Act of 1878 and any Acts amending the same as may be necessary or expedient for the purposes of the intended Act, and of any other Act or Acts that may affect or interfere with the provisions of the intended Act.

6. Printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st December next.

Dated this 19th day of November 1895.

BANNATYNE, KIRKWOOD, FRANCE, & CO.,
145 West George Street, Glasgow,
Solicitors for the Bill.

MARTIN & LESLIE,
27 Abingdon Street, Westminster, S.W.,
Parliamentary Agents.

Board of Trade—Session 1896.

STONEHAVEN HARBOUR.

(PROVISIONAL ORDER.)

(Extension of Time for Construction and Completion of Works, Authorised by the Stonehaven Harbour Order, 1891; Renewal and Revival of Powers; Repeal and Amendment of Act and Order.)

NOTICE is hereby given that application is intended to be made to the Board of Trade on or before the 23rd day of December next, by the Stonehaven Harbour Trustees (who are hereinafter called "the Trustees"), incorporated by the Stonehaven Harbour Order, 1891 (hereinafter called "the Order of 1891"), for a Provisional Order, pursuant to the Provisions of The General Pier and Harbour Act, 1861, and The General Pier and Harbour Act, 1861 Amendment Act, for the following or some of the following purposes, that is to say:—

To extend the time for the construction and completion of the Breakwater and Pier and other Works authorised by the Order of 1891, and to revive and renew in favour of the Trustees the powers confirmed by and provisions contained in the Order of 1891.

To make all provisions incidental to or necessary for the purposes aforesaid, and to vary or extinguish all rights and privileges which would or might interfere with the objects of the Order, and to confer other rights and privileges.

To repeal, alter, amend, or extend and enlarge, so far as may be necessary for the purposes of the intended new Order, the powers and provisions of the Order of 1891, and to exclude from the intended new Order Sections 16 to 19 inclusive and 25 and 26 of the Harbours, Docks and Piers Clauses Act, 1847, and such other Sections as may be considered necessary.

A copy of this advertisement will, on or before the 30th day of November instant, be deposited for public inspection in the Office at Stonehaven of the Principal Sheriff Clerk for the County of Kincardine, and at the Custom House at Aberdeen, and in the Office of the Board of Trade, Whitehall Gardens, London.

Printed Copies of the Draft Provisional Order will be furnished by the undersigned Solicitor and Agents for the Promoters, at their respective Offices, as under, to all persons applying for the same, on and after the 23rd day of December next, at the price of one shilling each.

Dated this 13th day of November 1895.

DAVID CARR,
Stonehaven,
Solicitor for the Order.

A. & W. BEVERIDGE,
18 Abingdon Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1896.

IRVINE BURGH IMPROVEMENT.

(Construction by the Commissioners of the Royal Burgh of Irvine of a Weir or Dam across the River Irvine; Construction of a New Bridge over the said River with roads of access thereto; Widening, Alteration and Improvement of Streets; Acquisition and Appropriation of Lands and Property, and of the Foreshore of the River Irvine, and Easements; Power to take parts of Property; Agreements; Bye-Laws; Power to Raise Money, and to Levy Rates and Assessments; Incorporation and Amendment of Acts, and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Commissioners of the Royal Burgh of Irvine, (hereinafter called "the Commissioners") for an Act (hereinafter referred to as "the Bill") for the following, or some of the following, powers and purposes; that is to say:—

To authorise the Commissioners to make, construct and maintain the Works hereinafter described, or some of them, or some part thereof; that is to say:—

- (1.) A Weir or Dam across the River Irvine and accesses thereto, commencing at a point on the north-east bank of the river adjoining the Green or Common of the Royal Burgh of Irvine, about 50 yards south-eastward from the outlet of the water course or drain, called the Minister's Cast, in the said Royal Burgh and Parish of Irvine, and terminating at a corresponding point on the south-west bank of the river in the Royal Burgh of Irvine and Parish of Dundonald.
- (2.) A widening alteration and improvement of the Street called Kirk Vennel in the Royal Burgh and Parish of Irvine, and on the south-east side thereof, commencing at the junction of said Street with High Street and the Street called Townhead, and which junction is commonly called Porthead, and terminating at a point opposite or near to the entrance to

the Chapelwell Lane which leads from the said Street called Kirk Vennel to the River Irvine.

- (3.) A Road of access in the Royal Burgh and Parish of Irvine commencing at a point at or near the termination of Work No. 2 above described, and terminating on the north-east bank of the said River Irvine at a point opposite the south end of the said Chapelwell Lane.
- (4.) A Footbridge across the River Irvine, commencing at the lane or passage called the Chapelwell Lane on the north-east bank of the said river in the Royal Burgh of Irvine and Parish of Irvine, at the point of termination of Work No. 3, and terminating at a point on the south-west bank of the said river opposite the said Chapelwell Lane, and in the Royal Burgh of Irvine and Parish of Dundonald.
- (5.) A Road of access to the said Footbridge, commencing at the said Footbridge at the termination thereof above described on the south-west bank of the said River Irvine, and terminating at a point on the public road or highway leading from Irvine to Ayr, which is near the head of Fullarton Street, and all in the Royal Burgh of Irvine and Parish of Dundonald.
- (6.) A widening alteration and improvement of the Street called East Road, in the said Royal Burgh and Parish of Irvine, commencing at the junction of the said Street with the Street called Cotton Row, and terminating at a point 100 yards or thereby south-eastward from the said point of junction.
- (7.) A widening alteration and improvement of Castle Street, in the said Royal Burgh and Parish of Irvine, and along the south side thereof, commencing at the junction of the said Street with Seagate Street, commonly called Seagatefoot, and terminating at its junction with West Road in the said Royal Burgh.
- (8.) A widening alteration and improvement of Fullarton Street, in the Halfway or Fullarton District of said Royal Burgh of Irvine and Parish of Dundonald, commencing at the junction of said Street with Fullarton Place, and terminating at a point twenty yards or thereby south-eastward from the said point of junction:

Together with all requisite embankments, abutments, approaches, gates, sluices, locks, channels, walls, piers, roads, footways, carriageways, sewers, drains, and other works and conveniences in connection with the said Works before described, or any of them, as may be necessary or expedient.

All which intended works and the lands, houses and other property which may be taken for the purposes thereof, are, or will be situate in the Royal Burgh of Irvine, and in the Parishes of Irvine and Dundonald, or one of them and County of Ayr.

The area of land proposed to be taken from the Green or Common of the Burgh of Irvine in the Parishes of Irvine and Dundonald for the purposes of and in connection with the said Works and accesses thereto will be 200 square yards or thereabouts on each side of the river.

To provide for the deepening, dredging, scouring, cleaning, altering, and improving from time to time the bed, shore, and banks of the River Irvine at, or near, and above and below the proposed Weir or Dam and the proposed Bridge, or either of them.

To deviate laterally from the lines of the intended Works to the extent shewn on the plans, to be deposited as hereinafter mentioned, and to deviate vertically from the levels shewn on the sections to be deposited as hereinafter mentioned to such extent as may be provided by the Bill.

To authorise the Commissioners to take down and remove buildings on any of the lands proposed to be acquired for the purposes of the Works and Improvements authorised by the Bill, or any of them, and to lay out of new any of the lands to be acquired under the Bill, and to use and appropriate the same in such way and manner as they deem most expedient for improving the health, amenity, and convenience of the Burgh.

To cross, stop up, alter or divert either temporarily or permanently all roads, streets, highways, bridges, footpaths, ways and rights of way, and the said River Irvine and all rivers, streams, pipes, sewers, drains, watercourses, gas and water pipes, telegraphic or telephonic or electric wires, or tubes, or mains, which it may be necessary to stop up, alter, or divert for the purposes of the foreshaid Works and Improvements, or any of them, or of the Bill; and to make junctions and communications with existing streets, closes, and thoroughfares, and to make diversions and alterations of roads, pavements, footpaths, and streets, and to raise or lower the lines or levels thereof, or of any steps, doors, or entrances into any house or building, or any sewer or drain or culvert so far as the Commissioners deem necessary for the purposes of the Bill.

To maintain and from time to time renew and enlarge or alter the Works before described, or any of them, and to provide for the making and maintaining of all necessary approaches, roads, and conveniences connected with such Works, or any of them.

To authorise the Commissioners to purchase or acquire by compulsion or agreement, and to hold and use for the purposes of the intended Works and Improvements before described or any of them, lands, buildings, and property, and also the foreshore, beds, banks, and soil of the River Irvine, or of any other stream or watercourse connected therewith, or flowing into the same, and to acquire easements and servitudes, in, under, through, or over such lands and other property and rivers and streams for the purposes of the Bill, and without being required to purchase such lands, buildings, and property, or foreshore, beds, banks, and soil aforesaid, and to alter, vary, and extinguish all existing rights and privileges connected therewith, or which would in any manner impede or interfere with the purposes of the Bill, or which would be inconsistent with the same, and to confer, vary, or extinguish other rights and privileges, and to take power to make and carry out Agreements with any authority or person for any of the purposes of the Bill, or in connection therewith or incidental thereto, and to confirm any agreements already made, or which may be made previous to the passing of the Bill, for the purchase of lands, or the execution of Works or otherwise.

To vary or extinguish the rights, powers, and privileges of the owners of lands adjoining the intended Weir or Dam and Bridge, and any rights of way upon or along the River or the banks of the River Irvine and other rights, powers, privileges, franchises, and jurisdictions which might impede or interfere with the objects and purposes of the Bill.

To vary or alter the provisions of section 90 of the Lands Clauses Consolidation (Scotland) Act 1845, and to provide that it shall not be necessary for the Commissioners to purchase the whole of any lands, houses, or other buildings or manufactories when part only is required for the purposes of the Bill.

To sell and convey, lease, feu, or otherwise dispose of any lands, houses, and property purchased or acquired under the powers of the Bill, and which may not be required for the purposes of the Bill, and if necessary to exempt the Commissioners from the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to the sale of superfluous lands.

To limit the weights which shall be allowed to pass or be carried over the new bridge, and to authorise the making and enforcing of Bye-laws, Rules and Regulations with reference thereto, or for the management, use, and safety of the said Weir or Dam and Bridge, and other works, and to impose and recover penalties for breach or non-observance of such Bye-laws, Rules and Regulations, or for any breach of the provisions of the Bill or any of them.

To authorise the Commissioners for the execution of the foresaid works, and the acquisition of lands, buildings or other property and rights, and for the other purposes of the Bill, or any of them, to apply all moneys, assessments, and revenues, or common good belonging to them, or under their control, or which they may be authorised to raise, assess, or levy under the Bill.

To authorise the Commissioners to borrow and re-borrow money for the execution of the works and improvements, and for the acquisition of lands and other property, and for all or any of the objects and purposes of the Bill, on mortgage bond, debentures or annuities, or by cash credit or otherwise, and to grant bonds, mortgages, or other writs to secure the same on the rates, charges and assessments under their control, and on the rates, charges and assessments which the Bill will or may authorise, or on either of them.

To authorise the Commissioners to impose, levy, and assess rates, charges, and assessments in such way and manner as the Bill will or may prescribe, for securing the repayment of money borrowed, and for interest and sinking fund, or instalments, and all, or any other annual payments for defraying the expenses of and in relation to the construction and maintenance of the works authorised by the Bill, and in carrying the intended Act into execution; and also to authorise the Commissioners for all or any of such purposes aforesaid, to impose, levy, assess, and apply the rates, charges, and assessments, or any part of the same which the Commissioners are, under the Irvine Burgh Act, 1881, and the Burgh Police (Scotland) Act, 1892, or either of them, or any other Acts, authorised to impose and levy and assess for any purpose; or to alter or increase all or any such rates, charges, and assessments, or to impose, levy, and assess new or special rates and assessments for the purposes aforesaid, or any of them, and of

the Bill; and to provide for a sinking fund for the repayment of money borrowed.

To levy tolls, rates, duties and charges, and to alter existing tolls, rates, duties and charges, and to vary or extinguish exemptions from tolls, rates, assessments and charges, and also to vary or extinguish all rights and privileges which would in any manner interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

To incorporate with the Bill (with or without amendment), or make applicable thereto, all or some of the provisions of the Lands Clauses Acts, and the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to the temporary occupation of lands during the construction of the works, and with respect to the crossing of roads and other interferences therewith, and the Harbours, Docks, and Piers Clauses Act, 1847; the Commissioners Clauses Act, 1847; the Public Parks (Scotland) Act, 1878; the Roads and Bridges (Scotland) Act, 1878; the Salmon Fisheries (Scotland) Acts, 1826 to 1868; the Irvine Harbour Act, 1873; and the Irvine Burgh Act, 1881; the Local Government (Scotland) Act, 1889; the Local Government (Scotland) Act, 1894; and the Burgh Police (Scotland) Act, 1892, and any Acts amending or extending any of these Acts; and to repeal, alter or amend, so far as necessary or expedient, for the purposes of the Bill, the provisions, or some of the provisions, of all or any of the foresaid Acts, or of any other Act or Acts applicable to, or in force in the Royal Burgh of Irvine.

Duplicate plans and sections describing the lines, situations, and levels of the proposed works, and the lands, houses and other property in, through, or over which they will be made, or which may be taken for the purposes of the Bill, together with a Book of Reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses and other property, and a copy of this Notice as published in the *Edinburgh Gazette*, will also, on or before the 30th day of November 1895, be deposited for public inspection with the Principal Sheriff-Clerk of the County of Ayr at his offices in Ayr and Kilmarnock respectively; and so much of the said plans, sections, and Book of Reference as relates to each of the foresaid parishes and to the Royal Burgh of Irvine, and a copy of this Notice as published in the *Edinburgh Gazette*, will, on or before the said 30th day of November 1895, be deposited with the respective Session Clerks and the Clerk of the Parish Council of each such Parish, at the usual place of abode of such Clerks respectively, and with the Town Clerk of the Royal Burgh of Irvine at his office in Irvine.

Printed Copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 14th day of November 1895.

JAS. DICKIE,
Town-Clerk of Irvine,
Solicitor for the Bill.

A. & W. BEVERIDGE,
18 Abingdon Street, Westminster,
Parliamentary Agents.

Board of Trade—Session 1896.

OBAN PIERS.

(PROVISIONAL ORDER.)

(Constitution of Harbour Authority; Acquisition of South Pier or Quay at Oban, and Construction of Works; Regulation of Piers and Harbour; Acquisition or Leasing of the Oban Pier and Harbour commonly known as the North Pier; Agreements; Tolls, Rates, Duties and Charges; Borrowing Powers; Incorporation and Amendment or Repeal of Acts and Orders; and Other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, pursuant to the Provisions of the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, and also pursuant to the Provisions of the Public Works Loans Act, 1882, on or before the 23rd day of December next by the Commissioners of the Burgh of Oban in the County of Argyll (herein after referred to as "The Commissioners") for a Provisional Order for all or some of the Powers and Purposes following, that is to say:—

(1) To constitute the Commissioners and their Successors in Office the Commissioners or Trustees of the South Pier or Quay and Works at Oban, and of any other Pier and Works which may be acquired by them, and to constitute the Commissioners the Harbour and Pilotage Authority, within the limits to be defined in the Order, and to grant all the Powers and Privileges authorised by the Merchant Shipping Act, 1894.

(2) To authorise the Commissioners to make and maintain the following Works or some of them, that is to say:—

(a) A Pier or Quay commencing at a point in the face of the existing Boat-Slip, twenty yards or thereabouts from its north-west corner, marked x on Plan, and extending in a south-easterly direction for a distance of 20 yards or thereabouts, thence in a south-easterly by southerly direction for a distance of 28 yards or thereabouts and there terminating on the foreshore or bed of the sea.

(b) An addition to the height of the Port Beg Boat-Slip, commencing at a point in the said Boat-Slip about 18 yards from its south end and extending in a north-easterly direction for a distance of 17 yards or thereabouts and there terminating.

Together with all such warehouses, sheds, buildings, waiting-rooms, toll-houses, walls, railings, turnstiles, gates, posts, cranes, works, and conveniences connected with the said works or any of them or connected with the said South Pier or Quay and with any other Pier which may be acquired by the Commissioners as may be necessary or desirable.

Which pier extension and improvement and all necessary works will be situate within the Burgh of Oban, the united Parish of Kilmore and Kilbride, and County of Argyll, and on the foreshore and in the bed of the sea *ex adverso* of the said Burgh, united Parish, and County.

(3) To authorise the Commissioners in the construction of the said Pier Extension and Improvement and other Works before described, to make all suitable deviations, lateral and vertical, to make all necessary approaches, Embankments, Dredgings, Roads, Tramways, Railways and Sidings, Jetties, Wharves, Waiting-Rooms, Sheds, Walls, Railings, Turnstiles, Gates, and other conveniences, and to

reclaim the bed or foreshore of Oban Bay at and in connection with the foresaid works.

(4) To empower the Commissioners to purchase and acquire land and other property by agreement for the purposes of the said Extension and Improvement and other works and to vest in the Commissioners on such terms and in such manner as may be prescribed in the Order, the said South Pier or Quay and extension and improvement thereof and works above described, and other lands and property adjacent thereto, and all the rights, authorities, powers, and privileges and functions which are presently exercised or are exercisable by or belong to Robert Macfie of Airds and Oban in respect of or in connection with the said Pier, including all the rights and privileges conferred on the owner of the said South Pier or Quay under the Callander and Oban Railway Act, 1878, and to enable the Commissioners and all other persons to make and enter into such Agreements or Conveyances as may be necessary for that purpose, and for the other purposes of the Order.

(5) To empower the Commissioners to acquire by Agreement, or to take on lease the existing Oban Pier and Harbour and Works, commonly known as the North Pier, and houses, buildings, or other property and other lands and property adjacent thereto belonging, or reputed to belong, to John Stuart McCaig, Banker, Oban, together with all the rights, powers, authorities, and privileges of the said John Stuart McCaig, and to empower the said John Stuart McCaig to sell and convey the said existing Oban Pier and Harbour, commonly known as the North Pier, and Works, and Houses, Buildings, or other property, and other lands and property adjacent thereto, or to lease the same to the Commissioners for such price or consideration, and on such terms as may be agreed, and to enter into and carry out agreements for such purposes.

(6) To define the limits within which the Commissioners shall have and exercise the powers of a Harbour Authority, and to and within which the intended Order, and the power to levy Rates, Tolls, Duties, and other charges both with respect to the South Pier or Quay and the Oban Pier and Harbour, commonly known as the North Pier, shall extend and apply.

(7) To authorise the Commissioners to levy tolls, rates, rents, duties, and charges on Vessels, Boats, and other craft using, entering, arriving at or departing from the South Pier or Quay and Works or any part thereof, or coming within the limits to be defined in the Order, and on Passengers, Animals, Fish, Goods, Vehicles, and other matters and things embarking or disembarking, shipped or unshipped, loaded or unloaded at the said Pier or Quay and Works, or within the limits to be defined in the Order; and to authorise the Commissioners also to levy tolls, rates, rents, duties, and charges for and in connection with the said existing Oban Pier and Harbour, commonly known as the North Pier, and all the rights incident thereto, if and when the Commissioners acquire or lease the same, on vessels, boats, and other craft using, entering, arriving at, or departing from the said Oban Pier and Harbour, commonly known as the North Pier, or any part thereof, or coming within the limits to be defined in the Order, and on Passengers, Animals, Fish, Goods, Vehicles, and other matters and things embarking or disembarking, shipped or unshipped, loaded or unloaded at the said Pier and Harbour, or within the limits to

to be defined in the Order, to make provision for fixing, regulating, and collecting such tolls, rates, rents, duties and charges; to confer, vary, alter, and extinguish exemptions for payment of tolls, rates, duties, and charges, and to confer, vary, extinguish, or alter other rights and privileges.

(8) To provide for the maintenance, management, and administration of the said South Pier or Quay and Works and others, and the said Oban Pier and Harbour, commonly known as the North Pier, and others that may be acquired, and all matters relating thereto; to authorise the Commissioners to sell or lease the undertaking, or some portion thereof, and the tolls, rates, rents, duties, and charges, or any of them, and to provide also that the Commissioners may sell, feu, let on lease, or assign, convey, and dispose of on such terms and conditions and in such manner as they think proper any lands and property acquired by them with the said South Pier or Quay and the said Oban Pier and Harbour, commonly known as the North Pier, or either of them, and which they may not require for the purposes of the undertaking or the Order; and to make, alter, and rescind Bye-laws, Rules, and Regulations, for the management, use, and protection of the said Piers and Works, and for the regulation and control of all Vessels, Persons, and Traffic frequenting, or resorting to, or entering, or departing therefrom, or employed, embarked, disembarked, loaded or unloaded, at or near the same, or within the limits of the Harbours to be defined in the Order, and to impose and recover penalties for the breach or non-observance of such Bye-laws, Rules, and Regulations, and to appoint and remove Piermasters and other Officers and Servants; and to define the limits within which the powers of such Piermasters and Servants and others may be exercised.

(9) To empower the Commissioners to purchase or acquire, and hold, and sell, feu, and dispose of lands and other property by agreement for the purposes of the Order.

(10) To authorise the Commissioners to Borrow Money for the purposes of the said intended Works and the Order, and for the purchase and acquisition of the said South Pier or Quay and the said Oban Pier and Harbour, commonly known as the North Pier, respectively, or either or both of them, and houses, lands, and other property acquired, or to be acquired, on the security of the said South Pier or Quay and Works and the said Oban Pier and Harbour, commonly known as the North Pier, and Works, acquired or which may be acquired as aforesaid, and any lands and property connected or acquired therewith, respectively, and of the tolls, rates, rents, duties, and charges authorised to be levied by the Order, and to re-borrow from time to time, and also to provide for the payment and extinction of debt for moneys borrowed by means of a sinking fund or otherwise; and to authorise the Commissioners to apply to and for all or any of the purposes of the Order, and for security of money borrowed, interest thereof, and contributions to Sinking Fund, the funds, rates, charges, assessments, and revenues of, belonging to, and leviable by them as Commissioners under the Burgh Police (Scotland) Act, 1892, and Acts amending the same or under any other Act or Acts applicable to the Commissioners, under which they are authorised to borrow money or impose assessments; and to provide and declare the said undertaking to be a purpose within the meaning of those Acts, or any of them, or to create a Guarantee Rate to be assessed and levied and applied as in

the intended Order provided on the owners and occupiers of lands and heritages in the Burgh of Oban for all or any of the aforesaid purposes and for the purposes of the Order.

(11) To authorise the Commissioners as a Rating Authority, as defined in the Public Works Loans Act, 1882, to charge the Police Assessments leviable by them and any other fund or rate under their control or any or either of such funds or rates as may be prescribed by the Order, for the purpose of aiding the Commissioners in raising the money to be borrowed under the Order from the Public Works Loan Commissioners and to give such aid by guaranteeing the principal and interest of the loan or loans, or by borrowing the sum required or part thereof and advancing the same to the Commissioners, or partly in one way and partly in the other, or otherwise, as may be prescribed in the Order.

(12) The Order will contain all such provisions with reference to such guarantee as are required by the Public Works Loans Act, 1882, and such other provisions as may be necessary for carrying into effect the provisions of the Public Works Loans Act, 1882, or some of them, as applicable to the Commissioners.

(13) To incorporate with the Order all or some of the provisions, with such alterations or amendments as may be expedient, or as may be set out in the Order, of the Commissioners Clauses Act, 1847, the Lands Clauses Acts, the Harbours Docks and Piers Clauses Act, 1847, and the Harbours and Passing Tolls Act, 1861, the Public Works Loans Act, 1882; the Burgh Police (Scotland) Act, 1892; and the Oban Burgh Act, 1881; the Public Parks (Scotland) Act, 1878; the Local Government (Scotland) Act, 1889; the Local Authorities Loans (Scotland) Act, 1891; the Oban Harbour Order, 1862, and the Oban Pier and Harbour Order, 1864, and all or any other Acts or Orders relating to the Oban Piers; the Callander and Oban Railway Act, 1878; and all other Acts relating to the Callander and Oban Railway Company, and all or any Acts amending the said Acts or any of them; and to amend all or any of the aforesaid Acts; to alter or repeal the Callander and Oban Railway Act, 1878, and all other Acts relating to the Callander and Oban Railway Company; and to amend, alter, or repeal the Oban Harbour Order, 1862, and the Oban Pier and Harbour Order, 1864, and all or any other Acts or Orders relating to the Oban Piers.

And Notice is hereby given that, on or before the 30th day of November instant, Plans and Sections of the Proposed Works, and a Copy of this Notice will be deposited for public inspection in the Office of the Clerk of the Parliaments, House of Lords; the Private Bill Office, House of Commons; the Office of the Board of Trade, Whitehall, London; the Offices at Inveraray and Oban respectively of the Principal Sheriff-Clerk of the County of Argyll; and the Custom Houses at Greenock and Oban.

Printed Copies of the Draft Provisional Order will be furnished by the Solicitor and Agents of the Commissioners, at their respective offices, as under, on and after the 23rd day of December next, at the price of One Shilling each.

Dated this 12th day of November, 1895.

ALEXANDER S. BLACK,
Clerk to the Commissioners, Oban,
Solicitor for the Order.

A. & W. BEVERIDGE,
19 Abingdon Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1896.

GLASGOW AND SOUTH-WESTERN AND
NORTH BRITISH RAILWAY COMPANIES.

(CITY OF GLASGOW UNION RAILWAY.)

(Partition of the Undertaking and Powers of the City of Glasgow Union Railway Company between the Glasgow and South-Western and North British Railway Companies, and Vesting of Portions thereof in those Companies respectively; Powers of Agreement between the said Companies; Winding up and Dissolution of the City of Glasgow Union Railway Company; Power to Glasgow and South-Western and North British Railway Companies to Increase their Capital; Provisions as to Management, Apportionment, and Use of Transferred Undertaking; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for an Act for all or some of the following, among other purposes (that is to say):—

1. To make provision for the apportionment and partition between the Glasgow and South-Western Railway Company and the North British Railway Company (hereinafter respectively referred to as 'the South-Western Company,' and 'the North British Company,' and together as 'the two Companies'), subject to the provisions of the intended Act, of the undertaking, railways, works, lands, buildings, plant, machinery, stores, property, and effects of the City of Glasgow Union Railway Company (hereinafter referred to as 'the City Union Company'), and all powers, rights, and privileges of or belonging to or enjoyed by the City Union Company, of what nature or kind soever, and whether with reference to their own undertaking or to the undertaking of any other Company, and for the transfer thereof to and vesting thereof in the two Companies respectively, in such proportions and upon such terms and conditions as have been or may be agreed upon between the City Union Company and the two Companies, or between the two Companies, or as may be provided for or prescribed by the intended Act.

2. To make provision for the issue and payment to, and acceptance by, the holders of the several classes of preference shares and stocks and debenture stock and debentures in the undertaking of the City Union Company in exchange for their said shares, stocks, and debentures respectively, of other stock or stocks to be created by the two Companies, jointly or severally, under the authority of the intended Act, and of such other payments or sums of money, or considerations if any, as may have been or may be agreed upon or prescribed or provided for by the intended Act, and for the distribution, allotment, and appropriation of such stock or stocks and moneys to and amongst such holders, and the surrender and cancellation of the stocks and securities held by them, or in such other manner as the intended Act may authorise or provide.

3. To make provision with reference to the cancellation or conversion of the stock in the capital of the City Union Company held by the two Companies respectively, or otherwise to deal with such stock in such manner as the intended Act may authorise or prescribe.

4. To relieve and discharge the City Union Company and their undertaking from all liabilities, debts, contracts, and obligations affecting the same, and to provide for the dissolution and winding up of that Company.

5. To provide for the exercise and fulfilment by the two Companies respectively in their own names and under their own seals, and in the names and under the hands of their directors, officers, and servants, of the rights, powers, privileges, liabilities, and obligations of the City Union Company, or such of them, as may be transferred or be authorised to be transferred by the intended Act, whether with reference to the acquisition of lands, the construction and maintenance of works, the fixing, demanding, and recovering of tolls, rates, and charges, or otherwise.

6. To empower the two Companies jointly or severally to increase their capital for all or any of the purposes of the intended Act, and to create and issue new shares or stock with or without a guaranteed or preference dividend, or other rights, privileges, or liens attached thereto, and to create and issue debenture stock, and to borrow on mortgage, and also to apply to such purposes any capital or funds belonging to the two Companies, or either of them.

7. To empower the two Companies to levy tolls, rates, and charges, and to alter, vary, or extinguish tolls, rates, and charges, and to confer, vary, or extinguish exemptions from tolls, rates, and charges, and, if thought fit, to provide that the portions of the undertaking of the City Union Company vested in them respectively shall, for the purposes of tolls, rates, and charges and all other purposes, form part of their respective undertakings.

8. To authorise agreements between the two Companies respectively, and the City Union Company, or between any two of those Companies with reference to all or any of the matters aforesaid, and to alter existing agreements, and to confirm and give effect to any such agreements made or to be made prior to the passing of the intended Act.

9. To vary or extinguish all rights and privileges which may in any way interfere with or prevent the carrying out of any of the objects of the intended Act, and to confer all such other powers and rights as may be necessary or expedient for carrying into effect the objects and purposes before mentioned or of the intended Act.

10. To alter, vary, amend, extend, enlarge or repeal, so far as may be necessary for the purposes of the intended Act, all or any of the powers and provisions of the Acts of Parliament, local and personal, following (that is to say):—The City of Glasgow Union Railway Acts, 1864, 1865, 1867, 1869, 1871, 1872, 1873, 1874, 1876, and 1881, and any other Act or Acts or Orders or Warrants recited in any of those Acts, or relating to or affecting the City Union Company, or any other companies or bodies who or whose property or interests may be affected by any of the powers or provisions of the intended Act; the Glasgow and South-Western Railway Consolidation Act, 1855; the North British, Edinburgh Perth and Dundee, and West of Fife Railways Amalgamation Act, 1862; the North British and Edinburgh and Glasgow Railway Companies Amalgamation Act, 1865; and any other Act or Acts of or relating to the two Companies respectively.

And Notice is hereby given that on or before the 21st day of December next, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 18th day of November 1895.

MACLAY, MURRAY, & SPENS,
St. Enoch Station, Glasgow.

JAMES WATSON, S.S.C.,
8 George Street, Edinburgh.

M'GRIGOR, DONALD, & CO.,
172 St. Vincent Street, Glasgow,
Solicitors for the Bill.

SHERWOOD & CO.,
7 Great George Street, Westminster.

JOHN KENNEDY, W.S.,
25 Abingdon Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1896.

FALKIRK AND DISTRICT WATER.

(New and Additional Water Works; Compensation Water; Power to Divert, Take and Impound Water; Diversion and Construction of Road; Acquisition of Lands; Making and Confirming Agreements; Provisions for Prevention of Waste; Rates, Rents, and Charges; Alteration of Rates, Rents and Charges; Further Borrowing Powers; Extension and Definition of Area of Compulsory Water Supply; Incorporation, Amendment or Repeal of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by "The Falkirk and Larbert Water Trustees," incorporated under "The Falkirk and District Water Act, 1888" (and who are hereinafter called "the Trustees"), for leave to bring in a Bill (hereinafter called "the Bill") for the following, or some of the following objects, powers, and purposes, that is to say—

1. To authorise the Trustees to make, execute, maintain and use the enlarged and additional water works, and other works hereinafter described, or some of them, or some part or parts thereof, together with all proper embankments, reservoirs, weirs, bridges, roads, approaches, ways, wells, tanks, basins, gauges, waste weir channels, filter beds, stand pipes, adits, shafts, tunnels, aqueducts, cuts, channels, catch-waters, byewashes, conduits, sewers, drains, mains, pipes, junctions, valves, engines, apparatus and conveniences connected with the said works, or any of them, or necessary for conducting, inspecting, maintaining, repairing, cleansing, managing and using the same, that is to say:—

WORK NO. 1.—An enlargement of the existing reservoir of the Trustees known as Faughlin Reservoir, situate partly in the parish of Kilsyth and partly in the parish of Denny, in the county of Stirling, for the purpose of increasing the area and capacity thereof, and affording means for increasing the storage for water therein, which enlargement will commence in the parish of Kilsyth at a point in the Faughlin Burn, 437 yards, or thereabouts, measured in a westerly direction from the centre line of the said burn, where it is crossed by the centre line of the road

at the bridge carrying the road which leads from Kilsyth to Crosspath known as the Takmadoon Road, and terminating at the existing embankment of said reservoir, partly situate in the said parish of Denny, and partly in the parish of Kilsyth, in the county of Stirling, by (first) a heightening, extension, and enlargement of the said existing embankment, and a raising of the waste weir thereof, which heightening, extension, and enlargement will commence in the said parish of Denny at a point 143 yards or thereabouts, measured in an easterly direction from the centre of the upstand at the said embankment, extending said heightening, extension, and enlargement in a westerly direction, along the line of the existing embankment, and thence in a south-westerly direction a distance of 417 yards or thereabouts from the point of commencement, and there terminating; and by (second) a new embankment, situate on the north-west side of the said Faughlin Reservoir, wholly situate in the said parish of Kilsyth, commencing at a point 188 yards or thereabouts, measured in a north-westerly direction from the centre line of the said Faughlin Burn, where it is crossed by the centre line of the road at the bridge, carrying the said road known as Takmadoon Road over the said Faughlin Burn, and terminating at a point 87 yards or thereabouts, measured in a westerly direction from the said point of commencement of the said new embankment; by means of which heightening, extension, enlargement, and additional embankment the lands and other property adjacent to the said reservoir will or may be submerged.

WORK NO. 2.—A diversion of the public road leading from Kilsyth to Crosspath, known as the Takmadoon Road, situate partly in the parish of Kilsyth and partly in the parish of Denny, in the county of Stirling, commencing in the centre of the said road, 353 yards or thereabouts, measured in a southerly direction, from the centre line of Faughlin Burn, where it is crossed by the centre line of the road at the bridge, carrying the road which leads from Kilsyth to Crosspath, known as the Takmadoon Road, and terminating at a point in the centre of aforesaid road in the parish of Kilsyth, 187 yards or thereabouts, measured in a southerly direction along centre of the said road from the centre line of the river Carron, at the point where it is crossed by the centre line of Carron Bridge.

WORK NO. 3.—A catch-water drain or conduit, wholly situate in the parish of Kilsyth and county of Stirling, commencing by a junction with Slachristock Burn, at a point 1433 yards or thereabouts, measured in a southerly direction from the south-east corner of Slachristock Farm Steading, and terminating at a point 1467 yards or thereabouts measured in a westerly direction from the Ordnance Bench Mark 1417.9 at Chapman's Graves on March Wall.

WORK NO. 4.—A catch-water drain or conduit, diverting the water of Slachristock Burn into Faughlin Burn, situate wholly in the parish of Kilsyth and county of Stirling, commencing by a junction with Faughlin Burn at a point in its course 1017 yards or thereabouts, measured in a south-easterly direction from the south-east corner of Slachristock Farm Buildings, and terminating in Slachristock Burn at a point 153 yards or thereabouts, measured in a north-easterly direction from the point of commencement of Work No. 3, last described.

WORK No. 5.—An enlargement of the existing reservoir of the Trustees, known as Little Denny Reservoir, situate wholly in the parish of Denny, in the county of Stirling, for the purpose of increasing the area and capacity thereof and affording means for increasing the storage for water therein, which enlargement will commence by a heightening and enlargement of the existing embankment of such reservoir, and the raising the waste weir thereof, which heightening, extension, and enlargement will commence at the south end of the existing embankment, at a point 570 yards or thereabouts, measured in a southerly direction, from the south-west corner of Cuthelton Greens Farm Steading, and terminating at a point 547 yards or thereabouts, measured along the line of the said existing embankment; by means of which heightening, extension, and enlargement the lands and other property adjacent to the said reservoir will or may be submerged.

WORK No. 6.—A clear water basin and two filter beds, with screening chambers, branch inlet and outlet pipes, and other apparatus and appliances at or near the southern end of Little Denny Reservoir, of the Trustees, wholly in the parish of Denny and county of Stirling, on the lands and property of the Trustees.

WORK No. 7.—An aqueduct, conduit, or line of pipes, situate wholly in the parish of Denny and county of Stirling, commencing by a junction with the existing line of pipes from Faughlin Reservoir to Little Denny Reservoir, at a point 167 yards or thereabouts, measured in a northerly direction from the existing Gauge Well at Little Denny Reservoir, and terminating at the filter beds hereinbefore described (Work No. 6) on the lands and property of the Trustees.

WORK No. 8.—Two filter beds at and adjoining the existing filter beds of the Trustees at Little Denny, situate wholly in the parish of Denny and county of Stirling, on the lands and property of the Trustees.

WORK No. 9.—A road of access to the property of the Trustees, situate wholly in the parish of Denny and county of Stirling, commencing at a point 16 feet or thereabouts, measured in a westerly direction, from the north-east corner of the Waterman's House, and terminating at a point 87 yards, or thereabouts, from point of commencement, measured along the centre of the road leading to Cuthelton Greens Farm.

WORK No. 10.—A road of access to and between the existing filtration works and Little Denny Reservoir of the Trustees, commencing at a point 87 yards or thereabouts measured in a south-westerly direction from the south-west corner of the Recorder House at Little Denny Filter Beds and terminating at a point within the grounds of Little Denny Reservoir, 236 yards or thereabouts, measured in a south-westerly direction from point of commencement, wholly situate in the parish of Denny and county of Stirling.

WORK No. 11.—An aqueduct, conduit, or line of pipes, commencing by a junction with the clear water basin (Work No. 6) hereinbefore described, in the parish of Denny and county of Stirling, at a point 317 yards or thereabouts, measured in a north-westerly direction from the north-west corner of Whitehill Farm Steading, and terminating in the burgh of Falkirk at a point in the centre line of West Bridge Street of said burgh of Falkirk, opposite the centre line of Hope Street in the said burgh of Falkirk, which aqueduct, conduit, or line of pipes will be

constructed or pass in, into, along, and through the parishes of Denny, Dunipace, and Falkirk, the burgh of Denny and Dunipace, and the burgh of Falkirk, or some of them, all in the county of Stirling.

2. To authorise the Trustees to take, appropriate, impound, store, use, collect, abstract, divert, and distribute for the purposes of their Water Undertaking and Water Supply, and the Bill, the waters of the streams known as Slachristock Burn, and all brooks, waters, springs, streams, and tributaries flowing into, directly or indirectly, or arising within or near the said Faughlin Burn, Slachristock Burn, or into the existing Faughlin Burn Reservoir, or into or intercepted by the catch-water drains or conduits (Works No. 3 and 4) before described, or which shall naturally flow or can be made to flow therein or thereinto; and the Trustees may also provide compensation water from the existing Earlsburn Reservoir of the Trustees, and may impound into and within the said existing Earlsburn Reservoir, and take, use, and appropriate when so impounded the waters of Earlsburn flowing into the said Earlsburn Reservoir, and all waters, streams, and others running or draining into the said Earlsburn Reservoir, and to empower the Trustees to hand over the said Earlsburn Reservoir to the persons entitled to such compensation, to be held, managed, and maintained by them for the purposes of compensation; and which waters of the said Slachristock Burn, and the tributaries of the same and of the said Earlsburn now flow into and unite with the River Carron, thence in and along the said River Carron to the village of Carronshore, which River Carron at or near the said village of Carronshore is a navigable stream, and which several waters in their course supply the mill dams or reservoirs known respectively as Muir Mill Dam, Upper Garvald Mill Dam, Lower Garvald Mill Dam, Carrongrove Mill Dam, Herbertshire Mill Dam, Stonewood Mill Dam, Denny Mill Dam, Carronvale Mill Dam, Herbertshire Print Works Dam, Planting Mill Dam, Denovan Print Works Dam, Denny Paper Works Mill Dam, Dunipace Mill Dam, Larbert Grinding Mill Dam, Carron Iron Works Upper and Lower Mill Dams, and the cuts connected therewith respectively.

3. To authorise the Trustees to deviate laterally in the construction of the said works from the lines and situations thereof within the limits respectively shewn upon the plans hereinafter mentioned, and to deviate vertically from the levels of those works as shewn on the sections thereof to be deposited as hereinafter mentioned, to such extent as shall be prescribed in the Bill.

4. To authorise the Trustees to carry the aqueducts, conduits, lines of pipes, and the other works hereinbefore mentioned, or any of them, through, over, under, along, across, or into, and for that purpose temporarily or permanently to stop up, divert, or alter any turnpike road, public highway, statute labour, or other road, street, canal, railway, tramway, bridge, river, stream, culvert, sewer, drain, gas, water, telegraphic, or telephone pipes in any of the parishes within which the works to be authorised will be situated as aforesaid, or the supply of water be afforded, and to acquire by compulsion or agreement easements, servitudes, or rights-of-way over, in, or under any lands, roads, bridges, railways, streets, paths, drains, rivers, streams, water-courses, and pipes, so far as may be necessary or expedient.

for the purpose of making and maintaining the said works, or any of them, and to exercise all other usual and necessary powers.

5. To provide that any altered or diverted portions of roads which may be constructed by the Trustees under the powers of the Bill shall in all respects form respectively parts of the existing roads in lieu of portions for which the same are respectively substituted under the said powers, and shall be maintained by the respective parties, local or road authorities, or others liable to maintain the said existing roads, or such other parties as shall be specified in the Bill, and to stop up and appropriate the site of any existing road or portion of road authorised by the Bill to be diverted.

6. To authorise the Trustees to enter upon, appropriate, take, use, and acquire compulsorily or by agreement all lands, houses, water, streams, and other property necessary for the execution of the works, or any of them, to be authorised by the Bill, and to hold the same for the purposes of their water undertaking and of the Bill, or to lease, feu, or otherwise acquire lands, houses, or other property in all or some of the several parishes aforesaid, and also rights of easement or servitude, permanent or temporary, in and over such lands, and also to vary or extinguish all existing rights and privileges connected with such lands, houses, waters, and other property which may in any way interfere with the purposes of the Bill or with the existing works and property of the Trustees, and also to confer further or other powers, rights, and privileges, and to empower the Trustees to purchase so much only of any lands or property as they may require for the purposes of the Bill, without being subject to the liability imposed by section 90 of "The Lands Clauses Consolidation (Scotland) Act, 1845."

7. To authorise and empower the Trustees to purchase and acquire, or to lease, feu, rent in perpetuity or otherwise from any Company, Corporation, Commissioners, Local Authority, or Trustees, or other bodies or persons, whether under legal disability or not, by agreement, such additional lands as may be required or deemed necessary for any of the purposes of the Bill, and also from time to time to sell feu, let or lease, or otherwise dispose of such part or parts of any lands which the Trustees may acquire under the powers of the Bill, and which may not be required for the purposes of their undertaking, and in such way and manner, and to such person or persons as the Trustees may think fit or as the Bill may provide, and to provide for the disposal of any price or consideration which may be received on such sale or otherwise.

8. To authorise and empower any trustees, curators, heirs of entail, life-renters, persons under legal disability, or other persons holding any partial, limited, or qualified estate or interest in any lands or other property required for the construction of the intended works or any of them, or for the purposes of the Bill, to sell and convey such lands and property to the Trustees, or the use of such parts thereof as may be necessary, for such consideration or price or feu-duty, and upon such terms and conditions as may have been or may be agreed between such Trustees or other persons aforesaid, and to sanction and confirm any agreements which may have been or may be made with respect to the matters aforesaid.

9. To make provision with respect to the quantity or amount and source of compensation water to be given in respect of the proposed taking, diversion, abstraction, and impounding of water, and with reference to the time and manner of the delivery of compensation water, and to make such other provisions as to compensation in such other way or manner as the Bill may prescribe, or as may be agreed on as suitable and convenient.

10. To give such compensation water out of and from the existing Earlsburn Reservoir of the Trustees, and to discharge the same from such reservoir in addition to the compensation water presently discharged therefrom.

11. To authorise the Trustees at any time to discharge water from any of the existing water works of the Trustees, and from any of the works authorised by the Bill, into any available stream or water-course or into any stream or water-course with which any of the existing or intended works may communicate, or into any stream or water-course crossed by any conduit, and to make provision for compensating all persons for any damage which may be caused by the exercise of such power.

12. To authorise the Trustees to acquire by compulsion or agreement any mines or minerals under any lands which they may acquire, lease, or use, or which said works may pass through, notwithstanding the provisions of "The Water Works Clauses Act, 1847," with respect to mines.

13. To confer on the Trustees powers for the prevention of pollution in connection with the said water works and their existing water undertaking, and to prevent the fouling or contamination of any streams, springs, or water forming directly or indirectly any portion of their water supply.

14. To enable the Trustees to acquire by compulsion or by agreement any lands, water, and premises, and to hold lands, waters, and premises, or rights of easement, servitude, and restriction over any lands, waters, or premises, which they may consider desirable or needful to acquire or hold for the prevention of pollution within the drainage area of any of the works of the Trustees.

15. To make provision for recovery by summary proceedings by the Trustees of penalties for pollution of reservoirs, streams, water-courses, waters, and drainage areas over which the Trustees have any power of user, or which they may acquire or in which they are interested.

16. To repeal, alter, or amend the Act of 1888 with respect to the number of Trustees, and to provide for a further and increased representation on the Trust by one or more of the districts presently included, or to be included, within the limits of compulsory supply; and to provide for any increase in the number of the Town Council of Falkirk and a corresponding increase in the number of Trustees, and to alter the quorum of Trustees; to provide that the Trustees shall not be bound to supply water or to lay pipes within the compulsory area unless some pipe of the Trustees shall have been laid within 100 yards of the premises to be supplied, and to make provision with respect to the assessment of such premises, and with respect to the sinking fund and mortgages, and to confirm loans already made to the Trustees by way of terminable annuity or by way of instalments, and also, with respect to special charges for water supplied for other than domestic purposes within any part of

the limits of the Act of 1888 and the Bill, and to provide that the Trustees may charge for any supply of water for any purpose whatever other than for domestic purposes, such sum, and on such terms and conditions and in such way and manner as shall be agreed upon between the Trustees and the person requiring such supply, or in the discretion of the Trustees such sum as they may consider reasonable, and as the Sheriff may approve, on application of the Trustees, and also to provide that all special rates for water supplied by the Trustees shall be sufficiently intimated and published if such rates are exhibited in the office of the Trustees, and that such exhibition after advertisement shall be equivalent to an agreement with respect to the amount of such rates, and shall be binding on all persons obtaining a special water supply.

17. To make provision for securing to the Trustees a preferential right of full payment of water rates, rents, and charges in cases of insolvency or bankruptcy of any person liable to payment of the same.

18. To make provision for the replacement of fittings by owners and occupiers, or either of them; also to enable occupiers to repair fittings in case of need, and deduct the cost of the same from the rent payable in respect of the premises.

19. To provide that the water works hereinbefore described and other works to be authorised by the Bill shall for all purposes form part of the water undertaking of the Trustees, and to extend and apply all or some of the provisions of the Act of 1888 and any other Acts now in force in relation to the existing water works of the Trustees to the works to be authorised by the Bill with such amendments as the Bill may prescribe.

20. To alter and modify the provisions of the Water Works Clauses Acts, 1847 and 1863, and the Acts of and relating to the undertaking of the Trustees with respect to constant pressure within the limits of supply, and to provide for dispensation from the obligation of constant supply, as the Bill may define or Parliament sanction.

21. To make such further and other provisions for the conduct and management of the Trust and for the better carrying out the purposes thereof as the Bill may prescribe, and to vary and extinguish existing rights and privileges, and to confer other rights and privileges.

22. To authorise the Trustees to apply any existing monies, and in addition to any powers of borrowing they now possess to raise, in addition to the sums of money which the Trustees have already borrowed or are authorised to borrow for the purposes of the water undertaking, such other and further sums of money by borrowing or re-borrowing by all or any one of the means authorised by the Falkirk and District Water Act, 1888, or by annuity, or by way of repayment by instalments, or by the issue of stock, or in any other manner competent to them, on the security of the rates, rents, charges, and other income of or leviable or that may be leviable by the Trustees, as may be necessary for the purposes of the Bill, and to make provision for a sinking fund for the repayment of money to be borrowed, and to alter, amend, or repeal the existing provisions as to sinking fund contained in the Act of 1888, and to postpone the period for the commencement of such sinking fund as the Bill may define or as Parliament may sanction.

23. To extend the limits for the compulsory supply of water by the Trustees, and to define the said limits so as to comprise and include the existing limits of compulsory supply as defined in the Act of 1888, and in addition the district annexed to the burgh of Falkirk by the Falkirk Corporation Act, 1890, and any other district that may be hereafter annexed to the said burgh or some parts or part of the said areas as may be defined in the Bill; and which limits as so extended shall be the limits of compulsory supply for all the purposes of the Act of 1888 and of the Bill.

24. To extend and make applicable to the extended limits of compulsory supply to the same extent as they are applicable to the present compulsory limits, the whole provisions and enactments of the Falkirk and District Water Act, 1888, and the several Acts incorporated therewith, or some part or parts thereof, with such amendments as the Bill may prescribe, including power to assess and levy within the extended compulsory limits the domestic water rate and the public water rate and any other rate or charge authorised by the said Act or by the Bill, with such amendments, alterations, or additions as the Bill may prescribe.

25. To authorise the Trustees to impose, levy, assess, and recover rates, rents, duties and charges, or increase rates, rents, duties and charges, for the purposes of their water undertaking and for carrying into effect the purposes of the Bill, also to levy new rates, rents, duties, and charges, to alter existing rates, rents, duties, and charges, and to confer, vary, or extinguish exemptions from payment of rates, rents, duties, and charges.

26. To authorise the Trustees to sell and supply water to persons, Corporations, Companies, Local Authorities, and places within or beyond the limits of supply, including the parishes in or adjacent to which any of the works to be authorised are situated, and to authorise such persons, Corporations, Companies, Local Authorities, and places to take and pay for the same, and also to supply water in bulk to manufacturers and other large consumers on such terms and at such rates as may be deemed expedient or as may be agreed on.

27. To authorise the Trustees to acquire compulsorily or by agreement all the rights of fishing, shooting, and sporting, and of keeping and using pleasure boats, and of skating and curling in and over the Little Denny Reservoir of the Trustees, conferred by the Act of 1888 on the proprietors for the time being of the Estates of Callendar and Denny, and all other persons having or deriving right from them, and to extinguish all the said rights, and to provide for compensation for such rights as the Bill may prescribe, and to authorise the Trustees and William Forbes of Callendar, or the proprietors for the time being of the said estates, or either of them, to enter into agreements for the purchase and extinction of all such rights, and to amend the Act of 1888 accordingly, and to confirm any agreement made or to be made in reference thereto.

28. To empower the Trustees, and any companies, railway companies, bodies, corporations, local or road authorities, or other public bodies or persons to enter into and carry into effect agreements, contracts, and arrangements for or with reference to the supply of water, or for the laying of mains, pipes, or other works in or over

roads and for the use of roads and bridges, or with respect to any matter arising under or in relation to any of the purposes of the Bill, and to confirm any agreements already made or which may be made with any body, company, or person with reference to any of the purposes aforesaid or the other purposes of the Bill.

29. To alter, vary, amend, and extend or repeal, so far as may be necessary or desirable for the purposes of the Bill, the whole or some of the provisions of the Acts following:—"The Falkirk and District Water Act, 1888," "The Local Government (Scotland) Act, 1889," "The Burgh Police (Scotland) Act, 1892," "The Local Government (Scotland) Act, 1894," "The Roads and Bridges (Scotland) Act, 1878," and all other Acts of or relating to the roads and highways in the county of Stirling; "The Public Health (Scotland) Act, 1867," and Acts amending the same; "The Caledonian Railway Act, 1845," "The Caledonian and Scottish Central Railway Amalgamation Act, 1865," "The North British Edinburgh and Dundee and West of Fife Railways Amalgamation Act, 1864," and the several Acts of Parliament of, and relating respectively to, the Caledonian Railway Company and North British Railway Company, and the undertakings belonging to, amalgamated with, or held on lease by or vested in, or worked by the Caledonian Railway Company and the North British Railway Company respectively, "The Lands Clauses Acts," and "The Water Works Clauses Acts, 1847 and 1863."

30. To incorporate all or some of the provisions of "The Lands Clauses Acts," "The Water Works Clauses Acts, 1847 and 1863," "The Railways Clauses Consolidation (Scotland) Act, 1845" with respect to the temporary occupation of lands during the construction of the intended works; "The Commissioners Clauses Act, 1847," and Acts amending any of the said Acts, "The Burgh Police (Scotland) Act, 1892," and also "The Falkirk and District Water Act, 1888," and any other Acts of and relating to the Trustees and their water undertaking, and with such exceptions from, or alterations, or modifications of the provisions of those Acts, or any of them, as may be thought expedient, or as may be prescribed by the Bill, and to amend and interpret the same.

And notice is hereby also given, that plans, and sections, and duplicates thereof respectively describing the lines, situation, and levels of the several works hereinbefore specified, and the lands, houses, and other property intended to be taken or which may be taken for the purposes thereof, or in connection therewith, and for the other purposes of the Bill, with a book of reference to the said plans containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of the said lands, houses, and other property will, together with a copy of this notice as published in the *Edinburgh Gazette*, be deposited for public inspection on or before the 30th day of November 1895, in the offices at Stirling and Falkirk respectively of the Principal Sheriff-Clerk of the county of Stirling, and a copy of so much of the said plans, sections, and book of reference as relates to any of the parishes before mentioned in which works are to be executed, or lands or property taken, together with a copy of this notice, will, on or before the said 30th day of November, be deposited with the Session Clerk and with the Clerk of the Parish

Council of each such parish at their residences respectively, and with the Town Clerk of the burgh of Falkirk at his office in Falkirk.

And notice is hereby further given, that copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December 1895.

Dated this 14th day of November 1895.

J. A. WILSON, Falkirk,
Solicitor for the Bill.

A. & W. BEVERIDGE,
18 Abingdon Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1896.

ABERDEEN CORPORATION (TRAMWAYS).

(Power to Corporation of Aberdeen to Acquire Compulsorily or by Agreement the Tramways and Undertaking of the Aberdeen District Tramways Company; Agreements between the Corporation and the Company for the Purchase of the Tramways by the Corporation; Power to Corporation to Work Tramways; Provision of Carriages, Horses, Plant, etc.; Power to Lease Tramways; Alteration, Amendment, or Repeal of the Provisions of the Tramways Act, 1870, and of the Acts of and relating to the Aberdeen District Tramways Company, and the Agreements Scheduled thereto; To Confirm Agreements between the Corporation and the Company in Relation to such Tramways; Borrowing Powers; Rates and Assessment; Definition of Local Rate under the Tramways Act, 1870; Amendment and Repeal of Acts, and other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by and on behalf of the Lord Provost, Magistrates, and Council of the City and Royal Burgh of Aberdeen (hereinafter referred to as "the Corporation") for leave to bring in a Bill (hereinafter called "the Bill") for the following, or some of the following, objects, powers, and purposes, that is to say—

1. To authorise and empower the Corporation to purchase and acquire, either compulsorily or by agreement, the tramways and works and undertaking of the Aberdeen District Tramways Company (hereinafter called "the Company"), or such part or parts thereof as the Corporation may think fit, or as the Bill may set forth and define, all situate in the City and Royal Burgh of Aberdeen.

2. To authorise and empower and require the Company to sell and transfer to the Corporation their tramways and works and undertaking, or such part or parts thereof as the Bill may define, and that on such terms and conditions, and for such considerations as may be agreed between the Corporation and the Company, or as the Bill may prescribe, or as Parliament may sanction or impose, or on the terms and conditions and in the manner provided by section 43 of the Tramways Act, 1870, with or without alteration or amendment; and to incorporate and make applicable to

the purposes of the Bill the provisions of the said section 43 of the Tramways Act, 1870, with such modifications and alterations as the Bill may set forth, or as Parliament may require, or as may be agreed on.

3. To authorise and empower the Corporation on the one hand, and the Company on the other hand, to enter into and carry into effect agreements with respect to the sale and transfer to and the purchase by the Corporation of the said Tramways and works and undertaking, or any portion of the same, or to the working of the Tramways, and to any other object or purpose incidental to the Bill, and to carry out and confirm any agreements already made or which may be made during the progress of the Bill through Parliament.

4. To make provision, in the event of the Corporation acquiring the Tramways, works, and undertaking of the Company, for the dissolution of the Company and for the winding up of their affairs and the distribution of their funds and effects amongst their creditors and shareholders, all as the Bill may provide, or as may be agreed between the Corporation and the Company, or as may be sanctioned or required by Parliament.

5. To empower the Corporation to place and run carriages upon and to work the said Tramways proposed to be purchased and acquired by the Corporation under the Bill; and to amend, or alter, or repeal the provisions of the Tramways Act, 1870, in so far as inconsistent with the provisions of the Bill in regard thereto.

6. To empower the Corporation to demand and take tolls and charges in respect of the use of the Tramways to be so purchased and acquired and the carriages thereon, and to exercise, in respect of the Tramways worked by them and the carriages running thereon, such and the like powers with respect to the provision and use of carriages and motive power and the taking of tolls and charges as the Company now exercise or have, subject to any modifications contained in the Bill or prescribed by Parliament.

7. To authorise the Corporation to purchase or hire horses, engines, cars, carriages, trucks, harness, stables, machinery, apparatus, cables, electric and other plant, appliances, and conveniences requisite and expedient for the convenient working and use of the Tramways, and to sell, exchange, or dispose of such of them as they may from time to time think fit, and to make provision for the payment, upkeep, renewal, and repair thereof.

8. To authorise the Corporation to provide and run omnibuses in continuation of or in connection with any Tramways to be acquired under the Bill.

9. To enable the Corporation to make and enforce bye-laws with respect to the working, management, regulation, and fixing the charges for the use of the Tramways proposed to be acquired under the Bill, and the cars, carriages, and omnibuses of the Corporation.

10. To authorise the Corporation to hold, lease, acquire and use patent and other licences relating to working Tramways by electric or mechanical power.

11. To authorise and empower the Corporation from time to time to borrow and reborrow money for the purpose of paying the purchase money and all expenses incurred by them in the purchase of the Tramways, works, and undertaking of the Company under the powers and provisions of the

Bill, and for carrying out the other purposes of the Bill, or for any of such purposes, by mortgage, bond, annuity, cash credit, stock or otherwise on the security of the city rate leviable under the Aberdeen Police and Waterworks Act, 1862, and the Aberdeen Corporation Act, 1891, or any Act amending these Acts, and the Bill, or so much or such parts of the city rate as the Corporation may think fit, or as the Bill may prescribe and define, or on the security of a new or additional rate to be imposed and levied by the Corporation for the purposes of the Bill, or on cash credit, or by way of annuity, stock or otherwise, or on the security of any property, funds, revenue, estate, or common good belonging to or under the control of the Corporation, or on the security of the rates, tolls, and charges, and revenue arising under the Bill or any rent or payment arising under any lease of the Tramways or any agreement relating thereto, or on all or any of the foresaid securities as the Bill may prescribe, or to raise for the purposes of the Bill money by the creation and issue of stock under and in the manner provided by the Aberdeen Corporation Act, 1891; and to make applicable to the moneys to be borrowed or raised under the Bill the provisions of the foresaid Acts or any other Act of the Corporation with regard to the borrowing of money and to the repayment of the same; and to provide for a sinking fund for repayment of borrowed money.

12. To authorise the Corporation as Local Authority and Road Authority under the Tramways Act, 1870, to impose, levy, and recover the local rate authorised by that Act under and in accordance with the provisions of the Aberdeen Police and Waterworks Act, 1862, and the Aberdeen Corporation Act, 1891, or in accordance with any Act amending these Acts in the same way and manner as the city rate under these Acts, or either of them or any Act amending these Acts, or incorporated therein, is imposed and levied and recovered, and as part of the same, or to impose levy and recover a new or additional rate for the purposes of the Bill; and the provisions of the said Acts will, or may, with respect to the borrowing of money for the purposes of the Bill and the Tramway undertaking to be acquired under the Bill, and the sinking fund and repayment of money borrowed, and the making up, auditing, and publication of accounts, be made applicable to such purposes in lieu of and be substituted for the provisions with respect to the local rate, and to borrowing and other such matters as aforesaid, or any of them, of the said Tramways Act, 1870; and the provisions of such last-mentioned Act as may be necessary, or as may be inconsistent with the provisions in that behalf of the foresaid Acts, will or may be altered, varied, or repealed, or declared not to be applicable to the said Tramways and works and undertaking.

13. To repeal, or alter, or amend, or to make applicable to the Corporation, or to incorporate with the Bill, in such way and manner and to the extent and effect which the Bill may define, the provisions or some of them of the following Acts, or one or more of them, and any agreements scheduled to any of them respectively, that is to say:—The Tramways Act, 1870; the Aberdeen District Tramways Act, 1872; the Aberdeen District Tramways Extension Act, 1878; the Aberdeen District Tramways Act, 1888; and the Aberdeen District Tramways Act, 1894, and to

provide that all or some of the powers, rights, and authorities of the Company under the foresaid Acts or any of them shall be transferred to, vested in, and may be exercised by the Corporation.

14. To incorporate in the Bill, and to confer upon the Corporation in connection with the Tramways and works and undertaking which they may acquire under the Bill, or under the Tramways Act, 1870, or otherwise, and whether with or without alterations, or with such alterations and amendments as the Bill may define, all or any of the rights, powers, authorities, jurisdictions, and provisions of the Tramways Act, 1870, or to exempt the Corporation and the Tramways undertaking to be acquired under the Bill, or to modify in their application to the Corporation, or the undertaking, the provisions of that Act.

15. To authorise the Corporation to acquire by agreement lands and houses or easements or servitudes over lands and houses, and to erect and maintain stables, car sheds, and other buildings, appliances, and conveniences in connection with any of the Tramways worked by animal power to be acquired under the Bill.

16. To incorporate with the Bill, with or without alteration or modification, the provisions, or some of them, of the Lands Clauses Acts, and also the Aberdeen Police and Waterworks Act, 1862, the Aberdeen Corporation Act, 1891, the Aberdeen Corporation (Gas and Water) Act, 1893, and any other Acts applicable for the time within and relating to the city of Aberdeen, or of or affecting the Corporation.

17. To authorise and empower the Corporation to lease the whole or any part of the Tramways, works, and undertaking to be acquired by them under the Bill to any company or person on such terms and conditions and for such considerations as they think fit, and for that purpose to amend, alter, or repeal the provisions of the Tramways Act, 1870, in regard to the leasing of Tramways, and to enter into agreements or leases with any company or person for the working of the Tramways, and to execute and carry into effect all such leases, deeds, or other documents as may be necessary for carrying out that purpose; and to enact and declare that the Act (Public General) 3 George IV., c. 91, shall not apply to the Tramway undertaking of the Corporation.

18. To vary and alter existing rates and charges, and to authorise other rates and charges.

19. To confer, vary, or extinguish exemption from payment of rates and charges, and to vary or extinguish all rights and privileges inconsistent with or which would in any way interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

20. To alter, amend, extend, or repeal so far as may be necessary or desirable for the purposes of the Bill the whole or some of the provisions of the Acts above mentioned, or any of them, or any other Acts of or relating to the Corporation or the Company.

Printed copies of the Bill will be deposited at the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 18th day of November 1895.

WILLIAM GORDON,
Town-Clerk, Aberdeen.

A. & W. BEVERIDGE,
18 Abingdon Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1896.

GLASGOW AND SOUTH-WESTERN RAILWAY.

(Powers to construct Widening of Railway New Railways and other Works and acquire Lands in the Counties of Lanark Ayr Renfrew and Dumfries; Agreements with the Corporation of the City of Glasgow and other bodies and persons; Acquisition of Private Railways and Agreements with Owners thereof; Revival of Powers and Extension of Time with respect to authorised Railway; Power to Company and Caledonian Railway Company to extend Bridge carrying Glasgow Barrhead and Kilmarnock Joint Line of Railway over Public Road at Nitshill; Consolidation and Conversion of Preference and Debenture Stocks; Powers as to Deferred Stock; Additional Capital, and Application of Funds; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Glasgow and South-Western Railway Company (hereinafter referred to as "the Company") for an Act for the following purposes or some of them (that is to say):—

To empower the Company to make and maintain the Widening and new Railways hereinafter described together with all proper stations sidings approaches works and conveniences connected therewith (that is to say):

1. A Widening alteration and deviation (hereinafter called the intended Widening) of a portion of Railway (No. 1) authorised and constructed under "The City of Glasgow Union Railway Act 1864," and of a portion of Deviation No. 1 of said Railway (No. 1) authorised and constructed under "The City of Glasgow Union Railway Act 1865" commencing at a point one hundred and five yards or thereabouts measured along the Railway in a westerly direction from Port-Eglington Junction Signal Cabin and terminating at a point sixty yards or thereabouts measured along the Railway in a north-easterly direction from Clyde Junction Signal Cabin and which intended Widening and the works and conveniences connected therewith are situate in the City and Royal Burgh of Glasgow and the Parishes of Govan and Gorbals and City Parish of Glasgow all in the County of Lanark and the County of the City of Glasgow:
2. A Railway (No. 1) wholly situate in the Parish of Sorn in the County of Ayr commencing by a junction with the Company's Cumnock Extension of their Glasgow Paisley Kilmarnock and Ayr Railway at a point thereon two hundred and fifty-four yards or thereabouts measured along the said Extension in a north-westerly direction from Brackenhill Signal Cabin and terminating in the garden ground or enclosure numbered 1141 on the 2500th Ordnance Map for the Parish of Sorn at a point two hundred and twenty yards or thereabouts measured in a south-easterly direction from the bridge carrying the road or street

known as Townhead across the River Ayr leading to the village of Catrine :

3. A Railway (No. 2) commencing by a junction with the Company's Muirkirk Branch at a point thereon four hundred and sixty yards or thereabouts measured along the said Branch in an easterly direction from the bridge carrying the said Branch over the main street leading through the village of Auchinleck and terminating at a point two hundred and eighty yards or thereabouts measured in a north-easterly direction from Gilmilnsroft No. 3 Pit which intended Railway (No. 2) and works and conveniences connected therewith are situate in the Parishes of Auchinleck and Sorn and County of Ayr :
4. A Railway (No. 3) commencing by a junction with the Company's Glasgow Dumfries and Carlisle Railway at a point thereon ten yards or thereabouts measured along the said Railway in a southerly direction from the Bridge carrying the public road over the said Railway adjoining Meadow Cottage and terminating in the field numbered 889 on the $\frac{1}{2500}$ th Ordnance Map for the Parish of New Cumnock at a point six hundred and thirty yards or thereabouts measured in a southerly direction from Dalgig Farm Steading which intended Railway (No. 3) and the works and conveniences connected therewith are situate in the Parishes of Old and New Cumnock and County of Ayr :
5. A Railway (No. 4) wholly situate in the said Parish of New Cumnock commencing by a junction with the said intended Railway (No. 3) at a point thereon four hundred and ninety yards or thereabouts measured in a westerly direction from Auchincross Farm Steading and terminating in the field numbered 861 on the said $\frac{1}{2500}$ th Ordnance Map at a point seven hundred and twenty yards or thereabouts measured in a westerly direction from Dalgig Farm Steading aforesaid.
6. A Railway (No. 5) wholly situate in the said Parish of New Cumnock commencing by a junction with the said intended Railway (No. 3) at a point thereon four hundred and seventy yards or thereabouts measured in a westerly direction from Auchincross Farm Steading aforesaid and terminating at a point on the private Mineral Railway belonging to the Lanemark Coal Company Limited two hundred and sixty yards or thereabouts measured in a south-westerly direction from Fordmouth Farm Steading.

To empower the Company to purchase and acquire by compulsion or agreement and to hold lands houses and buildings and easements therein in the parishes hereinbefore mentioned for the purposes of the intended Widening Railways and works and also the lands next hereinafter described for the purpose of extending their station siding and other accommodation and for other purposes connected with their undertaking and to enable them to hold and use the same for the said purposes (that is to say) :

Certain lands in the Abbey Parish of Paisley in the County of Renfrew lying on the south side of and adjoining the Company's

Glasgow Paisley Kilmarnock and Ayr Railway at and near Johnstone Station.

Certain lands in the Royal Burgh and Parish of Dumfries in the County of Dumfries lying on the west side of and adjoining the Company's Glasgow Dumfries and Carlisle Railway at and near Dumfries Station.

To empower the Company for the purposes of the intended Widening to widen and re-construct the bridges by which the said portions of Railway proposed to be widened are carried across the River Clyde and the quays banks or slopes on the north and south sides thereof and over East Clyde Street Adelphi Street Govan Street Rutherglen Road Greenside Street Main Street Cumberland Street Surrey Street Salisbury Street Abbotsford Place Eglinton Street Salkeld Street and any other streets roads lanes or thoroughfares and over the main line of the Caledonian Railway Company (hereinafter referred to as "the Caledonian Company") leading to their Central Station and to stop up so much of Merchant Lane as extends for a distance of thirty-five yards or thereabouts from its junction with East Clyde Street without providing any substitute therefor.

To empower the Company to deviate laterally and vertically in the construction of the said intended Widening Railways and works from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned to such an extent as will be defined thereon or as may be authorised by the intended Act and whether within or beyond the limits prescribed by the Railways Clauses Consolidation (Scotland) Act 1845 and to alter or repeal as respects the said Widening Railways and works and the lands to be taken for the purposes hereinbefore mentioned the provisions of the said Railways Clauses Consolidation (Scotland) Act 1845 with respect to the limits of lateral and vertical deviation and to cross stop up appropriate alter or divert either temporarily or permanently and without providing any substitute therefor any roads streets lanes or thoroughfares passages bridges railways sidings stations tramways canals basins navigations rivers streams water-courses sewers drains gas or water pipes or telegraphic telephonic or electric-lighting apparatus in or adjoining the parishes hereinbefore mentioned which it may be necessary to cross stop up appropriate alter or divert for any of the purposes of the intended Act and to provide that the Company shall not be liable under the 39th section of the said Railways Clauses Consolidation (Scotland) Act 1845 to repair or maintain the surface of any road which shall be carried over the intended Widening and Railways by a bridge or bridges or the immediate approaches thereto in any case where the levels of such road or approaches shall not be permanently altered.

To vary or extinguish all existing rights and privileges connected with the lands houses roads streets lanes thoroughfares passages bridges railways sidings stations tramways canals basins navigations rivers streams water-courses sewers drains gas and water pipes telegraphic telephonic and electric-lighting apparatus and other property hereinbefore mentioned and any other rights and privileges which might in any manner interfere with the objects of the intended Act and to confer all powers rights and privileges necessary or expedient for effecting these objects or in relation thereto and to authorise the Company

to purchase so much only as may be required for the purposes of the intended Act of any house or other building manufactory work or other premises proposed to be taken under the powers of the intended Act or any easement in or under the same without being subject to the liability imposed by section 90 of the Lands Clauses Consolidation (Scotland) Act 1845.

To empower the Company to underpin or otherwise secure or strengthen any houses or buildings that may be rendered insecure or be affected by the said intended Widening Railways and works and which may not be required for the purposes thereof and to make provisions in respect of the compensation to be paid for structural or other damages caused by or in consequence of the construction of the said intended Widening Railways and works.

To provide for the abandonment for the purposes of public traffic and discontinue the maintenance in whole or in part of such portions of the said Railways proposed to be widened as are rendered unnecessary by the construction of the intended Widening and also to vest in the Company and to empower them to retain and hold and appropriate to the purposes of their undertaking the site and soil of the portions of the said Railways so proposed to be abandoned and to sell lease or otherwise dispose of the same or of such parts thereof as may not be required for these purposes or some of them.

To empower the Company on the one hand and the Corporation of the City of Glasgow the Glasgow Police Commissioners the Glasgow Water Commissioners the Glasgow Gas Commissioners the Glasgow Markets Trustees the Glasgow Tramways Commissioners and Trustees and the Trustees of the Clyde Navigation and any other Companies Corporations Commissioners or Road Statute Labour or Bridge Trustees or other bodies or persons or any of these parties on the other hand to enter into agreements with respect to the construction maintenance or use of any of the works within the said City and Royal Burgh of Glasgow to be authorised by the said Act, and the mode of executing any of the operations connected therewith and to confirm any such agreements that have been or may be entered into prior to the passing of the intended Act.

To make provisions as respects the junction or junctions of the intended Widening with the Glasgow Barrhead and Kilmarnock Joint Line of Railway belonging jointly to the Company and the Caledonian Company in addition to or at variance with the provisions of part I. of the Railways Clauses Act 1863 which relate to junctions and to empower the Company (if necessary) to alter the levels of the said Joint Line of Railway at and near its junction with the intended Widening at Gorbals Station.

To empower the Company to levy and recover tolls rates and charges for the use of the said intended Widening Railways and works and for the conveyance and accommodation of traffic thereon and to alter existing tolls rates and charges and to confer vary and extinguish exemptions from the payment of tolls rates and charges.

To empower the Company to purchase or lease by agreement all or any of the private railways sidings or tramways and the works and conveniences in connection therewith belonging or reputed to belong to the Lanemark Coal Company

Limited and William Hyslop of Bank situated at Lanemark and Bank in the Parish of New Cumnock and to provide that such railways sidings or tramways and works and conveniences shall when purchased or leased for all purposes be part of the undertaking of the Company and to enable the Company and the said Lanemark Coal Company Limited and William Hyslop to make agreements for the acquisition or lease thereof by the Company on such terms as may be agreed on or as may be defined in the intended Act and to confirm any agreements which have been or may be made with respect thereto.

To revive and extend the powers conferred by the Glasgow and South-Western Railway (Additional Powers) Act 1891 for the compulsory purchase of the lands houses and other property required for the construction and to extend the time limited by the said Act for the completion of Railway (No. 2) and relative works authorised by the said Act.

To empower the Company to erect and maintain as part of their undertaking a new Hotel at Dumfries in substitution for the existing Hotel belonging to the Company authorised under the Glasgow and South-Western Railway Act 1883 and to furnish stock equip manage and conduct the said Hotel or to let the same and to acquire and hold lands for that purpose.

To empower the Company and the Caledonian Company as joint owners of the Glasgow Barrhead and Kilmarnock Joint Line of Railway to alter and extend the Bridge carrying the said Joint Line of Railway over the public road leading from Thornliebank to Nitshill at Nitshill in the Abbey Parish of Paisley in the County of Renfrew and to acquire by compulsion or agreement and to hold for that purpose and also for sidings and other works and conveniences lands in the said Parish and County and to provide for the construction of the extension of said Bridge by the Company and the Caledonian Company jointly or by the Company at the joint costs of the two Companies and to enable the Caledonian Company to apply their funds for the purposes aforesaid.

To authorise and provide for the consolidation of the various classes of the Preference and Debenture Stocks of the Company and the conversion thereof into stocks of other classes or denominations and the creation of new or substituted classes of stocks and otherwise to deal with the same on such terms and conditions and in such manner as may be prescribed or authorised by the intended Act and to alter or vary the rights and privileges attached to all or some of the existing stocks in the Company and to confer other rights and privileges and so far as may be necessary for the purposes aforesaid to authorise an increase of the aggregate nominal capital of the Company.

To authorise the Company to purchase acquire redeem or convert from time to time the whole or parts and portions of the Deferred Stock of the Company entitled to participate in any dividend payable by the Company in excess of the dividend of five per centum per annum at any period paid on the Ordinary Consolidated Stock of the Company subject to such terms and conditions as may be agreed upon between the Company and the proprietors of such Deferred Stock or as may be prescribed or provided for by the intended Act and to create and issue to such proprietors of such Deferred Stock subject to

such terms and conditions Ordinary Consolidated or other stock of the Company in lieu of such Deferred Stock so purchased acquired redeemed or converted and to cancel such Deferred Stock accordingly.

To empower the Company to increase their capital for all or any of the purposes of the intended Act and for the general purposes of the Company and for those purposes to raise further money by the creation of new shares or stock with or without a guaranteed or preference dividend or other rights or privileges attached thereto and by borrowing and by the creation of debenture stock or by any of such means and to apply to all or any of such purposes any capital or funds belonging to the Company.

To vary and extinguish any existing rights or privileges which would interfere with the purposes of the intended Act and to confer other rights and privileges.

To repeal vary alter amend and extend so far as may be necessary for all or any of the purposes aforesaid the said City of Glasgow Union Railway Act 1864 and the other Acts and any orders therein recited affecting the City of Glasgow Union Railway Company the Glasgow Corporation and Police Act 1895 the Glasgow Police Acts 1866 to 1895 the Glasgow Corporation Water Acts 1855 to 1895 the Glasgow Corporation Gas Acts 1869 to 1895 the Glasgow Corporation Markets Acts 1865 to 1895 the Glasgow Corporation Tramways Acts 1870 to 1895 and the several other Acts and orders recited in any of the aforesaid Acts the Clyde Navigation Act 1858 and the other Acts affecting the said Navigation the Caledonian and Glasgow and South-Western Railways (Kilmarnock Joint Line) Act 1869 and the other Acts affecting the said Joint Line of Railway or the Caledonian Company and the Glasgow and South-Western Railway Consolidation Act 1855 and the several other Acts relating to the Company.

Plans and Sections describing the lines and levels of the intended Widening Railways and works and Plans showing the lands houses and property which may be taken under the powers of the intended Act together with a Book of Reference to such Plans and an Ordnance Map with the intended Widening and Railways delineated thereon and a copy of this Notice as published in the *Edinburgh Gazette* will be deposited for public inspection on or before the 30th day of November 1895 as follows (that is to say) as regards the works lands houses and property in the County of Lanark in the offices at Glasgow of the Principal Sheriff-Clerk of the County of Lanark and of the Town Clerk of the City and Royal Burgh of Glasgow as regards the works lands houses and property in the County of Ayr in the offices at Ayr and Kilmarnock of the Principal Sheriff-Clerk of the County of Ayr as regards the lands in the County of Renfrew in the offices at Paisley and Greenock of the Principal Sheriff-Clerk of the County of Renfrew as regards the lands in the County of Dumfries in the office at Dumfries of the Principal Sheriff-Clerk of the County of Dumfries and a copy of so much of the Plans Sections and Book of Reference as relates to the several Parishes in which the said works and lands are situate and to the Royal Burghs of Glasgow and Dumfries together with a copy of this Notice will be deposited for public inspection on or before the same day with the Session-Clerk and the Clerk

of the Parish Council of each such Parish at his residence or if there be no clerk to the Parish Council with the Inspector of the Poor of such Parish at his residence and as respects such Royal Burghs with the Town Clerks of such Burghs at their offices in Glasgow and Dumfries.

Printed copies of the intended Act will on or before the 21st day of December 1895 be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November 1895.

MACLAY, MURRAY, & SPENS,
St. Enoch Station, Glasgow,
Solicitors for the Bill.

SHERWOOD & CO.,
7 Great George Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1896.

GLASGOW CORPORATION (SEWAGE).

(Construction of outfall and intercepting sewers and works; Power to use certain lands for sewage purposes, and to deviate; Acquisition of lands or easements or servitudes therein or thereunder; To purchase parts only of properties; Underpinning; Stopping-up and interference with roads; Interception of sewage of Partick, Clydebank, and parts of Counties of Dumbarton, Renfrew, and Lanark, and other places; Payments to be made by Commissioners of Partick, Clydebank, and the County Councils of Renfrew, Dumbarton, and Lanark, or District Committees of those County Councils, for constructing, using, &c., outfall sewers, &c.; Powers to those authorities to assess and borrow money, and to execute certain of the powers conferred by the Act; and power to the Corporation to exercise certain powers of those authorities; Application of provisions of Glasgow Police (Sewage, &c.) Act, 1891; Exemption of vessels, &c., employed at sewage works from rates exigible by Clyde Trustees; Reimbursement of common good for lands to be used for sewage purposes; Prevention of injurious matter being sent into sewers; Byelaws; Penalties; Rating and assessing powers to Corporation within and beyond City; Borrowing; Agreements; Incorporation and Amendment of Acts; and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Corporation of the city of Glasgow (in this Notice called the Corporation) for an Act (in this Notice called the intended Act) for all or some of the following purposes (that is to say):—

To authorise and empower the Corporation to make and maintain the outfall, intercepting, and other sewers and works hereinafter described, or some part or parts thereof, with all necessary and proper works and conveniences connected there-

with, and to exercise the powers and authorities hereinafter mentioned (that is to say):—

L.—An Outfall Sewer (No. 1) commencing in the barony parish of Glasgow, in the city and the county of the city of Glasgow, at the intersection of Hope Street and West George Street, and terminating in the parish of Old Kilpatrick and county of Dumbarton, at a point on the west side of Duntocher Burn fifteen yards or thereabouts, measuring in a southerly direction, from the south parapet of the bridge carrying the Lanarkshire and Dumbartonshire Railway over Duntocher Burn;

II.—An Intercepting Sewer (No. 2) commencing in the city parish of Glasgow, in the city and county of the city of Glasgow, at the junction of East Clyde Street and Saltmarket, and terminating in the parish of Govan at a point on the right bank of the River Kelvin sixty yards or thereabouts, measuring in a south-westerly direction, from the south-west parapet of the bridge carrying Dumbarton Road over the River Kelvin;

III.—An Intercepting Sewer (No. 3) wholly situate in the parish of Govan, burgh of Partick, and county of Lanark, commencing at the crossing of a private road in continuation of South Street over the Whiteinch Burn, and terminating at a point on the south side of Dumbarton Road, sixty yards or thereabouts, measuring in an easterly direction, from the east building line of Queen Street where that street joins Dumbarton Road;

IV.—A Connecting Sewer (No. 4) wholly situate in the parish of Govan, burgh of Partick, and county of Lanark, commencing at the termination of the Intercepting Sewer (No. 3), hereinbefore described, and terminating by a junction with the Outfall Sewer (No. 1) at a point thereon ninety-three yards or thereabouts, measuring in an easterly direction, from the east building line of Church Street where that street joins Stuart Street;

V.—An Intercepting Sewer (No. 5) wholly situate in the parish of Old Kilpatrick and county of Dumbarton, commencing at a point on the west side of Yoker Burn, ten yards or thereabouts, measuring in a southerly direction, from the south parapet of the bridge carrying the Lanarkshire and Dumbartonshire Railway over Yoker Burn, and terminating at a point on the eastern boundary of land belonging to the Corporation adjoining the Lanarkshire and Dumbartonshire Railway near the passing of the Duntocher Burn by that Railway.

The works hereinbefore described will be situate in the city and royal burgh of Glasgow, the burghs of Partick and Clydebank, the barony parish of Glasgow, the city parish of Glasgow, the parishes of Govan, Renfrew, and Old Kilpatrick, the county of the city of Glasgow, and the counties of Lanark, Renfrew, and Dumbarton.

To authorise the Corporation to make and maintain all such sewers, drains, pipes, and appurtenances as may be necessary for connecting any sewers or drains which at present exist, or which may hereafter be constructed, with the outfall or

intercepting sewers hereinbefore described, or for discharging or conducting the contents of any sewers and drains into such outfall or intercepting sewers, and to make and maintain all necessary sluices, valves, manholes, ventilators, cleansing shafts, bridges, approaches, pipes, overflows, or appurtenances required for carrying out the objects of the intended Act, and for the purposes before mentioned to vary, extend, diminish, or enlarge existing sewers, outfalls of sewage, or drains and other works.

To authorise the Commissioners of the burghs of Partick and Clydebank, and the County Councils of Renfrew, Dumbarton, and Lanark, or any district committee of those County Councils, either separately or conjointly with the Corporation or other bodies, to make and maintain all or any of the works and conveniences hereinbefore mentioned, or any other works and conveniences or connections necessary or expedient for carrying into effect the purposes of the intended Act.

To deviate from the lines of the intended works to the extent shown on the Plans to be deposited as hereinafter mentioned, and vertically from the levels shown on the Sections to be deposited as hereinafter mentioned, to such extent as may be provided by the intended Act.

To authorise the Corporation, on the lands hereinafter described, to construct, lay down, and maintain all necessary and proper erections and appliances, tanks, reservoirs, basins, pumping and other engines, mains, sewers, buildings, machinery, apparatus and works for pumping, receiving, conveying, storing, filtering, precipitating, disinfecting, using, and distributing, and for the chemical or other treatment of sewage; with all necessary rails, sidings, landing piers, and other works.

The lands hereinbefore referred to are:—

- (1) A piece of land situate in the parish of Govan and burgh of Partick and county of Lanark, and lying within the following boundary, namely, beginning at a point on the south side of Dumbarton Road where that road crosses the river Kelvin, and extending westwards along the south side of that road for a distance of 107 yards or thereabouts, thence southwards for a distance of 70 yards or thereabouts along the boundary between the property of the Corporation and of the Glasgow Tramway and Omnibus Company, Limited, to the river Kelvin, thence north-eastward along the right bank of the river Kelvin to the point first described;
- (2) A piece of land situate in the parish of Old Kilpatrick and county of Dumbarton, lying within the following boundary, namely, beginning at a point on the south side of the Lanarkshire and Dumbartonshire Railway where it intersects the boundary between the lands of the Corporation and of the Trustees of the late Alexander Dunn Pattison, distant 145 yards or thereabouts, measuring in an easterly direction, from the Duntocher Burn, thence south-westward and southward along said boundary, for a distance of 530 yards or thereabouts, to the river Clyde, thence north-westward along the right bank of the river Clyde, for a distance of 1,330 yards or thereabouts, to the boundary between the lands of the Corporation and of the

Right Honourable Lord Blantyre, thence north-eastward along said boundary, for a distance of 275 yards or thereabouts, till it intersects the south side of the said railway, thence south-eastward along the south side of the said railway to the point first described, but excepting so much of the land lying within the boundary before described as belongs to the Lanarkshire and Dumbartonshire Railway Company.

To authorise the Corporation on the lands before described or on other lands to be acquired by them, or on the bed or shore of the river Clyde, to construct landing piers, docks, wharves, or any other works to connect the works of the Corporation with the river.

To empower the Corporation to acquire by compulsion or agreement lands and buildings in the several parishes and places aforesaid for the purposes of the intended works, and other lands and buildings, and to provide that the Corporation shall not be compelled to take the whole or any part of the surface thereof, and to empower the Corporation to appropriate and use for the purposes of the intended works or any of them, with or without payment or other consideration or compensation, the subsoil and undersurface of any lands, roads, streets, footpaths, and other places under, along, or across which any of the intended works will be made, and to alter, vary, or extinguish all existing rights and privileges connected therewith which would in any manner impede or interfere with the construction, maintenance, and use of the intended works or any of the objects of the intended Act, and to confer, vary, or extinguish other rights and privileges.

To empower the Corporation, notwithstanding anything contained in section 90 of the Lands Clauses Consolidation (Scotland) Act, 1845, to purchase and acquire, by compulsion or agreement, parts of any lands, houses, buildings, manufactories, or other premises, or any vaults, cellars, arches, or offices attached to or belonging to the same, without being required or compelled to purchase the whole of any such lands, houses, buildings, manufactories, or premises, and to vary and extinguish all rights and privileges connected with such lands, houses, buildings, manufactories, and premises.

To empower the Corporation to underpin and otherwise secure or strengthen any houses or buildings which may be rendered insecure or be affected by any of the intended railways or works, which houses and buildings may not be required to be taken for the purpose thereof.

To empower the Corporation to cross, stop up, interfere with, alter, or divert, either temporarily or permanently, all roads, streets, highways, bridges, footpaths, ways and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, gas, water, pneumatic and other pipes, telegraph and telephone wires and apparatus, sewers, drains, and watercourses, within or adjoining the aforesaid parishes and other places, or any of them, which it may be necessary to cross, stop up, interfere with, alter, or divert for the purposes of the intended works, or any of them, or other purposes of the intended Act.

To empower the Corporation during the time when the intended sewers and works, or any part of them, are being repaired, cleansed, altered or renewed, or are stopped or interfered with by any accident, or other cause, or during times of

excessive rainfall, or at any other time or times, to discharge or allow to be discharged the contents of such sewers and works, or part thereof, into the rivers Clyde or Kelvin, or into any sewer or watercourse, or to dispose of such contents in any other manner they may deem expedient.

To provide that such of the powers proposed to be conferred on the Corporation as the intended Act may define, may be conferred on the Commissioners of the burghs of Partick and Clydebank and the County Councils of Renfrew, Dumbarton, and Lanark, or any District Committee of those County Councils, or one or more of them.

To provide that all or any of the powers possessed by any of such local authorities with reference to sewers, streets, roads, or public health may be conferred on and exercised by the Corporation.

To provide for the interception and treatment of the sewage, or some portion thereof, now flowing into the river Clyde or elsewhere, from the police burghs of Partick and Clydebank, and any other place or places in the counties of Lanark, Renfrew, and Dumbarton, or one or more of them.

To fix and determine the payments to be made by the Commissioners of the Burghs of Partick and Clydebank, and the County Councils or District Committees of the counties of Renfrew, Dumbarton, and Lanark, or one or more of them, in respect of the construction of works and of the interception, disposal, and treatment of the sewage of those places or part thereof, and to empower those Commissioners, County Councils, and District Committees to apply any funds or assessments now in their hands, or which they have power to impose (including any funds or assessments of or relating to any special drainage areas) within such burghs or counties, or to impose, levy and recover additional rates and assessments, and to borrow money for those purposes and any other purposes of the intended Act, and for the purpose of making such payments to the Corporation.

To provide that the intended works, or some of them, shall form one undertaking with the undertaking authorised by the Glasgow Police (Sewage, &c.) Act, 1891 (in this Notice called the Act of 1891), and that the provisions of that Act, and in particular those with respect to assessments, borrowing powers, sinking fund, and application of money borrowed, shall apply to the intended works and the intended Act, subject to such alterations and extensions as the intended Act may provide.

To provide that all vessels entering or using the river Clyde or harbour for the purposes of bringing to the works authorised by the Act of 1891 or the intended works materials for the construction, maintenance, or carrying on, or otherwise relating to the works authorised by the Act of 1891 or the intended works, or the treatment of sewage and the removal of waste materials and residual products, and such materials and products shall be exempt from rates; and to confer such powers on the trustees of the Clyde Navigation as may be expedient in connection therewith.

To provide that the moneys expended out of the Common Good for the purchase of the lands which are or may be required for the purposes of the intended Act shall be reimbursed to the Common Good out of moneys to be raised under the authority and for the purposes of the intended Act.

To provide for the prevention of injurious or noxious matter flowing into the works authorised

by the Act of 1891 and the intended works, or any sewers, drains or other like works of the Corporation, or of any local authority, or any sewers or drains connected therewith, and to enable the Corporation or any Local Authority interested, to impose and recover penalties in respect of the breach of such provisions.

To provide that the enactments from time to time in force within the city with reference to the prevention of the discharge of injurious or noxious matter into any of the sewers or works before mentioned shall apply to all sewers and drains beyond the city connected with the works authorised by the Act of 1891, and of the intended Act.

To authorise the Corporation to make, alter and repeal bye-laws for or in respect of the use of the works authorised by the Act of 1891, and the intended works, and any other sewers or drains, and to impose and recover penalties for the breach thereof.

To authorise the Corporation to apply to the purposes of the intended Act any funds, moneys, rates or assessments now belonging to them, or which they now are, or by the intended Act may be authorised to raise or levy, or which may come into their possession under their existing powers, or which may from time to time be conferred on them.

To authorise the Corporation to continue or to alter or vary the existing rates, assessments, and charges leviable under their existing Acts, or any of them, or to impose and levy new, special, and additional rates, assessments, and charges for the several objects and purposes of the existing Acts, or of the intended Act, on and from the owners and occupiers, or owners or occupiers of lands, buildings, heritages, or other property within the city, or within the burghs of Partick and Clydebank, or the counties of Renfrew, Dumbarton, and Lanark, or any of them, and to alter the proportion or the mode in which rates, assessments, and charges shall be levied on such owners or occupiers, or any of them, and to make such other provisions with respect to rates, assessments, and charges as the intended Act will define or Parliament may sanction.

To authorise the Corporation for the purposes of their existing Acts, and of the intended Act, and for any other purposes of the Corporation, to borrow further moneys, and from time to time re-borrow on mortgage, bond, annuity, cash credit, bill, promissory note, or otherwise on security of the property, funds, rates, rents, dues, duties, assessments, or otherwise for the time being belonging to them, or which they now are, or by the intended Act may be authorised to assess, levy, and collect, or by the issue of Glasgow Corporation Stock under the powers of the Glasgow Corporation Loans Act, 1883, or by granting negotiable documents in acknowledgment of debt, or to make other provisions as the intended Act may prescribe.

To make provision for the repayment of moneys to be so borrowed by the Corporation, to create a sinking fund or sinking funds, and to fix the amount and application thereof, and to repeal or alter and amend the provisions of the existing Acts with reference to the repayment of moneys already borrowed by the Corporation and the sinking funds thereby provided, and to make other provisions in lieu thereof, and to make such other provisions with respect to assessments and borrowing as the intended Act may define or Parliament may sanction.

To enable the Corporation on the one hand, and any person or persons, Company, Corporation, trustees, authority, or body interested in or affected by any of the objects of the intended Act on the other hand, to enter into and carry into effect agreements for or in relation to such objects, and to confirm, with or without variation, all or any agreements which may have been, or, during the progress of the intended Act, may be entered into with reference to the purposes of that Act.

The intended Act will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with the objects or purposes of the intended Act, and will confer other rights and privileges, and will incorporate the necessary provisions, with or without modification or alteration, of The Lands Clauses Acts, The Commissioners Clauses Act, 1847, The Burgh Police (Scotland) Act, 1892, and the Public Health (Scotland) Act, 1867, the Rivers Pollution Prevention Act, 1876, The Local Government (Scotland) Acts, 1889 and 1894, The Glasgow Corporation Acts, 1855 to 1895, or some of them, and any Acts amending the same, and apply the same, or some of them, or some parts or portions thereof, with or without modification, amendment, alteration, or addition, to the purposes of the intended Act, and to the moneys authorised or to be authorised to be raised by the Corporation or any of the Local Authorities hereinbefore mentioned.

To vary, amend, alter, or repeal the Acts following, or some or one of them, or some parts or portions thereof (that is to say)—The Glasgow Corporations Acts, 1855 to 1895, The Clyde Navigation Consolidation Act, 1858, The Public Health (Scotland) Acts, The Burgh Police (Scotland) Act 1892, The Local Government (Scotland) Acts, 1889 and 1894, and any Acts amending the same.

Duplicate Plans and Sections, describing the lines, situations, and levels of the intended works, and the lands, houses, and other property in, upon, or through which they will be made, or which may be taken for the purposes of the intended Act, together with a book of reference to such Plans containing the names of the owners and lessees, or reputed owners and lessees and occupiers of such lands, houses, and other property, and a copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November instant, be deposited for public inspection with the principal Sheriff-Clerks for the counties of Lanark, Renfrew, and Dumbarton, at their offices at Glasgow, Paisley, Greenock, and Dumbarton respectively, and so much of the said Plans, Sections, and Book of Reference as relates to the aforesaid parishes and the city and royal burgh of Glasgow, and a copy of the said *Gazette* Notice, will be deposited on or before the same day with the session clerks and clerks to the parish councils of each such parish at his residence or office, and with the town clerk of the city and royal burgh of Glasgow at his office in Glasgow.

Printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 18th day of November, 1895.

SIR JAMES D. MARWICK,
Town Clerk, Glasgow,

Solicitor for the Bill.

MARTIN & LESLIE,
27 Abingdon Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1896.

GLASGOW CORPORATION.

(GENERAL POWERS.)

(Annexation of Lands in Parish of Govan and County of Lanark to City of Glasgow; Provisions with respect to Lands of Bellahouston; Acquisition of Lands by compulsion or agreement in the City Parish of Glasgow and County of the City of Glasgow; Amendment of Redistribution of Seats Act, 1885, and Provisions for making Definitions of Parliamentary Divisions of City of Glasgow consistent with the Municipal Wards; Amendment of Local Government (Scotland) Act, 1894, in its application to Parishes wholly or partly situate in Glasgow; Apportionment of Municipal Buildings and cost thereof; Music in Parks; Contribution to School of Art; Rates and Assessments; Further Borrowing Powers; Bye-laws for Parks and Open Spaces; Incorporation and Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Corporation of the City of Glasgow (in this Notice called the Corporation) for an Act (in this Notice called the intended Act) for all or some of the following purposes, that is to say:—

To annex to and incorporate with the City and Royal Burgh of Glasgow (in this notice called the City), a district or area (in this notice called the added district), in the Parish of Govan and County of Lanark, comprehended within the following boundaries or some part thereof:—That is to say, beginning at a point where the boundary of the City is intersected by the boundary between the Counties of Lanark and Renfrew 110 yards or thereabouts southward from Dumbreck House, and thence proceeding south-westward, westward, north-westward, northward, eastward and again northward along the boundary between those Counties, till the centre line of the river Clyde is reached, thence eastward along the centre line of that river to a point thereon, opposite the western boundary of the Burgh of Govan; thence southward and eastward along the boundary of the said Burgh, till the boundary between the City and the County of Lanark is reached at Ibrox Junction, thence southward along that boundary to the point first described.

To constitute the added district part of the City for all Municipal and other purposes; to constitute the added district part of the County of the City of Glasgow; and for all or some purposes to separate the same from the County of Lanark; to provide that all Acts of Parliament, bye-laws, orders, and regulations which are applicable to the City shall apply to the added district, and to extend to the added district the rights, privileges, immunities, and obligations of the City and all jurisdictions which may be competent within the same.

To confer upon the Corporation, the Magistrates of the City, and the Lord-Lieutenant and Justices of the Peace of the County of the City, and any other bodies, authorities, and persons, the same rights and powers with reference to the added district as they possess with reference to the City, including the imposition of assessments and rates, the

making and varying of bye-laws, the punishment of offences, the granting of licenses and other matters.

To annex such added district to any one or more of the Municipal Wards of the City.

To authorise the Corporation and the County Council of Lanarkshire, the District Committee of the District of the Lower Ward of Lanarkshire, and the Govan Parish Council and other bodies, authorities, and persons to enter into and carry into effect all agreements which may be expedient or necessary for the purposes of the intended Act, and to make all requisite provisions with reference to the road and other debts within the added district, and to confirm and give effect to agreements with such Councils, authorities, and others.

To constitute the lands of Bellahouston, and any adjoining lands which may be acquired by the Corporation, one of the Public Parks of the City, and to confer on the Corporation with reference to these lands the same powers as they possess with reference to the existing Parks within the City, and to extend the powers of the Glasgow Police over the same.

To enable the Corporation to acquire by compulsion or agreement—

Certain lands in the City Parish of Glasgow, and the City and County of the City of Glasgow, situate and lying between and in an area bounded by a line commencing at the eastern gable of the property forming No. 43 Ingram Street, and running thence in an easterly direction along the south building line of Ingram Street for a distance of 118 feet or thereabouts; thence southward for a distance of 92 feet or thereabouts along the west gable of the property forming No. 21 Ingram Street; thence eastward for a distance of 103 feet or thereabouts along the line forming the south gable of the property No. 137 High Street; thence southward along the west building line of High Street for a distance of 100 feet or thereabouts; thence westward along the south side of the close or passage entering from No. 115 High Street, for a distance of 253 feet or thereabouts; thence northward for a distance of 38 feet or thereabouts; thence eastward for a distance of 47 feet or thereabouts; thence northward for a distance of 128 feet or thereabouts along the eastern boundary of the said property forming No. 43 Ingram Street to the point first described:

Certain lands in the City Parish of Glasgow, the City, and County of the City of Glasgow, situate and lying between and in an area bounded by a line commencing at the western gable of the property forming No. 270 Gallowgate, and running thence in a westerly direction along the south building line of Gallowgate for a distance of 14 feet or thereabouts; thence southward for a distance of 38 feet or thereabouts, until the wall of the building forming the south boundary of the court-yard entering from No. 266 Gallowgate is reached, thence eastward for a distance of 14 feet or thereabouts along the south side of the said court-yard; thence northward for a distance

of 38 feet or thereabouts to the point first described.

To alter or amend 'The Redistribution of Seats Act, 1895,' and to provide that in lieu of the provisions of that Act defining the Parliamentary divisions of the City, those divisions shall be defined so as to be consistent with the Municipal wards of the City, as these may be altered by the Commissioners appointed under the City of Glasgow Act, 1891, for the redivision of such wards, but so that such new definitions shall not in any degree or to any effect alter the areas of any of the several Parliamentary divisions, and to make other provisions with reference to those matters.

To provide that in the application to the parishes, wholly or partly situate within the City, or some of them, of all or some of the provisions of the Local Government (Scotland) Act, 1894, such amendments and alterations shall be made as the intended Act may prescribe or Parliament may sanction, with respect to the register of parish electors, the nomination and election of parish councillors and provisions incidental thereto.

To authorise the Corporation from time to time to apportion the accommodation to be afforded in the Municipal Buildings erected under the Glasgow Municipal Buildings Act, 1878, to the several Glasgow public trusts and departments, and to fix the sums which each of those trusts and departments shall pay in respect of the annual expenditure (including interest and sinking fund on money borrowed) on the Municipal Buildings, and to make other provisions with reference thereto.

To authorise the Corporation to provide music in parks, gardens, open spaces, and public places within the city, or under their control beyond the City, and for those purposes to maintain one or more bands, make payments to bands and musicians, and provide stands and other conveniences, and to expend such annual sums as the intended Act may prescribe, and defray the same out of the assessments imposed and levied under the Glasgow Corporation Parks Acts, 1878 to 1895 (in this Notice called the Parks Acts), or by such other means as the intended Act may prescribe.

To authorise the Corporation at such time, and on such terms as they shall judge expedient, or as the intended Act may prescribe, to pay to the governors of the Glasgow School of Art a sum or sums of money to be applied by the governors towards the erection of a building within the City, to be used as a School of Art, for the purposes of the said scheme, and to provide such moneys out of assessments imposed and levied under the Parks Acts, or by such other means as the intended Act may prescribe.

To authorise the Corporation to apply to the purposes before-mentioned and for Police purposes, any funds, moneys, rates, or assessments now belonging to them, or which they now are, or by the intended Act may be authorised to raise or levy, or which may come into their possession under their existing powers, or which may from time to time be conferred on them.

To authorise the Corporation to continue or to alter or vary the existing rates, assessments and charges leviable under their existing Acts, or any of them, or to impose and levy new, special and additional rates, assessments and charges for the several objects and purposes of the existing Acts, or of the intended Act, on and from the owners

and occupiers, or owners or occupiers, of lands, buildings, heritages, or other property within the city, and to make such other provisions with respect to rates, assessments, and charges as the intended Act may define or Parliament may sanction.

To authorise the Corporation for the purposes of their existing Acts, and of the intended Act, and for any other purposes of the Corporation, to borrow further moneys, and from time to time re-borrow on mortgage, bond, annuity, cash credit, bill promissory note, or otherwise on security of the property, funds, rates, rents, dues, duties, assessments or otherwise, for the time being belonging to them, or which they now are, or by the intended Act may be authorised to assess, levy and collect, or by the issue of Glasgow Corporation Stock, under the powers of the Glasgow Corporation Loans Act, 1883, or to grant negotiable documents in acknowledgment of debt, or to make such other provisions with reference to the borrowing or raising of money as the intended Act may prescribe.

To make provision for the repayment of moneys to be so borrowed by the Corporation, to create a sinking fund or sinking funds, and to fix the amount and application thereof, and to repeal or alter and amend the provisions of the existing Acts with reference to the repayment of moneys already borrowed by the Corporation and the sinking funds thereby provided, and to make other provisions in lieu thereof, and to make such other provisions with respect to assessments and borrowing as the intended Act may define or Parliament may sanction.

To enable the Corporation on the one hand, and any person or persons, company, corporation, trustees, authority, or body interested in or affected by any of the objects of the intended Act on the other hand, to enter into and carry into effect agreements for or in relation to such objects, and to confirm, with or without variation, all or any agreements which may have been, or, during the progress of the intended Act, may be entered into with reference to the purposes of that Act.

To authorise the Corporation from time to time to make new or additional Bye-Laws for the regulation of parks, recreation grounds, and open spaces, and to vary or alter the same.

The intended Act will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with the objects or purposes of the intended Act, and will confer other rights and privileges.

To incorporate the Lands Clauses Acts, or some of them, or some parts thereof, with the intended Act.

To vary, amend, alter, or repeal the Acts following, or some or one of them, or some parts or portions thereof, that is to say:—The Redistribution of Seats Acts, 1885; the Local Government (Scotland) Act, 1894; The Glasgow Corporation Acts, 1855 to 1895; and any Acts amending the same, or which may interfere with or affect the purposes of the intended Act.

Duplicate plans describing the lands, houses, and other property which may be taken under the powers of the intended Act, together with a book of reference to those Plans, containing the names of the owners, lessees, and occupiers of those lands, houses, and other property, and a copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of

November instant, be deposited for public inspection with the principal Sheriff Clerk of the county of Lanark, at his office at Glasgow, and so much of the said plans as relates to the aforesaid parish and the City and Royal Burgh of Glasgow will be deposited on or before the same day with the Session Clerk and the Clerk of the Parish Council of such parish at their respective residences or offices, and with the Town Clerk of the Royal Burgh of Glasgow at Glasgow.

A map and a duplicate thereof showing the present boundaries of the City and Royal Burgh and the boundaries of the district which may be added thereto under the intended Act, will be deposited for public inspection, on or before the said 30th day of November, with the Town Clerk of the City and Royal Burgh of Glasgow, and with the clerks to the County Council of Lanarkshire, and the District Committee of the district of the Lower Ward of Lanarkshire at their respective offices.

Printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 18th Day of November 1895.

SIR JAMES D. MARWICK,
Town Clerk, Glasgow,
Solicitor for the Bill.

MARTIN & LESLIE,
27 Abingdon Street,
Westminster,
Parliamentary Agents.

In Parliament—Session 1896.

DUNDEE SUBURBAN RAILWAY.

(Extension of Time for Construction of Works;
Amendment of Acts, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for an Act to extend the time limited by the Dundee Suburban Railway Act, 1884, the Dundee Suburban Railway Act, 1889, the Dundee Suburban Railway Act, 1892, and the Dundee Suburban Railway Act, 1894, for constructing or completing the Railways and Works by the said Acts authorised, and so far as may be necessary, to amend and extend the provisions of the said Acts and any other Act or Acts relating to the undertaking of the Dundee Suburban Railway Company.

Printed Copies of the Bill for the intended Act will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 16th day of November 1895.

POOLE & ROBINSON,
15 Union Court,
Old Broad Street, London,
Solicitors.

JOHN KENNEDY, W.S.,
25 Abingdon Street, Westminster,
Parliamentary Agent.

FRIENDLY SOCIETIES' ACTS.

Advertisement of Dissolution by Instrument.

NOTICE is hereby given that the GARTSHERRIE IRON WORKS FRIENDLY SOCIETY, Register No. 109, Lanark, situated at Gartsherrie, in the County of Lanark, is dissolved by Instrument, registered at this Office the 20th day of November 1895, unless within three months from the date of the Gazette in which this advertisement appears proceedings be commenced by a member or other person interested in or having any claim on the funds of the Society to set aside such dissolution, and the same be set aside accordingly.

R. ADDISON SMITH,
Assistant-Registrar for Scotland.

43 New Register House, Edinburgh,
the 20th day of November 1895.

INTIMATION is hereby given that Sir THOMAS MUNRO, of Lindertis, Baronet, residing at Lindertis House, near Kirriemuir, Institute of Entail in possession of the Estate of LINDERTIS and the Lands of AUCHINDORY and Others, all lying within the County of Forfar, has presented a Petition to the Lords of Council and Session (First Division, Junior Lord Ordinary,—Mr. Shaw, Clerk), in terms of the Entail Acts, for authority to disentail and acquire in fee simple the said lands and others. Date of Interlocutor ordering intimation, the 21st day of November 1895.

LINDSAY, HOWE, & CO., W.S.,
Agents for the Petitioner.

32 Charlotte Square, Edinburgh,
21st November 1895.

THE LOTHIAN DAIRY COMPANY LIMITED.

NOTICE is hereby given that in the Petition by this Company to the Second Division of the Court of Session, for confirmation of a Special Resolution for the reduction of capital, and approval of a Minute showing the amount of such capital as reduced, the Lords of the said Division have pronounced the following Order, viz.:—'Edinburgh, 20th November 1895.—The Lords having resumed consideration of the Petition, along with the report by Mr. Traquair, No. 15 of Process, approve of said report; confirm the reduction of capital as resolved on by the Special Resolution of 5th and 21st September 1895; approve of the Minute set forth in the Petition; dispense with the addition of the words "and reduced" to the Company's name; and appoint notice of the registration of this Order and of the said Minute to be made by advertisement once in each of the Edinburgh Gazette and Scotsman newspaper; and decern.

'J. H. A. MACDONALD, I.P.D.'

Notice is also hereby given that the Minute showing the amount of reduced capital, as directed to be registered, is in the following terms, viz.:—

'The capital of the Lothians Dairy Company Limited is £6500, divided into 2000 shares of £3, 5s. each. At the time of the registration of this Minute the sum of £1 15s has been and is to be deemed to be paid up on each of the said shares.'

And Notice is hereby further given that the said Order or Interlocutor and Minute have both been registered by the Registrar of Joint Stock Companies, of date 22nd November 1895.

CAIRNS, M'INTOSH, & MORTON, W.S.,
Petitioners' Agents.

No. 31 Queen Street, Edinburgh,
22nd November 1895.

In the Matter of the Companies (Memorandum of Association) Act, 1890, and of THE SCOTTISH ACCIDENT INSURANCE COMPANY LIMITED.

NOTICE is hereby given that, in terms of the above-recited Act, a Petition was, on the 21st day of November 1895, presented to the Court of Session (First Division,—Mr. Couper, Clerk), by the Scottish Accident Insurance Company Limited, craving confirmation of a Special Resolution of the Company, passed on the 31st day of October 1895, and confirmed on the 15th day of November 1895, whereby it was resolved that the Memorandum of Association of the Company be altered to the effect of enabling the Company to transact certain descriptions of insurance business not embraced in the Memorandum of Association, viz. Fidelity, Guarantee, Sickness, Annuity and Life Assurance, and of enabling the Company to abandon the power contained in the Memorandum of Association to transact the business of insuring property against loss caused by accident otherwise than by the accident of fire; upon which Petition their Lordships have been pleased to pronounce the following Interlocutor:—*Edinburgh, 21st November 1895.*—The Lords appoint this Petition to be intimated 'on the Walls and in the Minute-Book in common form,' and to be advertised once in the Edinburgh Gazette and in the Scotsman and Times newspapers; allow all concerned to lodge Answers within eight days after such intimation and advertisement.

'J. P. B. ROBERTSON, I.P.D.'

Of all which Intimation is hereby given.

J. & R. A. ROBERTSON, S.S.C.,
Agents of the Company.

18 Queen Street, Edinburgh,
21st November 1895.

NOTICE is hereby given that by a Special Resolution of the FORTH TOWING COMPANY LIMITED, duly passed on 18th October 1895, and confirmed on 8th November 1895, it has been resolved that the Company be forthwith wound up voluntarily, and that Mr. P. H. Aikman, C.A., Glasgow, be appointed Liquidator.

JOHN FAIRLEY, Chairman.

Grangemouth, 21st November 1895.

A PETITION for Cessio, under the Cessio Acts, has been presented to the Sheriff of Lanarkshire at Glasgow, at the instance of L. B. L. Campen, Grammont, Belgium, and Frame & Macdonald, Writers, Glasgow, his Mandatories, against A. W. FRASER, Commission Agent, 1 Argyle Arcade, Glasgow; and the Sheriff-Substitute for Lanarkshire has ordained the said A. W. Fraser to appear in Court, within the Court House at Glasgow, on the 5th day of December next, at 10.15 o'clock A.M., for Examination, at which all his Creditors are required to attend.

JAMES MACDONALD, Writer,
149 Hope Street, Glasgow,
Agent for Petitioners.

21st November 1895.

A PETITION for Cessio, under the Cessio Acts, has been presented to the Sheriff of Renfrew and Bute at Paisley, at the instance of Andrew White, 37 and 39 Bridge Street, Glasgow, Pursuer, against STEWART POLLOCK, sometimes called STEWART POLLOCK, JUNIOR, 1 Whitehaugh Terrace, Paisley, Defender; and the Sheriff-Substitute at Paisley has ordained the said Defender to appear within the Sheriff Court Buildings, Paisley, on 3rd day of December 1895, at one o'clock afternoon, for Examination, at which Diet all Defender's Creditors are required to attend.

WM. B. PATERSON & Co., Solicitors,
101 St. Vincent Street, Glasgow,
Pursuer's Agent.

A PETITION for Cessio, under the Cessio Acts, has been presented to the Sheriff of Renfrew and Bute at Paisley, against ALEXANDER DAVIDSON, JUNIOR, 12 Ferguslie, Paisley; and the Sheriff-Substitute has ordained the said Alexander Davidson, junior, to appear for public Examination within the Chambers of the Sheriff-Substitute, Sheriff Court House, Paisley, upon the 10th day of December next, at half-past twelve o'clock P.M., at which Diet all his Creditors are required to appear.

JNO. HOGG,
Writer, 99 High Street, Paisley,
Agent for Petitioner.

21st November 1895.

THE Estates of HUGH STEVELY, Egg Merchant, sometime at No. 156 Bridge Street, Alexandria, now at 144 Bank Street there, have, in virtue of and for the purposes of the Cessio Acts, been transferred to William Lochhead, Bank Agent, Alexandria, as Trustee for behoof of his Creditors. Creditors must lodge their claims with the Trustee, on or before 10th December. The Creditors meet before the Sheriff, within the Court House, County Buildings, Dumbarton, on 24th December, at twelve o'clock noon.

W. LOCHHEAD, Trustee.

Alexandria, 22nd November 1895.

THE Estates of JAMES SMITH, Plumber, Tinsmith, and Gasfitter, East Castle Street, Broughty Ferry, and Isles Lane, Dundee, have, in virtue of and for the purposes of the Cessio Acts, been transferred to Alfred Duncan Lawrie, Solicitor, Dundee, as Trustee for behoof of his Creditors. Creditors must lodge their claims with the Trustee on or before the 10th day of January 1896. The Creditors meet before the Sheriff, within the Sheriff Court House, Dundee, on the 31st day of January 1896, at eleven o'clock forenoon.

BRODIE & BUCHAN, Solicitors,
Agents for Trustee.

Bank Buildings, King Street, Dundee,
21st November 1895.

THE Estates of JAMES MORRISON, China Merchant, Creetown, in the Parish of Kirkmabreck and Stewartry of Kirkcudbright, have, in virtue of and for the purposes of the Cessio Acts, been transferred to John Gibson, Solicitor in Kirkcudbright, as Trustee for behoof of his Creditors. Creditors must lodge their claims with the Trustee on or before the 1st day of May 1896. The Creditors meet before the Sheriff, within the Court House, Kirkcudbright, on the 22nd May 1896, at ten o'clock forenoon.

JOHN GIBSON, Trustee.

THE Estates of THOMAS HOGG, Nurseryman, Cotton Street, Castle-Douglas, have, in virtue of and for the purposes of the Cessio Acts, been transferred to James Rothnie Saunders, Solicitor, Castle-Douglas, as Trustee for behoof of his Creditors. Creditors must lodge their claims with the Trustee on or before 5th June 1896. The Creditors meet before the Sheriff, within the Court House, Kirkcudbright, on Friday, 26th June 1896, at ten o'clock forenoon.

HEWATS & DUNN, Solicitors, Castle-Douglas,
Agents for Trustee.

THE Estates of DAVID BROWN, Bookbinder, residing at 36 M'Aslin Street, Glasgow, were Sequestrated on the 19th day of November 1895, by the Sheriff of Lanarkshire. The first Deliverance is dated the 19th day of November 1895.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Friday the 29th day of November 1895, within the Faculty Hall, St. George's Place, Glasgow.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 19th day of March 1896.

All future Advertisements relating to this Sequestration will be published in the Edinburgh Gazette alone.

BORLAND, KING, & SHAW, Writers,
142 St. Vincent Street, Glasgow, Agents.

THE Estates of JOHN BOUSIE, Saddler, Irvine, were Sequestered on the 19th day of November 1895, by the Sheriff of Ayrshire.

The first Deliverance is dated the 19th day of November 1895.

The Meeting to elect the Trustee and Commissioners is to be held on the 3rd day of December next, at twelve o'clock noon, within the Eglinton Arms Hotel, Irvine.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 19th day of March 1896.

All future Advertisements relating to this Sequestration will be published in the Edinburgh Gazette alone.

FAIRLEY & ROBERTSON,
Writers, Motherwell, Agents.

THE Estates of CHARLES FRANZ, Beckedorff, Hotel Keeper, Royal Hotel, Tobermory, were Sequestered on the 20th day of November 1895, by the Court of Session.

The first Deliverance is dated 20th November 1895.

The Meeting to elect the Trustee and Commissioners is to be held on Friday the 29th day of November 1895, at eleven o'clock forenoon, within the Faculty Hall, Saint George's Place, Glasgow.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 20th day of March 1896.

The Sequestration has been remitted to the Sheriff of the County of Lanark at Glasgow.

All future Advertisements relating to this Sequestration will be published in the Edinburgh Gazette alone.

DUNCAN SMITH & MACLAREN, Agents.

62 Frederick Street, Edinburgh.

SEQUESTRATION of WILLIAM FYFE, Grocer and Wine and Spirit Merchant, Haddington.

JAMES POLLARD, Chartered Accountant, Edinburgh, has been elected Trustee on the Estate; and William Smith, Secretary, the Edinburgh United Breweries Limited, Donald Stewart, Merchant, Leith, and Charles Frederick Robertson, Wine Merchant, Edinburgh, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, Edinburgh, on Wednesday the 27th day of November current, at two o'clock afternoon. The Creditors will meet in the Chambers of the Trustee, at No. 8 North St. David Street, Edinburgh, on Monday the 9th day of December 1895, at two o'clock afternoon.

JAMES POLLARD, C.A., Trustee.

19th November 1895.

SEQUESTRATION of ROBERT WHITLIE, Builder, No. 83 Pitt Street, Edinburgh, and residing sometime at No. 5 Gibson Street, and now at No. 59 Cumberland Street there.

JAMES PEARSON CALLUM, Chartered Accountant, Edinburgh, has been elected Trustee on the Estate; and William Inglis, Plumber, Dundas Street, Edinburgh,

Hugh Finlayson, Slater, 7 Rodney Street, Edinburgh, and James Reed, Accountant, Edinburgh, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, Edinburgh, on Friday the 29th day of November 1895, at two o'clock P.M. The Creditors will meet in the Chambers of the Trustee at No. 25 Dublin Street, Edinburgh, on Monday the 9th day of December 1895, at two o'clock afternoon.

J. PEARSON CALLUM, Trustee.

Edinburgh, 22nd November 1895.

JOHN MEIKLE, Accountant in Glasgow, Trustee on the Sequestrated Estates of M'CAIG & COMPANY, Cycle Merchants, 155 West Nile Street, Glasgow, and John M'Caig, junior, and James M'Caig, the only known Partners of said Firm, as such Partners, and as Individuals, hereby calls a Meeting of the Creditors, to be held within his Office, 157A Hope Street, Glasgow, on Tuesday the 17th day of December next, at twelve o'clock noon, to consider as to an application to be made for the Trustee's discharge.

JOHN MEIKLE, Trustee.

Glasgow, 21st November 1895.

JOHN MEIKLE, Accountant in Glasgow, Trustee on the Sequestrated Estates of HABBICK & COMPANY, Cycle Agents, 12 Wellington Street, Glasgow, and William Habbick, Cycle Agent there, a Partner of said Firm, as such Partner, and as an Individual, hereby calls a Meeting of the Creditors, to be held within his Office, 157A Hope Street, Glasgow, on Tuesday the 17th day of December next, at one o'clock afternoon, to consider as to an application to be made for the Trustee's discharge.

JOHN MEIKLE, Trustee.

Glasgow, 21st November 1895.

DAVID YOUNG, Secretary of the Caledonian Banking Company Limited, Inverness, Trustee on the Sequestrated Estates of W. & G. FALCONER, Ironmongers and General Merchants, Nairn, and William Falconer, residing at No. 127 High Street, Nairn, the sole Partner of that Company, as such Partner, and as an Individual, hereby calls a Meeting of the Creditors, to be held within the Office of William Laing, Solicitor, 17 High Street, Nairn, on Monday the 16th day of December proximo, at twelve o'clock noon, to consider as to an application to be made for the Trustee's discharge.

DAVID YOUNG, Trustee.

Inverness, 19th November 1895.

SEQUESTRATION of GEORGE THOMSON, Ironmonger, 8 Bridge Place, Galashiels.

THE Trustee hereby calls a Meeting of the Creditors in above Estate, to be held within the Chambers of Hodge & Smith, C.A., 6A George Street, Edinburgh, on Monday the 16th day of December 1895, at three o'clock afternoon, to consider as to an application to be made for his discharge.

ROBERT G. MORTON, Trustee.

6A George Street, Edinburgh,
22nd November 1895.

SEQUESTRATION of WALTER SHARP, Furniture and Musical Instrument Dealer, 455 Eglinton Street, Glasgow, trading as M. & C. SHARP, Furniture and Musical Instrument Dealers there.

WILLIAM PURVES OLIVER, Accountant, Glasgow, Trustee, hereby gives notice that a Dividend will be paid to those Creditors whose claims have been

admitted, within the Chambers of W. P. Oliver & Company, Accountants, 75 Buchanan Street, Glasgow, on Monday the 6th day of January 1896.

W. P. OLIVER, Trustee.

Glasgow, 20th November 1895.

In the SEQUESTRATION of JAMES & WILLIAM WOOD, Coal Merchants, Glasgow, and James Wood and William Wood, Coal Merchants there, the Individual Partners of said Firm, as such Partners, and as Individuals.

THE Trustee hereby intimates that a second Dividend from the Company Estate will be paid within the Office of Messrs. Brown, Fleming, & Murray, C.A., 163 West George Street, Glasgow, on and after the 6th day of January 1896, to those Creditors whose claims have been duly lodged and admitted, and an equalising Dividend to those of them who did not participate in the first Dividend. The Trustee further intimates that the Commissioners have postponed declaration of a Dividend from the Partner's Estates until the recurrence of another statutory period.

R. A. MURRAY, Trustee.

Glasgow, 19th November 1895.

SEQUESTRATION of JOHN F. M'CULLOCH, Grocer and Spirit Merchant, 47 Braid Street, Glasgow.

THE Trustee begs to intimate that an account of his intromissions with the funds of the Estate, brought down to the 6th instant, has been audited by the Commissioners, who have postponed the declaration of a Dividend until the recurrence of another statutory period.

R. MARR BENZIE, C.A.,
Trustee.

Glasgow, 21st November 1895.

In the SEQUESTRATION of the Estates of JAMES TWEEDIE, of Quarter and Rachan, Peeblesshire.

JOHN SCOTT TAIT, Chartered Accountant in Edinburgh, Trustee, hereby intimates that his accounts, brought down to 6th instant, have been audited by the Commissioners, and that they have postponed payment of a Dividend until the next statutory period.

JOHN SCOTT TAIT, C.A., Trustee.

Chambers, 67 George Street, Edinburgh,
20th November 1895.

NOTICE.

THE Subscriber Mrs. Elizabeth Wood M'Onie or Stevenson having, as Executrix of her late husband, William Stevenson, Painter and Decorator, 231 Hope Street, Glasgow, sold the Business carried on by the said WILLIAM STEVENSON as at 27th December 1893 to the Subscribers Thomas Meikle and Alexander Blewes, ceased, as at said date, to have any interest in said Business, which has since been carried on by the said Thomas Meikle and Alexander Blewes on their own account under the same trade name of WILLIAM STEVENSON.

ELIZABETH STEVENSON,

Executrix-dative of the late WILLIAM STEVENSON.

THOS. MEIKLE.

ALEXR. BLEWES.

ROBERT MELDRUM, Writer, Glasgow,
JEROME DENNISON, 87 West Regent
Street, Glasgow, Law-Clerk,
Witnesses to the Signatures of the
said Mrs. Elizabeth Wood
M'Onie or Stevenson, Thomas
Meikle, and Alexander Blewes.

THE Copartnership of JAMES BOYLE & SON, carrying on business as Joiners, Cabinetmakers, and Upholsterers, and Valuers at No. 79 Holland Street, Glasgow, was DISSOLVED by the death, on the 3rd day of November 1895, of James Boyle, one of the Partners thereof, and his Trustees and Executors then ceased to have any interest therein.

The Subscriber James Boyle, junior, the surviving Partner, will carry on the Business on his own account under the same Firm, and will pay all debts due by, and discharge the accounts due to, the late Firm.

ALEX. BOYLE,

JAMES BOYLE, JUN.,

AIRD WILSON,

The Trustees and Executors of the late
JAMES BOYLE.

A. H. DONALD, of No. 172 St. Vincent
Street, Glasgow, Writer,
WALTER G. C. STEVENSON, of No. 172 St.
Vincent Street, Glasgow, Law-Clerk,
Witnesses to the Signatures of the said
Trustees.

JAMES BOYLE, JUN.

ALEX. M. GRAY, of No. 172 St. Vincent
Street, Glasgow, Law-Clerk,
WALTER G. C. STEVENSON, of No. 172 St.
Vincent Street, Glasgow, Law-Clerk,
Witnesses to the Signature of the said
James Boyle, junior.

Glasgow, 18th November 1895.

THE Lords Commissioners of Her Majesty's Treasury have ordered the adoption of the following Scale of Charges for Advertisements in the Edinburgh Gazette, to take effect from 1st October 1891, and that all fees should be payable in Postage or Inland Revenue Stamps. In pursuance of this Order no Notices will be received for insertion in the Gazette which do not bear Postage or Inland Revenue Stamps for the amount due under the said Scale, in addition to Ninepence for each copy of the Gazette required :—

SCALE OF CHARGES FOR ADVERTISEMENTS.

A. BANKRUPTCY OR SEQUESTRATION AND CESSIO BONORUM.				B. MISCELLANEOUS AND PARTNERSHIP.			
For 6 lines and under	.	.	£0 6 0	For 100 words and under	.	.	£0 10 0
Above 6 and not exceeding 10	.	.	0 7 6	Above 100 and not exceeding 200	.	.	1 0 0
" 10 " "	15	.	0 10 6	" 200 " "	300	.	1 10 0
" 15 " "	20	.	0 14 6	" 300 " "	400	.	2 0 0
" 20 " "	25	.	0 17 6	" 400 " "	500	.	2 10 0
" 25 " "	30	.	1 0 6	" 500 " "	600	.	3 0 0
With 3s. extra for every additional 6 lines or portion of 6 lines.				With 10s. extra for every additional 100 or portion of 100 words.			
Friendly Societies' Notices, each				.	.	.	5s.
Erratum				.	.	.	3s.

Advertisements cannot be received or withdrawn after one o'clock on day of publication. The dues paid on withdrawn Advertisements cannot be returned.

All Letters must be Post Paid.

REGINALD MACLEOD,
Keeper of Gazette.

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* * This Gazette is filed at the Office of the Dublin Gazette.

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