



# The Edinburgh Gazette.

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TUESDAY, NOVEMBER 22, 1898.

CHANCERY OF THE ORDER OF SAINT  
MICHAEL AND SAINT GEORGE,  
DOWNING STREET, November 5, 1898.

**T**HE Queen has been graciously pleased to give directions for the following appointment to the Most Distinguished Order of Saint Michael and Saint George:

To be an Ordinary Member of the Second Class, or Knights Commanders of the said Most Distinguished Order:—

Lieutenant-Colonel the Right Honourable Horatio David Davies, M.P., Lord Mayor of the City of London.

DOWNING STREET, November 17, 1898.

The Queen has been pleased to approve of the re-appointment of George Sheppard Murray, Esq., to be an Unofficial Member of the Legislative Council of the Straits Settlements.

DOWNING STREET, November 18, 1898.

The Queen has been pleased to approve of the appointment of Lieutenant-General Sir Francis Wallace Grenfell, G.C.B., G.C.M.G., to be Governor and Commander-in-Chief of the Island of Malta and its Dependencies.

WHITEHALL, November 17, 1898.

The Queen has been graciously pleased to confer the "Albert Medal of the Second Class" upon—

Lieutenant Ranald Hume Macdonald, Royal Engineers;

3409 Lance-Naik Habib Khan, Bengal Sappers and Miners;

4571 Sapper Shekh Abdul Samand, Bengal Sappers and Miners;

4872 Sapper Kallan Khan, Bengal Sappers and Miners;

in recognition of their gallantry in saving the life of Sepoy Karm Dad, of the 27th Bengal Infantry, who, with certain native officers and men of that Corps, had been overwhelmed in an avalanche near the summit of the Lowarai Pass on the 16th May 1898.

WHITEHALL, November 17, 1898.

The Queen has been pleased, by Warrant under Her Majesty's Royal Sign Manual, bearing date the 15th instant, to appoint Temple Cooke, Esq., Barrister-at-Law, to be Recorder of the Borough of Southampton, in the room of Edward Uttermare Bullen, Esq., deceased.

ADMIRALTY, November 15, 1898.

Her Majesty the Queen has been graciously pleased to confer the Decoration of the Albert Medal of the Second Class on—

RICHARD WRIGHT TOMAN, Engineer of Her Majesty's ship "Foam."

The following is the account of the services in respect of which the Decoration has been conferred:—

On the 3rd August 1898, whilst Her Majesty's ship "Foam" was carrying out her full speed trial at Malta, the mean pressure cylinder burst, the revolutions of the engines at the time being 350 per minute.

There was no indication whatever of the impending explosion, which, of course, happened with great suddenness.

Mr. TOMAN at once ordered everyone to leave the engine-room, and ran to the main throttle-valve, which is at the fore end of the engine-room, and endeavoured to shut it off, getting both arms and hands badly scalded in consequence. He then proceeded to shut off the main stop-valves of boilers in the stockholds.

Having done this with great promptitude, and so confining the steam to the boilers alone, he increased the chance of saving the life of anyone who might have been left below.

Mr. TOMAN, thinking all the men were not up from the engine room, went down and searched in this volume of steam, which was at a pressure of 200 lbs. to the square inch when the cylinder burst, but was unable to find anyone.

He then tried to get on deck, but, owing to the excessive volume of steam, he twice fell halfway down the ladder. He eventually reached the deck, and at once proceeded to turn on the fire extinguishers to the boilers, his hands at the time being almost bare of skin.

The valve-wheel was heated to such an extent as to be almost unbearable to hands in an ordinary condition.

As the engines were flying round immediately after the accident there was every danger of the connecting-rod being driven through the bottom, but it was greatly lessened by the promptitude and pluck shown by Mr. TOMAN in shutting off the main stop-valves, and so reducing the risk of the ship being sunk or seriously damaged, and the lives of all on board being probably lost.

Mr. TOMAN, after having been driven out of the engine-room and severely scalded, again went below into the engine-room, which was filled with steam, to search for anyone who may not have been able to escape, and only succeeded in finally getting out of the engine-room after two attempts.

Mr. TOMAN was very much scalded on both arms and knees by the escape of steam, which necessitated his removal to hospital.

COMMISSIONS signed by the Lord Lieutenant of the City and County of the City of Edinburgh and Liberties thereof.

Richard Clark, Esq., to be Deputy Lieutenant.

Charles Scott Dickson, Q.C., Solicitor-General for Scotland, to be Deputy Lieutenant.

#### FACTORY AND WORKSHOP ACT, 1878.

In pursuance of section 67 of the above Act, the Right Honourable Sir Matthew White Ridley,

Bart., one of Her Majesty's Principal Secretaries of State, has been pleased to appoint Thomas Taylor, Esq., to be an Inspector of Factories and Workshops.

Whitehall, November 16, 1898.

#### CIVIL SERVICE COMMISSION,

November 18, 1898.

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

November 14, 1898.

#### AFTER OPEN COMPETITION.

Inland Revenue: Clerk (Class I.)—William John Braithwaite.

Post Office: Male Sorters, London — Denis O'Connell, James Sexton.

Male Learners, Glasgow — Alexander Buchanan, Stuart John Gillmor, Adam Ross.

Female Learner, Cardiff—Maggie Cameron Stronach.

#### AFTER LIMITED COMPETITION.

Home Office: Inspector of Factories and Workshops—Thomas Taylor.

Post Office: Male Sorter, London — William Henry Moulder.

Male Learners, Edinburgh—Alexander Paterson Ogilvie, William Symington.

#### WITHOUT COMPETITION.

Office of Works: Park-keeper in one of the Royal Parks—Thomas Cockayne.

Post Office: Postmen, London—Leonard Canham Braybrook, Alfred John Garner, William Kettle.

Porters, London—Albert Clarke, Benjamin Philip Stuckey.

Learner, Leicester—Charles William Willey.

Postmen — Percival Ames (Birmingham), John James Child (Chislehurst), Henry Sheldon (Bangor).

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

Post Office: First Class Clerk in the Secretary's Office, Dublin—William Henry Hancock.

#### FOR REGISTRATION AS TEMPORARY BOY COPYIST (NEW CLASS).

Harold William Tomlin Cullum, William Joseph M'Brien, Frederick William Charles Weaver.

#### FOR REGISTRATION AS TEMPORARY BOY MESSENGER.

Ernest Henry Offord.

November 15, 1898.

## AFTER OPEN COMPETITION.

Board of Agriculture: Building Assistant — William Marsingale Wilkinson.

Post Office: Male Learner, Belfast—Hugh Laverty.  
Female Learner, Belfast—Agnes Greer.

## AFTER LIMITED COMPETITION.

Post Office: Male Sorters, London — Robert William Brooks, Frederick William Flannery, Frederick George Gable, Edward Gee, Alfred Ernest Hibberd, Albert Edward Johnson, Henry Walter Petty, James Henry Randall, Francis John Robertson, George Robert Russell.

Male Learner, Liverpool—Arthur Downes.

## WITHOUT COMPETITION.

Local Government Board, England: Messengers — Asshur Dicks, John Jones.

London Water Commission: Messenger—Frederick Alfred Brayne.

Prisons Department, England: Subordinate Officer, Division I.—Eugene Winter.

Post Office: Postmen, London—Samuel Francis Farrant, Albert Charles Moss, Albert Archer Wilkinson.

Learners—Francis William Chapman (Hertford), Elizabeth Russell Forrest (Ayr), Louis Richard Francis (Bacup), Leonard Gregory (Slough), John Jolliffe (Holsworthy), Bridget Annie Payne (Milford Haven), Lillian Martha Raine (York), James Morrison Summers (Aberdeen), Alfred Truss (Wickham Market), Elizabeth Jane Shaw Weatherup (Carrickfergus), Arthur Edwin Wilson (Leicester).

Postmen—Charles William Amos (Newmarket), Francis Stephens Badcock (Axminster), Frederick William Banks (Crawley), Robert Barclay (Glasgow), Albert Bentley (Manchester), Charley Edmund Blake (Southampton), Harry Clements (Hungerford), William Thomas Collins (Southampton), William Culshaw (Altrincham), Richard Edward Ellis (Bangor), Walter Farr (Sandbach), Frank Ernest Haynes (Oxford), Walter Morris Hills (Cambridge), Samuel Hurry (Diss), Samuel Marshall Jameson (Manchester), Godfrey Jones (Corwen), John Leitch (Dunfermline), William Tucker Murch (Kingsbridge), Edwin George Ovens (Warminster), Russell William Parr (Cambridge), Alfred Albert Parris (Eastbourne), Crawford Paterson (Perth), Frederick John Riddle (Ware), Arthur Smithson (West Hartlepool), Walter Barlow Stokley (King's Lynn), Charles Richard Tant (Newmarket), George Henry Tichband (Hastings), Bertie Charles Tricker (Stowmarket), John Henderson Turnbull (Newcastle-on-Tyne), George Frederick Turner (Sutton, Surrey), William Edward Wood (Windsor).

Temporary Assistant Postmen — William Bowness (Barrow-in-Furness), Edward Head (Altrincham), James Frame Howat (Glasgow), Thomas Kavanagh (Musselburgh), Alexander Lauder McDonald (Kirriemuir), Henry Smith (Welshpool), Frederick Stanley Wheeldon

(Buxton), Wilfrid Wilkinson (Barrow-in-Furness).

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

Admiralty: First Class Writer in the Constructive Department in Her Majesty's Naval Yard, Cap of Good Hope—Robert John Wright.

Post Office: Skilled Telegraphist, London—Minnie Rosa Berry.

November 16, 1898.

## AFTER OPEN COMPETITION.

Post Office: Male Sorter, London—William Edmund Oughton.

Male Learners, Dublin — Henry Joseph Cantwell, Patrick Joseph Cooney, William Frederick Crowley, John Dolan, Vincen Joseph Duffy, Thomas Hanbridge, George Joseph Hetherington, George Edward Ernest Holmes, Ernest Francis Aloysius Kieran, Hugh Stephen McPhillips, Alfred Augustus Mitchell, Edward Ignatius Murray, Henry Casswell Musgrove, John Thomas Sealy Eugene Smyth.

Male Learner, Edinburgh—Selby Robson.

Female Learner, Belfast—Agnes Jane Scott

## AFTER LIMITED COMPETITION.

Post Office: Male Sorters, London—Arthur Henry Dryborough, Frederick Conrad Erbes, Albert Henry Kirby, George Stephen Knight, Arthur Charles Lawrenson, William John Moore, William Bufton Mess, Albert Rodwell, Alonzo James Sharp, Albert Symons, William Henry Viney, Edgar Ernest Wild, Robert John Williams.

Male Learner, Liverpool—Edward Lannon.

## WITHOUT COMPETITION.

Prisons Department, England: Subordinate Officers, Division I.—Harry Ernest Winterton, George Henry Wooldridge.

Post Office: Postmen, London—Albert Edward Victor Crutch, Ernest John Herrick, Frederick William Lawrence, Silas Thomas Lee, Harry Herbert Lovelock, Arthur James Malpass, Herbert Frank Stevens.

Porters, London — John Batten, James Thomas Blackburn.

Sub-Postmaster, Errol—Alexander Anderson Burdon.

Postmen—James Arnold (Glasgow), John Bass (Pontefract), John Richard Blythe (Manchester), Frederick William Buglass (Gateshead), Robert Garvock Cameron (Forres), Ernest Alfred Grundy (Oxford), John Ernest Hillyer (Portsmouth), Frederick Howe (Harlow), William Henry Iredale (Liverpool), James Alexander Jackson (Dungannon), Charles William Mannings (Brighton), David John Morgan (Pontypridd), Arthur William Nash (Kingston-on-Thames), Henry Thomas Parry (Rhyl), James Robson (Cumnock), Alfred James Sawfoot (Bristol), Henry Edwin Stubbs (Wellington, Salop), Allan Edwin Vine (Ports-

mouth), Frederick Edward Wheeler (Richmond, Surrey).

Temporary Assistant Postmen—Frank Birch (Middlesbrough), Thomas Williamson Chadwick (Kendal), Samuel Frost (Wellingborough), William Alfred Mobey (Oxford), George Smith (Oldham), Thomas George Watkins (Monmouth).

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

Admiralty: First Class Writer in the Chief Constructor's Department of Her Majesty's Dockyard, Malta—William Edmund Bryant.

Post Office: Assistant Clerk (Abstractor)—William Robert Moore.

Assistant Clerk (Abstractor), Dublin—John Alexander Ennis.

FOR REGISTRATION AS TEMPORARY BOY  
COPYIST (NEW CLASS).

Thomas William Goymour.

BANKRUPTS.

FROM THE LONDON GAZETTE.

RECEIVING ORDERS.

Seigmond Cohen, 23 Artillery Lane, Bishopsgate, in the city of London, residing at 12 St. Mark's Street, Goodman's Fields, Middlesex, mantle and costume manufacturer.

Coster & Company, 6 St. Thomas Road, South Hackney, in the county of London.

Helen Davies (trading as Helen Herring), 192 Camberwell Road, in the county of London, fancy draper, being a married woman trading separately and apart from her husband, and having separate estate and separate assets.

Frederick Charles Farrow (trading as Brooks & Co.), 51 Barbican, lately carrying on business at 1 and 2 Brackley Street, Golden Lane, both in the city of London, blouse manufacturer.

Carl Fritz Krause, 138 Commercial Street, in the county of London, commercial traveller.

Robert Edward Peel, whose present address is unknown, but who was lately residing at The Vicarage, Heslington, Yorkshire, master mariner.

Cecile Thomas (carrying on business as Madame Alleyne), 43 Regent Street, Middlesex, widow.

John Roberts, 28 Lockup Street, Bethesda, Carnarvonshire, quarryman.

William Catterall Edkins, residing at 29 Grove Street, Redditch, and trading at 7 Evesham Street, Redditch, previously residing at Wellington Road, Bromsgrove, all in Worcestershire, tailor and hatter.

Robert Smith, 48 Montague Street, Blackburn, in the county of Lancaster, grocer and greengrocer.

Henry Godfrey, Steel's Farm, Catcott, Somerset, farmer.

Harry James Vick, High Street, carrying on business at the Western Stores, High Street, and Blunden's Stores, East Street, all in New Shoreham, Sussex, grocer and draper.

Thomas Horsfield, 94 Leeds Road and Victoria Mills, both in Nelson, Lancashire, cabinetmaker and undertaker.

John Tucker, Bridgend, Llanstephan, Carmarthenshire, grocer, tinman, and insurance agent.

Edward Shenton, present address unknown, lately residing at 55 Merchant Street, and trading at Ford Street, both in the county borough of Derby, slater.

Robert Charles Fieldsend, 40 Northgate, Huddersfield, in the county of York, general dealer.

Joseph Freeman, Chapel Hill, Huddersfield, in the county of York, watch repairer.

James Harker, Alexandra Road, Bowness-on-Windermere, Westmorland, draper.

William Cape, 139 West Street and 17 Blakey Yard, Lower Hanover Street, both in the city of Leeds, restaurant proprietor and baker.

William Baker, 27 Stoughton Street, Leicester, joiner and builder.

Tom Dickinson Hart, late of the Wellington Hotel, Granby Street, now of Stag and Pheasant Hotel, Humberstone Gate, both in the county borough of Leicester, hotel proprietor.

John Annett, 9 Whittaker Street, in the city of Liverpool, and lately carrying on business at 107 Great Homer Street, Liverpool aforesaid, provision dealer.

Oliver Oliver, 41 Bower Place, Maidstone, Kent, carpenter.

John Fraser Hay, 28 Jackson's Row, Manchester, in the county of Lancaster, auctioneer and bailiff.

Samuel Cromwell Jones, 26 Victoria Street, Merthyr Tydfil, physician and surgeon.

Lewis Junior German, (carrying on business as the Britonferry Cycle and Upholstering Co.), formerly of Charles Street, Britonferry, now residing at Sea View Terrace, Aberavon, and carrying on business at Charles Street, Britonferry, Glamorganshire, cycle agent and furniture dealer.

David Ayers, Cwncarn, near Abercarn, in the county of Monmouth, boot manufacturer.

John Tait, also known as John Boddy, The Woodyard, Richmond, Yorkshire, hawker.

Matthew Waterfield, Billingborough, Lincolnshire, blacksmith.

William Hughes, Peniel Terrace, Festiniog, Merionethshire, quarry rockman.

Robert Henry Guy, Station Road, Emsworth, in the county of Hants, florist.

Frederick James, Ruthven, Rock Avenue, New Brompton, Kent, compositor.

Samuel Humphry, 23 Gilda Brook Road, Eccles, Lancashire, coal agent.

Stuart James Plowman, Hilcrest, 15 Cromwell Road, Scarborough, Yorkshire, traveller and agent.

Thomas Smith, Pickering, Yorkshire, blacksmith

George Brockelsby, 10 Kilton Terrace and Prior Well Road, Worksop, in the county of Nottingham, shoeing and general smith.

Henry Peel, 46 Attercliffe Common, Sheffield, Yorkshire, clothier.

Alfred Williams, 68 Westbury Street, in the county borough of Swansea, carpenter and joiner.

Richard Wallis, Whitehouse, Luxulyan, Cornwall, farmer.

Michael Francis Gettings, residing at Park Road, Hindley, in the county of Lancaster, and lately carrying on business at 58 Manchester Road, Ince-in-Makerfield, in the county of Lancaster, lately grocer and provision dealer, now out of business.

The following Amended Notice is substituted for that published in the Edinburgh Gazette of the 28th October 1898:—Davis & Company, Eastgate, Exeter, fishmongers.

The following Amended Notice is substituted for that published in the Edinburgh Gazette of the 18th November 1898:—John Haywood Hutt, now residing at 27 Portland Crescent, Longsight, Manchester, but lately at Kirkmanshulme House, Longsight aforesaid, formerly carrying on business at 1, 3, and 5 Ashton New Road and Beaumont Street, both in Bradford, Manchester, also at 46 Market Street, Hyde, 644 Ashton Old Road, Higher Openshaw, 5 Oldham Road, Rochdale, 61 Manchester Street, Oldham, and Market Avenue, Ashton-under-Lyne, all in Lancashire, and at 27 Little Underbank, Stockport, Cheshire, and 87 High Street West, Glossop, Derbyshire, now managing director of Huts Limited formerly wholesale and retail clothier and auctioneer.

ADJUDICATION ANNULLED.

Robert Edlin, Shakespear Street, Leicester, Elihu Edlin, Lothair Road, Aylestone Park, Leicester, and George Henry Shouler, Harlesden, Queen's Road, Clarendon Park, Leicester, all in Leicestershire, all lately trading in partnership as R. Edlin & Co. at Conduit Yard, Coventry, Warwickshire, lately cycle tyre manufacturers.



In Parliament—Session 1899.

GLASGOW CORPORATION  
(GAS AND WATER).

(New Lands for Gas Purposes; New Roads, Railways, and Bridges; Acquisition of Lands; Stopping up of Roads; Powers of Deviation; Power to Erect Dwellings for Workmen, &c.; Agreements with Railway Companies and others; Abandonment of Dalmarnock Gas Works and Removal of Level Crossings thereat; Application of Funds; Borrowing; Tenants to be liable for Gas and Electricity Rents of Sub-Tenants; Provisions with respect to Supply of and Payment for Gas and Electricity; Provisions as to Service Pipes; Amendment of Sale of Gas Act, 1859; Acquisition of Electricity Undertakings of Partick and other Undertakers; Supply of Electricity beyond City; Incorporation and Amendment of Acts.)

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" and "The City" respectively) for an Act (in this notice called the "intended Act") for all or some of the following purposes (that is to say):—

To authorise the Corporation to purchase, take, and acquire compulsorily, or by agreement, and to hold and use for the purposes of their Gas undertaking and for the other purposes of the intended Act, the lands hereinafter described or some part or parts thereof, and to vary and extinguish all rights and privileges, easements, and servitudes and rights of way, wayleaves, pipes, sewers, drains, or other works in or over the said lands or any part of the same (that is to say):—

(First.) Certain lands, extending to 121 acres or thereabouts, situate in the Barony Parish of Glasgow, and County of Lanark, parts of the lands of Blochairn, Milton, and Blackhill, and bounded as follows videlicet:—By a line commencing at a point on the Garngad Road where it is joined by the western boundary of the enclosure marked No. 163 on the Ordnance Survey Map, of that Parish dated 1895, and proceeding thence for a distance of 290 yards or thereabouts along the south side of the Garngad Road, thence crossing that road and following the western, northern, and eastern boundaries of the enclosure marked No. 156 on the said Ordnance Survey Map, thence crossing the Garngad Road and proceeding along the south side of that Road till it reaches the Caledonian Railway (Glasgow lines), thence along the south-western boundary of that Railway till it reaches a point in line with the private road leading to Blackhill, proceeding thence in an easterly direction across the Caledonian Railway (Glasgow lines) and along the northern boundary of the enclosures marked Nos. 177 and 138 on the said Ordnance Survey Map, till it reaches the footpath marked No. 139 thereon, thence in a southerly direction till it reaches the Monkland Canal at a point 150 yards or thereabouts westwards from the south-eastern corner of the en-  
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sure marked No. 177 on the said Ordnance Survey Map, thence in a south-westerly direction along the boundary of the Monkland Canal till it reaches the Caledonian Railway (Glasgow lines), thence northwards along the eastern boundary of that Railway till it reaches the Blochairn Junction Signal Box, thence westwards across the Caledonian Railway and along the northern boundary of the Blochairn Branch of that Railway till it reaches the south-western corner of the enclosure marked No. 264 on the said Ordnance Survey Map, and thence in a northerly direction along the western boundary of the enclosures marked Nos. 264, 258, and 163 on the said Ordnance Survey Map, till it reaches the point of commencement; and

(Second.) Certain lands, extending to 9 acres or thereabouts, wholly situate in the Parish of New Kilpatrick and County of Dumbarton, part of the lands of Garscube, and bounded as follows videlicet:—By a line commencing at a point on the northern boundary of the North British Railway (Helensburgh Branch) 96 yards or thereabouts westwards from the western abutment of the viaduct carrying that Railway over the River Kelvin, proceeding thence westwards along that boundary to a point thereon, 104 yards or thereabouts westwards from the centre of the road leading to the Dawsholm Paper Works, thence northwards in a line parallel to and distant 104 yards or thereabouts from the centre of the last-mentioned road till it reaches the northern boundary of the enclosure marked No. 85 on the said Ordnance Survey Map, of that Parish dated 1895, thence south-eastwards along the north-eastern boundary of that enclosure till it reaches the southern boundary of the ground occupied by the Garscube Brick Company, and thence in an easterly direction along that boundary till it reaches the point of commencement.

To authorise the Corporation upon the lands hereinbefore described, or on some part thereof, to construct and maintain new gasworks and works for the manufacture of gas and the conversion, utilisation, and distribution of materials used in and about the manufacture of gas, and of residuals and manufactured products, matters, and things, and to manufacture, produce, store, supply, sell, and distribute gas, and the residual products therefrom, and to authorise the Corporation to make, construct, lay, and maintain pipes, conduits, subways, culverts, passages, and bridges under or over the Caledonian and the North British Railways and any other railways situated on such lands.

To authorise the Corporation to make, construct, and maintain the roads, railways, and bridges hereinafter described, or some or one of them, or some parts thereof respectively, with all needful approaches, embankments, bridges, abutments, sidings, and other works, accommodations, and conveniences connected therewith, and to enter upon, take, appropriate, and use, such of the lands shown upon the deposited plans, and described in the deposited books of reference hereinafter mentioned, or wayleaves or servitudes in or over the said lands, as may be required for the purposes of the said intended roads, railways, and bridges.

The roads, railways, and bridges hereinbefore referred to are the following (that is to say) :—

1. A road (hereinafter called Road No. 1) commencing by a junction with the Cumbernauld Road 100 yards or thereabouts south-westwards from the centre of the bridge carrying that road over the Caledonian Railway (Glasgow lines), thence proceeding northwards along the western boundary of that Railway to a point within the lands first hereinbefore described 60 yards or thereabouts south-westwards from the Blochairn Junction Signal Box.

2. A road (hereinafter called Road No. 2) commencing by a junction with Road No. 1 where it crosses the Molendinar Burn, and terminating within the lands first hereinbefore described at a point 60 yards or thereabouts south-eastwards from the Blochairn Junction Signal Box.

3. A road (hereinafter called Road No. 3) in continuation of the road known as Blochairn Road, commencing at a point on that road 414 yards or thereabouts measuring in an easterly direction along that road from the bridge carrying that road over the North British Railway, and terminating at or near the north-west corner of the enclosure marked No. 264 on said Ordnance Survey Map, of the Barony Parish of Glasgow.

4. A railway (hereinafter called Railway No. 1) commencing by a junction with the North British (City of Glasgow Union) Railway at a point 38 yards or thereabouts northwards from the centre of the bridge carrying Blochairn Road over that Railway and terminating at a point in the enclosure marked No. 259 on the said Ordnance Survey Map, of the Barony Parish of Glasgow, 214 yards or thereabouts westwards from the eastern boundary of that enclosure, at a point on that boundary 40 yards or thereabouts measured in a southerly direction from the Garngad Road.

5. A railway (hereinafter called Railway No. 2) commencing by a junction with the Caledonian Railway (Glasgow, Garnkirk, and Coatbridge Branch), at or near the point where that railway crosses the Caledonian Railway (Glasgow lines), and terminating within the lands first hereinbefore described at or near the south-western corner of the enclosure marked No. 167 on the said Ordnance Survey Map, of the Barony Parish of Glasgow.

The Roads Nos. 1, 2, and 3, and the Railways Nos. 1 and 2, will be wholly situate in the Barony Parish of Glasgow and County of Lanark.

6. A railway (hereinafter called Railway No. 3), wholly situate in the Parish of New Kilpatrick and County of Dumbarton, commencing at a point within the Dawsholm Gas Works of the Corporation, 27 yards or thereabouts southwards from the western abutment of the viaduct carrying the North British Railway (Helensburgh Branch) over the River Kelvin, and terminating at or near the north-west corner of the lands second hereinbefore described at a point 124 yards or thereabouts northwards from Dawsholm Farm House.

7. A Bridge (hereinafter called Bridge No. 1) on the east side of and adjoining the existing bridge carrying Castle Street over the Monkland Canal commencing at a point on the north face of the existing wall forming the boundary between Garngad Road and the north bank of the said Canal, and terminating at a point 25 yards or thereabouts southwards from the point of commencement.

8. A bridge (hereinafter called bridge No. 2) on the west side of and adjoining the said existing bridge carrying Castle Street over the said Canal, commencing at a point 2 yards or thereabouts north of the north wall of the timekeeper's office at the works of the United Alkali Company, Limited, in Casile Street, and terminating at a point 24 yards or thereabouts southwards from the point of commencement.

The Bridges Nos. 1 and 2 will be wholly situate in the City Parish of Glasgow and County of Lanark.

To authorise the Corporation to stop up and discontinue as roads and footpaths all or any roads and footpaths included within the limits of the lands to be taken for the intended works and to abolish all rights of way and other rights and easements in and over the same and in particular the road leading from Garngad Road to Blackhill, and to appropriate and use for the purposes of the intended Act the solum of the roads and footpaths so stopped up and discontinued.

To empower the Corporation to deviate laterally and vertically from the lines and levels of the Roads, Railways, and Bridges hereinbefore described, as shown on the plans and sections hereinafter mentioned, to such an extent as will be defined thereon or be prescribed by the intended Act, to cross, stop up, alter, appropriate, and divert, temporarily or permanently, all streets or places, roads, footways, railways, tramways, sidings, passages, sewers, drains, streams, water-courses, telegraphic, electric, and telephonic apparatus, mains, pipes, and works of every description which it may be necessary or expedient to cross, stop up, or alter, appropriate and divert for the purposes of the said roads, railways, and bridges or any of them, and work connected therewith.

To empower the Corporation to purchase or take on lease, feu or otherwise acquire by agreement, and to hold, other lands and wayleaves or servitudes for the purposes of their Gas and Water undertakings, in addition to the lands and wayleaves or servitudes before described or referred to.

To authorise the Corporation on the lands hereinbefore described, or on any part thereof, or on any lands which they may acquire by agreement to erect, provide, and maintain dwellings for officers, workmen, and others employed in connection with their Gas undertaking, or to appropriate any lands for the time being vested in them for these purposes or to feu or lease any lands for these purposes or other purposes.

To authorise the Corporation, on the one hand, and the Caledonian Railway Company, the North British Railway Company, and the Glasgow and South-Western Railway Company, or any of them, or any other Company or person, on the other hand, from time to time, to enter into and carry out agreements for the construction, use, and maintenance and the working of the railways

proposed to be authorised by the intended Act, or any of them, or any other lines of railway, junctions, and sidings for the purposes of the proposed new Gasworks and other works herein before described, and for all other accommodations and conveniences connected with the carriage of coal, lime, and other materials, products, and things, to and from the said works, and to confirm any agreements already made or to be made in connection with any of the said matters, or the other purposes of the intended Act.

To provide that the said new Gasworks, and the other works before described, and the lands, houses, and other properties connected therewith, shall for all purposes whatsoever be deemed parts of the Gas and Water undertakings respectively of the Corporation.

To authorise the Corporation to maintain alter or renew any existing gas and water mains and pipes, and any electricity cables or service lines, and to lay and maintain new gas and water mains and pipes and new electricity cables or service lines in any roads, streets, courts, thoroughfares, public or private, and for that purpose, and the purposes of their Gas, Water, and Electricity undertakings, to open and break up and interfere with roads, streets, highways, footways, courts, or other thoroughfares, public or private, sewers, drains, pipes, telegraphic, electric, and telephonic apparatus, railways, tramways, and bridges, as may be necessary therefor.

To confer upon the Corporation the right and privilege of using the aforesaid road, known as Blochairn Road, so far as the same is already laid out, formed, and used as a road, and the road No. 3 hereinbefore described to be formed in continuation thereof, for the purpose of vehicular and other traffic to and from the lands first hereinbefore described, and of laying and maintaining gas and water mains and pipes therein.

To authorise the Corporation, if they think fit, to abandon and discontinue their Gas Works at Bridgeton, known as the Dalmarnock Gas Works, or any part or portions of those Works, and to sell, let, lease, feu, or otherwise dispose of the sites of the said Gas Works, and the materials thereof, freed and disburdened of all obligations and liabilities of the Corporation or of their Gas undertaking, on such terms and for such price or consideration, and in such manner, either by public or private sale, and at such time or times, as the Corporation may think proper; and to make provision for the application of the price or consideration received from such sale or sales.

To provide that upon the abandonment and discontinuance of the said Dalmarnock Gas Works, or upon the Corporation ceasing to manufacture gas thereat they shall be freed and relieved of all obligations imposed upon them by or under any Act of Parliament, or otherwise, with reference to the maintenance and working of the Level Crossings at Swanston Street and Adelphi Street, used in connection with the said Gas Works, and shall be entitled to remove such Level Crossings and all gates, bridges, and other appliances connected therewith.

To authorise the Corporation to apply to the purposes of the intended Act, or any of them, any funds, moneys, rates, charges, or rents now belonging to them, or which they are now, or by the intended Act may be authorised to raise, or which may come into their possession in exercise

of the powers which they now have, or which may be conferred on them by the intended Act, and to alter the provisions of the Glasgow Corporation Electric Lighting Order, 1890, as to the investment of the Reserve Fund thereby provided.

To authorise the Corporation to borrow further moneys for the purposes of the intended Act and of the Glasgow Corporation Water Acts, 1855 to 1895, on such security and on such terms and conditions, or otherwise, as the intended Act may prescribe.

To authorise and empower the Corporation to charge and recover from any tenant sub-letting his house or premises for any period, the rates, rents, and charges for gas or electricity supplied to or used by any sub tenant of any such house or premises, in addition to the right of recovery by the Corporation of such rates, rents, and charges from any such sub-tenant.

To provide that notice shall be given to the Corporation before any pipes or fittings used, or to be used, for the conveyance or consumption of gas or water are covered over, and to empower them to inspect and examine the same, and to compel the removal of such as, from the construction or workmanship thereof, or the method of laying would be likely to allow of the escape of gas or water, and to empower the Corporation to prescribe the material, size, and strength of any pipe and fittings to be used, and the method of laying the same.

To make provisions with reference to the period of error in defective meters on the same being tested in the manner provided by the Sale of Gas Act, 1859, and to make special provisions with reference to notices of discontinuance of the supply of gas and electricity, and for securing payment of gas and electricity rents and for the prepayment thereof in certain cases.

To empower the Corporation to enter into agreements for the transfer to them of all or some of the powers of the Partick Electric Lighting Order 1893, and of the powers of any other authority or company authorised to supply electric energy in any burgh or district adjacent to or within the City, and to apply to those purpose any funds, moneys, or assessments belonging to them, or which they have power to raise, and to do all such acts, and take such proceedings as may be necessary for that purpose.

To authorise the Corporation to supply electric energy in bulk or otherwise to the Trustees of the Clyde Navigation for the harbour of Glasgow and the Docks Quays and Works connected therewith or to any Railway Tramway or other undertaking, Public Works or Property which are situated partly within and partly without the City for consumption either within or without the City upon such terms and on such conditions as they may think fit or the intended Act may prescribe.

To vary and extinguish all existing rights and privileges which might in any way interfere with the objects and purposes of the intended Act, or any of them, and to confer other rights, powers, and privileges as may be necessary and expedient for carrying the same into effect.

To incorporate with and make applicable to the intended Act, with or without alteration, amendment, or modification, all or some of the provisions of the Lands Clauses Acts, the Waterworks Clauses Act, 1847, and the Waterworks Clauses Act, 1863, the Gasworks Clauses Act, 1847, and the Gas-

works Clauses Act, 1871, the Glasgow Corporation Water Acts, 1855 to 1895, the Glasgow Corporation Gas Acts, 1869 to 1898, and the clauses and provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, and any Acts amending the same.

To alter amend extend or repeal all or some of the provisions of the Glasgow Corporation Acts 1855 to 1898, the Glasgow Corporation Water Acts 1855 to 1895, the Glasgow Corporation Gas Acts 1869 to 1898, the Govan Electric Lighting Order 1892, the Partick Electric Lighting Order 1893, the Kelvinside Electric Lighting Order 1890, 8 and 9 Vict. Cap. 162, and any other Act relating to the Caledonian Railway Company; and 25 and 26 Vict. Cap. 189, and any other Act relating to the North British Railway Company.

Duplicate Plans and Sections, describing the lines, situations, and levels of the intended works, showing 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 Books 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 also an Ordnance Map with the lines of the intended Railways delineated thereon so as to show their general course and direction, 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 of the Counties of Lanark and Dumbarton at their respective offices in Glasgow and Dumbarton; and a copy of so much of the said Plans, Sections, and Books of Reference as relates to the City of Glasgow, and to the City Parish of Glasgow, the Barony Parish of Glasgow and the Parish of New Kilpatrick, and a copy of the said *Gazette* notice, will be deposited on or before the same day, with the Town-Clerk of the City, at his office in Glasgow, and with the Clerks to the Parish Councils of each of the said Parishes, 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 17th day of November, 1898.

SIR J. D. MARWICK,  
Town-Clerk, Glasgow.

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

In Parliament—Session 1899.

#### AIRDRIE AND COATBRIDGE WATER.

(Power to the Airdrie and Coatbridge Water Company to Abandon Certain Works Authorised by the Airdrie and Coatbridge Water Works Amendment Act, 1892; Amendment or Repeal of Certain Provisions of that Act; Construction of New Water Works and Supply of Water; Acquisition of Lands; Diversion and Appropriation and Supply of Water; Compensation Water; Agreements; Additional Capital; Incorporation, Application, and Amendment 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 authorise the Airdrie and Coatbridge Water Company (hereinafter called "the Company") to abandon the Reservoir (Work No. 6) authorised by the Airdrie and Coatbridge Water Works Amendment Act, 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.

To authorise the Company to make and maintain and use the water works, hereinafter described, or some of them, that is to say:—

- (1) A Reservoir (Work No. 1) wholly situate in the Parish of Lamington and Wandel, in the County of Lanark, to be formed by an embankment across the stream called or known as Cow Gill Burn, four hundred and ninety yards or thereabouts southwards from the house named Cow Gill, and commencing sixty-three yards or thereabouts eastwards from the centre of the said Cow Gill Burn at that point, and terminating fifty-two yards or thereabouts westwards therefrom, and which Reservoir will extend from the said embankment in a southerly direction to a point on the stream called or known as Eastside Burn, distant four hundred and fifty yards or thereabouts from the said embankment at its eastern extremity measured as aforesaid, and to a point on the stream called or known as the Big Sma' Gill Burn, distant four hundred and twenty-seven yards or thereabouts from the said embankment at its western extremity measured as aforesaid.
- (2) An Aqueduct, Conduit, or Line of Pipes (Work No. 2) wholly situate in the Parish of Lamington and Wandel, in the County of Lanark, commencing in the Reservoir (Work No. 1) before described, at or near a point seventy yards or thereabouts southwards from where the embankment of that Reservoir will cross the said Cow Gill Burn, and terminating in the Straining Well of the Company, situate at a point two hundred and ten yards or thereabouts southwards from the said house named Cow Gill, and thirty yards or thereabouts eastwards from the said Cow Gill Burn, 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, 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, maintain-

ing, repairing, altering, cleansing, managing, and using the said several Works.

To divert directly or derivatively into the said reservoir and other works proposed to be authorised by the Bill, and into the existing and authorised Reservoirs and Works of the Company, and to authorise the Company to intercept, impound, take, appropriate, store, use, and distribute for the purposes of the Airdrie and Coatbridge Waterworks Act, 1846, the Airdrie and Coatbridge Waterworks (Amendment) Act, 1874, the Airdrie and Coatbridge Waterworks (Amendment) Act, 1890, and the Airdrie and Coatbridge Waterworks (Amendment) Act, 1892 (which Acts are hereinafter referred to as "the Airdrie and Coatbridge Water Acts"), and the Bill, and for the Compensation Water hereinbefore mentioned, the waters of the Cow Gill Burn and of the Big Sma' Gill Burn, and of the Eastside Burn, and of all or some of the affluents of these streams, and all streams, springs, and waters flowing into or rising within the said streams, or either of them, and into or within the sites of the existing and authorised works of the Company, and of the Reservoir and other Works proposed to be authorised by the Bill, or which shall be found within the limits of deviation marked on the plans hereinafter mentioned, and which waters, after being united in the Cow Gill Burn, flow into the stream called or known as the Hilly Gill Burn, thence into the Culter Water, and thence into the River and Firth of Clyde and the Sea.

To make provision with respect to the quantity or amount of compensation (in water or otherwise) to be given by the Promoters in respect of the proposed undertaking 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, and to fix or to provide for fixing the position of the measuring gauge below the embankment of the Reservoir (Work No. 6) authorised by the Act of 1892, referred to in the agreement between the trustees of Adam Sim and others and the Company scheduled to that Act, and to make such alteration on the Act of 1892 and the agreements scheduled thereto as may be necessary or convenient in consequence of the abandonment of the said last-mentioned reservoir or as the Bill may provide.

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

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 over, in, or under highways, county or other roads, railways, tramways, bridges, streets, lanes, paths, passages, sewers, drains, water courses, electric apparatus, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, 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 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 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 roads, or such other parties as shall be specified in the Bill.

To authorise the Company to enter upon, take and use temporarily or permanently, and either compulsorily or by agreement, all such lands, houses, springs, streams, waters, and other property, and such easements and servitudes and other rights in or over lands, houses, or other property as may be necessary or convenient for the purposes of the works hereinbefore described, or for the other purposes of the Bill, and to sell, feu, lease, and dispose of any superfluous lands, houses, or property now belonging or that may belong to the Company.

To provide that the said intended Works shall for all purposes whatsoever (except in so far as may be otherwise provided by the Bill) be deemed parts of the Waterworks of the Company, and to make applicable to the Bill and to the supply of Water thereunder all or such as may be thought expedient of the Airdrie and Coatbridge Water Acts.

To empower the Company and any other Companies, Bodies, or Persons, to enter into Agreements with each other for the Supply of Water, or for the Laying of Mains, Pipes, or other Works within their existing limits of supply, and to places adjacent or near to those limits, and to the existing and intended Waterworks of the Company, and to confirm any such Agreements already made, or which may be made, previously to the passing of the Bill.

To empower the Company to raise Additional Capital for the purposes of the Bill by the creation and issue of New Shares, or New Stock, either Ordinary or Deferred or Guaranteed or Preferential, and on such terms and conditions, and with such priorities and privileges, and subject as regards Guaranteed or Preferential Shares or Stock to such powers of redemption as may be considered expedient.

To enable the Company to Borrow on Mortgage or Bond or Cash Credit, and to Fund and Issue Debenture Stock in lieu of any Money already Borrowed, or authorised to be Borrowed, by them, or of any Money to be Borrowed under the authority of the Bill, and also to apply towards the purposes of the Bill any Capital or Funds belonging to or held by or authorised to be raised or Borrowed by the Company, and which may not be required for the purposes for which the same were authorised to be raised or Borrowed.

To vary, or extinguish, extend, or modify, all rights, powers, privileges, and jurisdictions, which are inconsistent with or which would interfere with the objects of the Bill, and to confer other rights and privileges.

To incorporate with and to extend and make applicable to the purposes of the Bill all or some of the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845; the Lands Clauses Consolidation Amendment Act, 1860; the Waterworks Clauses Acts, 1847 and 1863; the Companies Clauses Consolidation (Scotland) Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; 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 Act amending any of those Acts, with such exceptions

from or alterations or modification of those Acts as may be prescribed by the Bill, and to amend and interpret the same.

To amend and extend or to repeal some of the provisions of the Airdrie and Coatbridge Water Acts, the Forth and Clyde Navigation and Airdrie and Coatbridge Water Act, 1848, and all other Acts relating to the Company or their undertaking.

And Notice is Hereby Given, that plans and sections describing the lines situation and levels of the several works hereinbefore described, 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 and Lanark respectively of the Principal Sheriff-Clerk of the County of Lanark, and with the Clerk of the Parish Council of the Parish of Lamington and Wandel, at his office, if he has an office separate from his place of abode or otherwise at his place 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 8th Day of November 1898.

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

In Parliament—Session 1899.

#### EDINBURGH CORPORATION.

(Erection and Maintenance of a City or Municipal Hall; Increased Access to and Accommodation at Central Electric Lighting Station; Construction of Road and Sewer; Abandonment of Authorised Road and Sewer; Street Widening, Alterations, Extensions and Improvements; Purchase of Lands, Houses, and Property; Construction of Tramways; Breaking up of Streets and Roads; Amendment and Enlargement of Existing Powers of Corporation with Respect to Temporary Loans; Sky Signs, Illuminated and other Advertisements, Hackney and other Carriages, Arbitration Costs, Deposit and Adjudication of Plans, Disjunction of Offices of Surgeon of Police and Medical Officer of Health; Repeal of Finality of Judgments; Betting, &c.; Enlargement of Powers of Dean of Guild Court; Lending to Edinburgh District Lunacy Board; Notices for Annual Elections; Telephones and Telephonic Licences; Extension of Time for Acquisition of Lands under the Edinburgh Improvement and Tramways Act, 1896; Erection of Cold Storage Meat Chambers; Rates, Charges, and Assessments; Borrowing Powers; Agreements; Bye-Laws; Amendment, Repeal, and Incorporation of Acts; 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:—

To authorise and empower the Corporation, for the purpose of providing a City or Municipal Hall, to purchase, and take or acquire, by compulsion or agreement, and to enter upon, hold, use and appropriate the following lands, houses, and other property, or some part or parts thereof, and to abolish rights, servitudes, and restrictions, and to acquire and exercise easements, rights, and servitudes in and over the same, that is to say:—

The lands, houses and other property, situate and lying and being within the area marked A, delineated and numbered on the plans, and described in the book of reference to be deposited as hereinafter mentioned, and bounded by a line commencing at the north-east corner of Atholl Crescent, at a point in line with the southern side of Maitland Street, and 6 yards or thereabouts distant from the eastern side of Canning Street, measured in a westerly direction and extending southwards along Canning Street for a distance of 60 yards or thereabouts, to a point in line with the centre of Atholl Crescent Lane, thence in a south-westerly direction for a distance of 63 yards or thereabouts along the centre of Atholl Crescent Lane, thence in a south-easterly direction along the eastern gable of No. 4 Canning Street Lane for a distance of 14 yards or thereabouts, thence in continuation across the said lane to the eastern gable of No. 17 Canning Street Lane, thence in a south-easterly direction along the said gable and in continuation to the centre of Canning Street, thence in a westerly direction along the centre of Canning Street for a distance of 100 yards or thereabouts, thence in a north-westerly, westerly and north-westerly direction along the eastern boundary of Torphichen Street Public School and in continuation to the centre of Atholl Crescent Lane, thence in a westerly direction along the centre of the said lane for a distance of 68 yards or thereabouts, thence still further in continuation along the centre of said lane in a north-westerly direction for a distance of 57 yards or thereabouts to a point in line with the front area wall of Atholl Place, thence in a north-easterly direction, and in a curved line along the centre of Atholl Crescent 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.

To empower the Corporation to appropriate and use the lands, houses, and other property above described, and the site or sites thereof, or any part or portion thereof, for the purposes of providing, building, and erecting, and to authorise the Corporation to provide, build, and erect, and maintain in such manner, and according to such

plan, design, elevation, and height, and general arrangement, as they think fit (and that notwithstanding any provision to the contrary contained in the Edinburgh Municipal and Police Acts 1879 to 1897, or any of them), a City or Municipal Hall, Offices, and other buildings as they may deem expedient or desirable, and to provide suitable and convenient accesses thereto, and to complete, furnish, and equip the said Hall and offices, and use or allow the same to be used for any municipal or any other purpose and for concerts, or for any public, private, or charitable objects which the Corporation may consider proper, and to authorise the Corporation to make such charge or charges for the use of the Hall, or allow the same to be used without charge, as the Corporation think fit.

For the purpose of providing additional accommodation at and in connection with the Central Electric Lighting Station of the Corporation at Dewar Place, and for enlarging and improving the accesses to the same, and for increasing the facilities and siding accommodation for better enabling the Corporation efficiently to carry on the undertaking, and for the greater convenience thereat for carriage, delivery, and storage of coals and plant and other materials; to authorise and empower the Corporation to purchase, take, and acquire by compulsion or agreement, and to enter upon, hold, use, and appropriate the following lands, houses, and other property, or some part or parts thereof, and to abolish rights, servitudes, and restrictions, and to acquire and exercise easements, rights, and servitudes in and over the same, that is to say:—

The lands, houses, and other property, situate and lying and being within the area marked B, delineated and numbered on the plans, and described in the book of reference, to be deposited as hereinafter mentioned, bounded by a line commencing at the south-eastern corner of Dowell's Great Northern Depository, Canning Street, and extending in a south-easterly direction along the north-eastern boundary of property belonging to the North British Railway Company, for a distance of 14 yards or thereabouts, thence in a north-easterly direction, across Canning Street, to the eastern side of the said street to a point 2 yards or thereabouts, measured in a southerly direction from the south side of the entrance to the Caledonian Railway Company's Electric Lighting Station, thence in a southerly direction along the eastern side of the said street for a distance of 19 yards or thereabouts to the southern side of the south wall bounding St Cuthbert's Lane, thence in a south-westerly direction along the southern side of the said wall to the north-eastern corner of the said Central Electric Lighting Station of the Corporation, thence in a westerly direction along the southern side of Torphichen Street, for a distance of 73 yards or thereabouts, thence in a northerly direction across said last-mentioned street and in a straight line in continuation for a distance of 34 yards or thereabouts, thence in a westerly direction for a distance of 3 yards or thereabouts, thence in a northerly direction for a distance of 30 yards or there-

abouts to the centre of Canning Street, thence in a north-easterly direction for a distance of 17 yards or thereabouts, thence in a south-easterly direction and along the eastern boundary of the property occupied by Messrs. Craig, Fire-Clay Manufacturers, to the northern boundary of the Fire Engine Station of the Corporation, thence along the northern boundary of that property, and in continuation along the northern boundary of the property of the North British Railway Company, by an irregular line to the first point mentioned, all lying within the City Parish of Edinburgh, City and Royal Burgh of Edinburgh, and the County of the City of Edinburgh, and County of Midlothian.

To authorise the Corporation to make, construct and maintain and use the works and street widenings, alterations, extensions and improvements hereinafter mentioned, with all necessary and proper works and conveniences connected therewith; and further, to authorise the Corporation to construct, lay down, form, work, use, and maintain the tramways hereinafter described, with all necessary and proper junctions, passing places, loops, cross-overs, rails, plates, sleepers, tubes, pulley pits, underground chambers, man-holes, shafts, wires, cables, over-head wires, poles, posts, chains, engines, engine houses, machinery, apparatus, works and conveniences connected therewith, and necessary or convenient for working the said tramways by animal or mechanical or electrical power, all in the lines and according to the levels respectively shown on the deposited plans and sections applicable to the said works, street widenings, alterations, and extensions and improvements and tramways respectively as hereinafter mentioned; and to enter upon, take, hold, 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 respectively of the said works, street widenings, alterations, extensions and improvements and tramways, or any of them, and to abolish rights, servitudes and restrictions, and to acquire easements, rights and servitudes in, under, through or over the same.

The said works and street widenings, alterations, extensions and improvements are the following:—

- (1) A widening, alteration and improvement, wholly situate in the City Parish of Edinburgh, and in the City and Royal Burgh of Edinburgh and County of the City of Edinburgh, and County of Midlothian (Work No. 1), of part of the street of Atholl Crescent, commencing at the western junction of said street with Maitland Street, at a point in line with the area wall of Atholl Place, and 19 yards or thereabouts eastwards from the western side of Atholl Crescent Lane, and terminating at the eastern junction of the said Atholl Crescent with Maitland Street at a point in line with the frontage of Maitland Street, and 19 yards westwards from the east side of Canning Street;
- (2) A widening, alteration and improvement, wholly in the City Parish of Edinburgh, in the City and Royal Burgh of Edinburgh and County of the City of Edinburgh and



County of Midlothian (Work No. 2), of part of the streets of Torphichen Street and Canning Street, commencing in the centre of Torphichen Street at a point in line with the centre of Dewar Place and terminating in the centre of Canning Street at a point 39 yards or thereabouts, measured in an easterly direction, from the eastern entrance of Torphichen Street Board School.

- (3) A widening, alteration and improvement, wholly situate within the Parish of Duddingston, and City and Royal Burgh of Edinburgh and County of the City of Edinburgh and County of Midlothian (Work No. 3), of part of the southern side of High Street, in the Portobello District of the City, commencing in High Street at a point in line with the eastern side of Windsor Place, and terminating in High Street at a point in line with the western side of Fishwives' Causeway;
- (4) A road of access (Work No. 4) to the lands of Colinton Mains and the City Hospital, of the Corporation, which road will be situate partly in the City Parish of Edinburgh and partly in the Parish of Colinton, City and Royal Burgh of Edinburgh, and County of the City of Edinburgh and County of Midlothian, commencing at a point on the west side of the road leading from Edinburgh to Carlops, 33 yards or thereabouts southwards from the eastern entrance of the City Poor House at Craiglockhart, and terminating at a point 5 yards or thereabouts westward from the eastern boundary of the lands of Colinton Mains, and 30 yards or thereabouts southwards from the southmost boundary of the said City Poor House.
- (5) A sewer or drain (Work No. 5) commencing in the Parish of Colinton, in the County of Midlothian, at a point 5 yards or thereabouts westward from the eastern boundary of the lands of Colinton Mains, and 30 yards or thereabouts southwards from the southmost boundary of the City Poor House of Craiglockhart, and extending eastwards, northwards, and eastwards along the said proposed road of access (Work No. 4), to the centre of the public road leading from Edinburgh to Carlops and terminating in the City Parish of Edinburgh, City and Royal Burgh of Edinburgh, and County of the City of Edinburgh and County of Midlothian, by a junction with the existing sewer of the Corporation in Comiston Road.

The said tramways are the following:—

[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.]

Tramway No. 1 (double line), 3 furlongs 6.53 chains or thereabouts in length, wholly situate in the Parish of Duddingston, and City and Royal Burgh of Edinburgh,

commencing by a junction with the existing tramway of the Corporation in High Street, in the Portobello District of the City, at a point 17 yards or thereabouts westwards from the western side of Hope Lane and passing thence in a westerly direction along the roadway of High Street, and terminating by a junction with the existing tramway of the Corporation at a point in the said High Street in line with the western side of Fishwives' Causeway;

Tramway No. 2 (double line), 4.30 chains or thereabouts in length, wholly situate in the Parish of Duddingston, and City and Royal Burgh of Edinburgh, commencing by a double junction with Tramway No. 1 at a point .09 chains or thereabouts eastward and at a point 1.54 chains westward from the line of the western side of Tower Street, and passing thence in a southerly direction along Livingston Place and terminating at a point 3.5 chains southwards from the southern line of High Street, Portobello;

Tramway No. 3 (double line), 2.31 chains or thereabouts in length, wholly situate in the City Parish of Edinburgh, and City and Royal Burgh of Edinburgh, commencing by a junction with the existing tramway of the Corporation in Strathearn Road, at a point 1.7 chains or thereabouts eastwards from the east side of Whitehouse Loan, and passing thence in a westerly direction along the roadway of Strathearn Road, and terminating by a junction with the existing tramway of the Corporation at a point in Strathearn Road .6 chains or thereabouts westwards from the eastern side of Whitehouse Loan:

(Tramway No. 1 will take the place of the existing line of tramway along the said High Street, and the Corporation will or may take up, remove or alter all or any part of the existing tramway; and Tramway No. 2 will be used for taking cars to and from the car shed to the working lines in High Street.)

The said tramways will be within the County of the City of Edinburgh and County of Midlothian.

At the following places it is proposed to lay the 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. 1.

- (A) In High Street, Portobello, on both sides thereof, between a point therein 16 yards or thereabouts eastwards from the line of the eastern side of Wellington Street, and a point 61 yards or thereabouts westwards from the line of the Western side of Bath Street:
- (B) In High Street, Portobello, on the south side thereof, between the point last above mentioned, and a point 12 yards or thereabouts eastwards from the line of the eastern side of Fishwives' Causeway:
- (C) In High Street, Portobello, on the north side thereof, between a point 30 yards or thereabouts westwards from the line of



the western side of Tower Street, and a point over the centre of the Figgate Burn where that burn crosses under the public street of High Street.

### TRAMWAY No. 3.

In Strathearn Road, on the north side thereof, between a point 12 yards or thereabouts eastwards from the line of the eastern side of Whitehouse Loan to a point 26 yards or thereabouts eastwards from said line, and on the south side of Strathearn Road, between a point in line with the kerb of the eastmost footpath in Whitehouse Loan, and a point 30 yards or thereabouts eastwards from the line of the eastern side of said Loan.

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.

To authorise the Corporation to abandon the road of access and the sewer or drain, being Work No. 1 and Work No. 2 respectively, authorised by the Edinburgh Improvement and Tramways Act, 1896.

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 manufactories, when part only is required for the works, street widenings, alterations, and improvements, and tramways, or any of them, or any lands, houses, or other buildings required for any of the other purposes of the Bill.

To deviate laterally from the lines of the works, street widenings, alterations, and improvements, and tramways hereinbefore described respectively to the extent shown on the plans to be deposited as hereinafter mentioned, and to deviate vertically from the levels shown on sections hereinafter referred to, and as may be provided by the Bill.

To cross, stop up, appropriate, raise, lower, alter, and divert, temporarily or permanently, streets, roads, lanes, passages, foot-paths, tramways, sewers, drains, mains, gas and water pipes, telegraph and telephonic and electric wires and apparatus and works of every description, within the said parishes and City and Royal Burgh before mentioned, as far as may be necessary or expedient or convenient for carrying out and executing all or any of the objects and purposes of the Bill, and to make junctions with existing streets and roadways.

To stop up and discontinue as public thoroughfares, in whole or in part, and to vest in the Corporation, the following roads, streets, lanes, courts, and closes, all situate in the said City Parish of Edinburgh, and City and Royal Burgh of Edinburgh (that is to say): Atholl Crescent Lane, Canning Street Lane, Canning Street, St. Cuthbert's Lane, Torphichen Street, or any part or parts thereof respectively, and to appropriate the sites thereof for the purposes of the Bill, and to extinguish all rights-of-way therein or over the same.

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, or of any subsequent Act relating to the Corporation tramways, employ mechanical or electrical power as therein authorised on their existing tramways, or any of them, the tramways proposed to be authorised by the Bill will or may also be worked by mechanical or electrical power, and the Bill will provide for the way and manner in which the same shall be employed and used.

To authorise the Corporation from time to time, and either temporarily or permanently, to make, maintain, alter, renew, 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.

To enable the Corporation, in carrying out the powers and purposes of the Bill, or any of them, 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.

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.

To empower the Corporation to work the intended tramways, and to place and run carriages thereon, and to demand and take tolls in respect of the use of such carriages.

To authorise the Corporation or their lessees to demand, take, and recover tolls, rates, and charges for the use of the proposed tramways, 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.

To provide that the proposed tramways shall, for all purposes, be deemed part of the tramway undertaking of the Corporation, and to authorise and empower the Corporation to lease 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 connected therewith shall be held and taken to be part of and to be within the terms and conditions 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 confirm any lease or agreements already made or that may be made with reference thereto.

To authorise the Corporation to take down and remove buildings on any of the said lands to be acquired for the purposes of the Bill, or any of these purposes, and to lay out any of such lands, and to use and appropriate the same, and the soil and subsoil thereunder, or under any street or roadway, in such way and manner as the Corporation deem most expedient for the purposes of the Bill; and to sell, convey, lease, feu, or otherwise dispose of lands and other property which they may have acquired, and which may not be required for the purposes and objects of the Bill, or any of them.

To underpin, or otherwise secure or strengthen, if necessary, any houses or buildings which may be rendered insecure or be affected by the exercise of the powers of the Bill, or any of them, and which may not be taken or be required for the purposes of the Bill.

To alter vary, or extinguish, abolish, remove, and discharge all rights restrictions, prohibitions, servitudes, easements, and privileges connected with the aforesaid lands, houses, and other property and the sites thereof to be acquired for the purposes of the Bill, or for any of such purposes, howsoever constituted or created, which would or might in any manner or way impede or interfere with or prevent the purchase, acquisition, or use thereof by the Corporation for the purposes of the Bill, or which would or might be inconsistent with the same, and to provide that the Corporation may use any lands for such purposes as the Corporation may think fit, notwithstanding any prohibition or restriction attaching to the use of such lands, or the nature of erections or buildings to be built thereon, or limiting the use thereof, contained in any feu-charter, disposition, deed, or other instrument whatsoever, or any Act of Parliament, and to authorise the Corporation to hold and use the same freed and disburdened thereof.

To empower the Corporation, and the owners of any lands, houses, and other property to be acquired for the purposes of the Bill, and other persons interested therein, and any Company, Corporation, Commissioners, Trustees, or other bodies or persons, whether under any legal disability or not, to contract or agree with each other for the sale of and purchase and acquisition by the Corporation of lands, houses, and property required or to be applied for and in connection with the purposes of the Bill, either for a sum or sums of money to be paid down or in feu, lease in perpetuity or otherwise, for such prices, feu-duties, ground annuals, or rent charges, or for such considerations in mortgages, or bonds, or stock by the Corporation, or other consideration as may be agreed on, or as may be provided by the Bill, and also for the acquisition, purchase, commutation, or extinction of any duties or other payment, servitude, or easement, or other rights, privileges, restrictions, or prohibitions, which may affect any of the lands to be acquired under the powers and for any of the purposes of the Bill, or by the interference with any streets, footpaths, closes, passages, or thoroughfares; and to execute all agreements, contracts, conveyances, leases, or other deeds necessary for those purposes, or any of them, or in connection therewith.

To extend the time limited by the Edinburgh Improvement and Tramways Act, 1896, for the compulsory purchase of lands for the purpose of increasing the accommodation within and improving the neighbourhood of the City Chambers, and for the more convenient conduct of the city business therein, being the lands lying and situate within the Area marked A, and delineated on the plans deposited in November 1895, for the Bill for that Act, and situate within the City Parish of Edinburgh, and City and Royal Burgh of Edinburgh.

To authorise the Corporation to provide, establish, construct, erect, and maintain cold storage meat chambers in connection with and within the Edinburgh Corporation Slaughter-Houses and the lands thereof, or on any other lands belonging to the Corporation, or which they may acquire adjacent to the said Slaughter-Houses, and to make and levy and recover rents and charges for the use thereof.

To empower the Corporation to establish, provide, construct, erect, complete, work, maintain, use, let, licence, alter, and renew from time to time, within and throughout the City and Royal Burgh of Edinburgh, according to the existing boundaries thereof, or as such boundaries may at any time hereafter be extended, and also beyond the same to and within and throughout all the burghs and all places and districts within the County of Mid-Lothian, and within and throughout all or any part of the same, and within any area or district which may be described in any telephone licence by Her Majesty's Postmaster-General to the Corporation (all which are hereafter in this Notice referred to as "the telephone area"), or as the Bill may define or prescribe, a telephone system, and telephone exchange or exchanges, for the purpose of telephonic or other form of electric communication, together with all requisite buildings, offices, call offices, and places, conduits, tubes, pillars, posts, pipes, wires, under, along, and over ground; and instruments, apparatus, appurtenances, and all necessary equipments in connection therewith.

To empower Her Majesty's Postmaster-General to grant and renew to the Corporation, and the Corporation to take, accept, and carry out and work for such term or period as may be so granted, or as may be agreed, or as the Bill may prescribe, a licence or licences, or Provisional Order, or powers to establish and completely equip and to work, use, and maintain, and allow to be used within the telephone area, and to charge for telegraphs, telephones, telautographs, and other methods of electric and telephonic communication; and to authorise the Postmaster-General to transfer to the Corporation, and the Corporation to use and exercise, within the telephone area, all and every right, power, and authority conferred by the Telegraph Acts, 1863 to 1892, on the Postmaster-General.

To provide that Her Majesty's Postmaster-General shall acquire and take over at the termination of any licence or licences, or at any other period, the telephone system and undertaking of the Corporation, and the property and assets connected therewith, or any part thereof, on terms to be settled by agreement, arbitration, or otherwise, as the Bill may provide; and to provide for giving notices, and for the carrying on by the Corporation, after the expiration of any licence, the telephone undertaking under the provisions and powers of the Bill.

To authorise the Corporation, within the telephone area, to cross over, open, break up, and use for the purposes of the Bill, or of any licence or order, and for laying down, suspending, placing, erecting, maintaining, and renewing conduits, tubes, pipes, wires, posts, pillars, insulators, conductors and other works and apparatus connected therewith, in, through, across, along, under, and over all streets, roads, lanes, passages, footways, footpaths, foot pavements, thoroughfares, tramways, railways, canals, docks, basins, waterways, rivers, estuaries, and bridges, and the structures of all or any of such works, and to break up, open, or otherwise interfere with, all or any of such highways, streets, roads, lanes, thoroughfares, and other such places as aforesaid, and to cut the branches of trees which may overhang such highways, streets, and places, and also to divert or alter sewers, drains, mains, gas and water pipes, telegraph and telephone wires, tubes, and other works in or under any such highway, streets, and other places as aforesaid, and to do such other works, acts, and things, and to confer all such powers on the Corporation as may be necessary or expedient for carrying into complete effect the purposes of the Bill, and for the efficient carrying out, in all respects, of a telephone service within the telephone area.

To authorise the Corporation at any time, and from time to time, to have and obtain access to all conduits, tubes, pipes, wires, posts, and other works and apparatus connected with the telephonic system of the Corporation within the telephone area, for the purpose of repairing, renewing, enlarging, extending, altering, and maintaining the same in a state of efficiency for the purposes of telephonic communication.

To authorise the Corporation, compulsorily or by agreement, to enter up on any houses, buildings, or lands within the telephone area for telephonic purposes, for affixing any posts, wires, apparatus, or other things necessary or expedient for giving telephonic communication to all or any persons within the same, and the Bill will make provision for obtaining such user of such houses, buildings, or lands for such purposes, and also for access to any such houses, lands, or buildings, and to provide for determining any question arising between the owners, occupiers, or lessees of the same, and the Corporation, and to have the matters in dispute determined either by the Board of Trade or by any other public authority, or by arbitration, and to require and permit any local or road authority to give consent to the Corporation in connection with and in relation to the several matters hereinbefore mentioned, so far as the same may be necessary or expedient for the full and efficient formation, equipment, and maintenance of telephonic communication, and that upon such terms, and subject to such conditions, restrictions, and regulations as may be agreed or as may be prescribed by the Board of Trade, or by arbitration, or by any other such public authority, or in any such other manner as may be provided by the Bill.

To authorise the Corporation to purchase and take upon lease, or otherwise, and to hold lands and property as may be necessary or expedient for the erection of offices, exchange stations, or other such buildings required for the purpose of effectively carrying out telephonic communication within the telephone area.

To authorise the Corporation, for all or any of the telephone purposes of the Bill, to acquire,

sell, hire, manufacture, or use telephones, and telephonic lines, apparatus, and instruments, and to acquire and use any patents and licences for and in connection with telephonic communication or in relation thereto, and also to grant licences and rights of user to any person to manufacture, hire, or use any such patents which may be so acquired by the Corporation.

To authorise the Corporation to apply to the telephone purposes of the Bill, all or any moneys, rates, or assessments they are now or may be authorised to raise, impose, or levy within the city, and to borrow money for such purposes, and to make applicable thereto the provisions of the Edinburgh Corporation Stock Act, 1894, and any Act amending that Act, and to impose, assess, and levy and recover rates, charges, and assessments for the telephone purposes of the Bill, on and from owners and occupiers, or either of them, of lands and heritages within the city, and to make provision for the recovery and collection of the same, and to alter existing rates, charges, and assessments, and confer, vary, or extinguish exemptions therefrom, as the Bill may prescribe.

To authorise the Corporation, Her Majesty's Postmaster-General, and local and road authorities of the burghs, counties, and parishes within the telephone area, and any telephone licensees of the Postmaster-General, and all or any other public bodies, trusts, railway, canal and other companies, and all or any other persons interested in or affected by any of the objects and purposes of the Bill in relation to telephones, or any one or more of such authorities, companies, and persons to enter into and carry into effect agreements for or in relation to all or any of such objects and purposes, and to confirm any agreements already made, or that may be made, to give effect to, or to carry out the same.

The Bill will or may alter or repeal and amend or extend the powers and provisions, or some of them, of the Edinburgh Municipal and Police Acts, 1879 to 1897, and the Edinburgh Corporation Stock Act, 1894, or some one or more of the said Acts, or some parts or portions of the same, and will confer, further and enlarged, new and additional powers on the Corporation, as the Bill may prescribe, and, among others, in the following respects:—To borrow money temporarily for capital or revenue purposes on simple receipt, and to accept temporary loans from any person, and to issue receipts, acknowledgments and promissory notes and bills for such loans, or to take from any Bank or Banking Company credit on a cash account to be opened and kept with such Bank or Banking Company, and to provide that such loans or moneys taken from any Bank or Banking Company on a cash credit account shall be held to be within the borrowing powers of the Corporation, for which they may issue stock, and be secured on the whole revenues of the Corporation from time to time arising from lands and heritages held under and for the purposes of the City Acts, and from the City undertakings, and on all funds, rates, and assessments leviable under the City Acts and the Bill, to lend money to the Edinburgh District Lunacy Board on such terms as the Corporation think fit, and to make applicable to any such loan the provisions of the Edinburgh Corporation Stock Act, 1894, with respect to loans to the public authorities therein mentioned; to provide for the mortgage indebtedness of the Corporation

moneys borrowed on temporary loans and moneys taken from any Bank or Banking Company on a cash credit account being brought under the General Account of the Edinburgh Corporation Loans Fund; the removal and prohibition and licence and regulation of existing and future sky signs and advertisement boards and placards, or posters and advertisements of every kind, and bill-posting and hoardings, and advertisements on buildings, whether illuminated or not; the prohibition or regulation of illuminated signs, devices, and advertisements, and the licence and control of such advertisements; to provide that in arbitration cases to which the Corporation is a party, the costs of and incidental to the arbitration and award should, if the Corporation or the other party to such arbitration so require, be remitted to the Auditor of the Court of Session for taxation; amendment of Sections 40 and 41 of the Edinburgh Municipal and Police Amendment Act, 1891, to the effect that the plans required to be lodged under the provisions of the said sections shall be considered and determined on within 8 weeks instead of 4 weeks as therein provided; to repeal the provisions of the Edinburgh Municipal and Police Acts which prescribe finality to any judgment, interlocutor, decree, or decision of the Court of Session in relation to any question or dispute arising under those Acts, or any of them, and to confer and provide for the right of appeal to the House of Lords from any such judgment, interlocutor, decree, or decision; to put down and prohibit betting, gaming and lotteries, in any street or place within the city; to extend, amend, and enlarge the provisions of the Edinburgh Municipal and Police Acts with respect to hackney carriages, and to define, for the purpose of those Acts, a hackney carriage, and to amend Section 5 of the Edinburgh Municipal and Police Act, 1879, accordingly; to provide that all scaffoldings, cranes, stagings, and hoardings to be used and employed in the construction and erection or alteration or repair of any house or building, or in excavations, shall be subject to the approval of the Dean of Guild Court; and that the said Court may prohibit the use of any scaffolding, cranes, stagings, and hoardings not so approved, and impose penalties for any breach of this provision; to provide for notices being given of the annual election of Town Councillors, and to prescribe the form and method of giving such notices; to amend Section 47 of the Edinburgh Municipal and Police Act, 1879, with respect to the offices of police surgeon and medical officer of health, and to authorise the Corporation, if they think fit, to disassociate the said offices, and to appoint a separate person to each with suitable salary or remuneration, as the Corporation may determine.

To stop, prohibit, and prevent the removal of sand, gravel, shingle, stones, or ballast from the sea shore at Portobello, or from any part of the same, abolish all rights and to impose penalties for breach of any such prohibition, and to authorise the Corporation to take all such actions and proceedings as may be necessary for enforcing any such prohibition.

To make, alter, vary, and rescind by-laws and regulations with respect to any of the provisions and purposes of the Bill, and to provide for the imposition of penalties by fine and imprisonment, or either of them, for any breach of the provisions of the bill and of such bye-laws and regulations, and for the prosecution and recovery of penalties

for the breach 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, or some of them, of the Edinburgh Municipal and Police Acts and any Acts incorporated therewith, and the Corporation Stock Act, 1894.

To authorise the Corporation to use, appropriate, and apply towards the acquisition of lands, houses, and buildings in connection with and for the erection, completion, and maintenance of the said City or Municipal Hall, offices, and buildings, the donation or gift of £100,000, made by the late Andrew Usher, of the City of Edinburgh, to the Corporation, and the accumulated interest thereon, and now belonging to and under the control of the Corporation, and specially held for the said purposes; and further to authorise the Corporation to use and apply to the foregoing purposes, and to the other objects and purposes of the Bill, any other funds, moneys, rates, or assessments now belonging to them, or which they are now, or by the Bill may be, authorised to raise or levy, or which may come into their possession under their existing powers, or which may be from time to time conferred on them.

To authorise the Corporation to borrow and re-borrow money for providing, erecting, and furnishing the said City or Municipal Hall, offices, and buildings, and for executing the foresaid works and improvements, and the tramways authorised by the Bill, or any of them, and for the acquisition of lands, houses, and other property, and for all or any of the other purposes of the Bill, by mortgage or by cash credit, or by annuity, or by short loans on simple receipts, bills, or promissory notes, or otherwise, or by the creation and issue of stock on security of the tolls, rates, duties, and assessments leviable under the Edinburgh Municipal and Police Acts, 1879 to 1897, and the said Corporation Stock Act, 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 1897, in regard to a sinking fund or sinking funds for repayment of moneys borrowed, or the redemption of such stock, will or may be applied to the moneys borrowed, and to be borrowed or raised under the authority of the Bill.

To authorise the Corporation to impose, assess, levy, and recover tolls, rates, duties, assessments, and charges for the purposes of the Bill, and for the purchase or acquisition of lands, houses, and other property, 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 1897, or otherwise as the Bill may provide, and to alter, vary, amend, or enlarge tolls, rates, duties, and assessments and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, assessments, and charges.

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.

The Bill will vary or extinguish all rights, restrictions, powers, authorities, jurisdictions,

privileges, servitudes, 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, servitudes, and exemptions.

The Bill 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 the temporary occupation of lands during the construction of works, and the Edinburgh Municipal and Police Acts, 1879 to 1897, the Edinburgh Corporation Stock Act, 1894, the Tramways Act, 1870, the Edinburgh Tramways Act, 1871, and the other Acts of and relating to the tramways in the City and Royal Burgh of Edinburgh, acquired or constructed by and now belonging to the Corporation, and to confer upon the Corporation, with respect to the tramways proposed to be authorised and made applicable thereto, all or any of the provisions of and the powers, rights, and privileges which the Corporation now have or may exercise with respect to their authorised tramways and works under any of the said Acts, the Telegraph Acts, 1863 to 1892, and also so much of the Gasworks Clauses Act, 1847, the Waterworks Clauses Act, 1847, and the Electric Lighting Acts, 1882 and 1888, or any one or more of those Acts, or any provisions thereof as relate to the laying of mains and pipes, and the breaking up, or other interference with, and the user of roads, streets, bridges, and other places, and to adapt all such provisions to the telephone purposes of the Bill, and to confer on the Corporation the powers conferred by those Acts, and to make the same applicable throughout the telephone area.

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 Edinburgh Municipal and Police Acts, 1879 to 1897, the Tramways Act, 1870, the Edinburgh Tramways Act, 1871, and the other Acts of and relating to the Corporation Tramways within the said City and Royal Burgh, 6 and 7 Will. IV., cap. 25 (local and personal), George Heriot's Trust Act, 1895, and any other Act or Acts of or relating to the Governors of George Heriot's Trust, the North British, Edinburgh and Dundee and West of Fife Railways Amalgamation Act, 1864, the Caledonian Railway Act, 1845, the Caledonian and Scottish Central Railway Amalgamation Act, 1865, and the several Acts of Parliament of and relating respectively to the North British Railway Company and the Caledonian Railway Company, the Telegraph Acts, 1863 to 1892, the Act 3 George IV., cap. 91, the Roads and Bridges (Scotland) Act, 1878, the Local Government (Scotland) Act, 1889, the Burgh Police (Scotland) Act, 1892, and all or any Acts extending or amending any of these Acts, and any Act applicable to any local road, or other authorities within the telephone area, the Edinburgh Slaughter-Houses Act, 1850, and the Edinburgh Markets and Customs Act, 1874, and any other Act relating to the Edinburgh Slaughter-Houses.

And notice is also hereby given that duplicate plans and sections describing the lines, situations, and levels of the works, street widenings, alterations, and improvements, 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 of the lands, houses, and other property which may be taken 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 1898, 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 parishes aforesaid, in or through which any of the before-mentioned works, street widenings, alterations, and improvements, and tramways are situate, or in which any lands, houses, or property intended to be taken are situate, and 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 said 30th day of November 1898, be deposited for public inspection with the Clerk of the Parish Council of each such parish, at his office, and, so far as regards the City and 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 17th day of November 1898.

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

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

In Parliament—Session 1899.

#### NORTHERN ASSURANCE COMPANY.

(Extending Objects of the Company; Altering, Amending, and Enlarging Powers of Investment, and conferring further Powers; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Northern Assurance Company (in this Notice called "the Company") for an Act (in this Notice called "the intended Act") to effect the following purposes or some of them (that is to say):—

To alter and amend all or some of the provisions of the Northern Assurance Acts, 1865, 1874, and 1889.

To extend the objects of the Company and to empower the Company to undertake the business of marine insurance and of insurance against accidents, and against risks, liabilities, and contingencies of all descriptions, and generally any kind of insurance business.

To take over and carry on the business of other Insurance Companies, and to form and control Companies for carrying on insurance businesses abroad.

To alter and extend the powers of the Company and of the London and Aberdeen

Boards and the General Court of the Company respectively, and to enable those Boards to lay out, invest, or lend the capital, funds, and property of the Company in or upon any investments or securities which may be authorised by special resolution of the Company, and from time to time to alter such investments. To provide for the passing of such special Resolutions by the Company.

To vary all such existing rights and privileges of the Company as may interfere or be inconsistent with the attainment of the objects of the intended Act, and to confer other powers, rights, and privileges in lieu thereof, and to confer upon the Company further powers, rights, and privileges in and for the carrying on and the management and regulation of their business.

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 15th day of November 1898.

LYNE & HOLMAN,

5 and 6 Great Winchester Street,  
London,

ADAM THOMSON & ROSS, Aberdeen,  
Solicitors for the Bill.

MARTIN & LESLIE,

28 Abingdon Street, Westminster,  
Parliamentary Agents.

In Parliament—Session 1899.

## PERTH WATER, POLICE, AND GAS.

(Construction of New Waterworks and Road; Alteration and Discontinuance of Works; Compulsory Purchase and Taking of, and Powers as to Lands, Streams, &c.; Power to take Parts only of certain Properties; Powers as to Laying and Maintaining Mains, &c., and Crossing and Breaking up of Roads, &c.; Diversion of Waters of River Tay and Affluents; Prevention of Waste, Bye-Laws, and Regulations; Sale and Supply of Water in Bulk or otherwise to Local Authorities, &c., and Confirmation of Agreements as to Water Supply; Rates, Assessments, Rents, and Charges and Alteration thereof; Powers of Borrowing for Water Undertaking; Powers of Borrowing for authorised Bridge and other Works; Powers of Borrowing to Perth Gas Commissioners; Extension of Time for Compulsory Purchase of Lands for and for Completion of Works authorised by the Perth Improvement Act, 1893; Incorporation and Amendment of Acts; Other Purposes.)

**N**OTICE 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 obtaining the powers and effecting the objects and purposes following or some of them (that is to say):—

1. To authorise the Lord Provost, Magistrates, and Council of the City and Royal Burgh of Perth as the Commissioners of the Burgh of Perth under the Burgh Police (Scotland) Act,

1892, and as such the Water Works Commissioners of Perth, under "The Perth Water Act, 1877" (hereinafter called "the Burgh Commissioners"), to make and maintain the Waterworks, hereinafter described, or some of them, or some part or parts thereof, to be wholly situate within the County of Perth (that is to say),

(1) A Reservoir (Work No. 1) to be wholly situate in the Parish of Kinnoull and within a field on the farm of Muirhall, numbered 175 on the Ordnance Survey Map, Scale 1-2500 of the Parish of Kinnoull, to be formed by an embankment, commencing at a point 26 yards or thereabouts north from a point on the north side of the public road or highway leading from Perth to Dundee by Upper Muirhall, commonly called and hereinafter called Muirhall Road, 264 yards or thereabouts measured in a westerly direction along that road from the south-west corner of the farm buildings or steading of Upper Muirhall, which embankment will extend in a northerly direction from the said point of commencement for a distance of 57 yards or thereabouts; thence in a westerly direction for a distance of 62 yards or thereabouts; thence in a southerly direction for a distance of 64 yards or thereabouts; and thence in an easterly direction for a distance of 58 yards or thereabouts; and terminating at the said point of commencement.

(2) An Aqueduct, Conduit, or line of pipes (Work No. 2) commencing in the Parish of Perth and the division thereof commonly called the West Church Parish of Perth and Royal Burgh of Perth, by a junction with the existing water pipe of the Burgh Commissioners at the south side of their existing Pumping Station, situate at the junction of South Tay Street and Marshall Place, Perth, and terminating in the Parish of Kinnoull, within and at the south side of the said intended Reservoir, which intended Aqueduct, Conduit, or line of pipes will be situate in or pass from in through or into the Parish of Perth, and the division aforesaid, and the Parish of Kinnoull and the Royal Burgh of Perth or some of them.

(3) An Aqueduct, Conduit, or line of pipes (Work No. 3) to be wholly situate in the Parish of Kinnoull, commencing within and at the south side of the said intended Reservoir, and terminating by a junction with the existing water pipe of the Burgh Commissioners in the public road leading from Perth to Dundee, commonly called and hereinafter called the Dundee Road, at a point in that road 220 yards or thereabouts measured in a south-easterly direction along the same from the south side of the entrance gateway to Kinnoull Parish Church.

(4) An Aqueduct, Conduit, or line of pipes (Work No. 4) to be wholly situate in the Parish of Kinnoull, commencing by a junction with the Aqueduct, Conduit, or line of pipes (Work No. 3) hereinbefore described, at a point in Muirhall Road 24 yards or thereabouts measured in a westerly direction along that road from the south-west corner of the former Toll House on Muirhall Road, marked "Muirhall check T.P." on the said Ordnance Survey Map, and terminating in the centre of the public road leading from Perth to Coupar Angus, by a junction with the existing water pipe of the Burgh Commissioners, at a point in that road 117 yards or thereabouts measured in a north-easterly direction from the east side of the entrance gateway to Kincarrathie House.

(5) A Road (Work No. 5) to be wholly situate in the Parish of Kinnoull and within the said field, numbered 175 on the said Ordnance Survey Map, of the Parish of Kinnoull, commencing by a junction with the said Muirhall Road at a point therein, 295 yards or thereabouts, measured in a westerly direction along Muirhall Road from the south-west corner of the said farm buildings or steading of Upper Muirhall, and terminating at the foot of the southerly embankment of the said intended Reservoir (Work No. 1) hereinbefore described.

Together with all proper embankments, bridges, roads, approaches, ways, wells, tanks, dams, sluices, waste weirs, outlets, outfalls, discharge pipes, adits, shafts, cuts, filters, channels, aqueducts, conduits, culverts, drains, mains, pipes, junctions, valves, gauges, stand pipes, meters, engines, machinery, buildings, and all other works, apparatus, and conveniences connected with the said intended works hereinbefore described or any of them, or necessary for conducting, inspecting, maintaining, enlarging, repairing, cleansing, managing, and using the same.

To provide that the said intended works shall for all purposes whatsoever, unless otherwise provided by the Bill, be deemed part of the Waterworks undertaking of the Burgh Commissioners.

To authorise the Burgh Commissioners to use and apply the said intended Works and their existing Waterworks, or one or other, or some part or parts of the same, for carrying and distributing the supply of water, within the limits of Supply (hereinafter called "the Water Limits of Supply"), defined in "The Perth Water Act, 1877" (hereinafter called "the Act of 1877"), and for the purposes of the Act of the 10th George IV., Chapter 103, entitled "An Act for Supplying the City of Perth and the Suburbs and Vicinity thereof with water (hereinafter called "the Act of 1829"), and of the Act of 1877, and of the Bill.

To authorise the Burgh Commissioners, in the construction of the said intended Works, to deviate laterally from the lines and situations thereof within the limits shown upon the Plans hereinafter mentioned, or to such extent as may be provided by the Bill, and whether within or beyond the limits of deviation allowed by "The Waterworks Clauses Act, 1847," and to deviate vertically to any extent from the levels of these Works, as shown on the sections hereinafter mentioned, or to such extent as may be provided by the Bill.

To authorise the Burgh Commissioners to alter, renew, relay, extend, enlarge, and discontinue any existing works, conduits, aqueducts, mains, pipes, or conveniences whatsoever in connection with their Waterworks undertaking, as may be necessary or expedient for effecting or carrying out the objects or purposes of the Bill, and to maintain, and from time to time to alter, renew, relay, extend, enlarge, and discontinue the same, and the intended Works hereinbefore described and for that purpose to confer on them the powers contained in the Waterworks Clauses Acts, 1847 and 1863, of opening and breaking up streets, roads, highways, and other public passages, and places in connection therewith.

To authorise the Burgh Commissioners to enter upon, take, and use temporarily or permanently, and either compulsorily or by agreement, and

to take on lease and to hold all such lands, streams, springs, waters, houses, buildings, and other property and rights, easements and servitudes in, over, or connected with lands, streams, springs, waters, houses, buildings, and other property as may be necessary or convenient for the purposes of the said several intended works, and of the Bill, and to hold any land which they may acquire under the powers of the Bill free from the requirements of the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to superfluous lands and to lease, sell, and dispose of any such lands.

To empower the Burgh Commissioners 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.

To empower the Burgh Commissioners so far as may be necessary for executing the purposes of the Bill to lay down, maintain, and renew or remove mains, pipes, conduits, and other works, and apparatus for the supply of water in, under, along, through, over, and across, and to break open, cross, stop up, appropriate, alter, and divert temporarily or permanently, or to acquire easements, servitudes, or rights of way over, in, or under any rivers, lands, streams, highways, county or other public and private roads, and streets, bridges, lanes, paths, passages, railways, tramways, sewers, drains, water courses, telegraphic, telephonic, and electric lighting pipes, lines, wires, posts, and apparatus, and gas and water mains, pipes, and works, so far as may be necessary or expedient for the purpose of making and maintaining the said intended Works or any of them.

To empower the Burgh Commissioners to divert, impound, take, store, use, and appropriate by and in the said intended Waterworks hereinbefore described, and in any of their Waterworks for the time being, for the purposes of their Waterworks undertaking and of the Bill, the waters of the River Tay, and all affluents of and streams, springs, and waters flowing into or arising within the said river, or within the site of, or that may be intercepted by any such Works, or that may be found in, upon, or under the same, or in, upon, or under any lands for the time being belonging to them, or which they may acquire under the Bill, or over, or in respect of which they have or may acquire easements, servitudes, or other rights, or within the limits of deviation marked upon the Plans hereinafter mentioned or to be provided by the Bill.

To make provision for the protection of the said intended Waterworks hereinbefore described, and for defining and regulating the supply of water by them and by the existing Waterworks of the Burgh Commissioners, and for the filtering of the water authorised to be taken and conveyed by any of the works, or any part thereof; and to make provisions for preventing the waste, misuse, and contamination of the water, and with respect to the fittings to be used for the purposes of the supply and user of the water, and for protecting, repairing, and removing such fittings, and to empower the Burgh Commissioners from time to time to make, alter, and rescind by-laws, rules, and regulations for and in relation to the several matters aforesaid, with all necessary powers of entry on the premises supplied or to be supplied with water, and to provide for the



imposition and recovery of penalties for the violation of any of the provisions of the Bill, or of any such bye-laws, rules, and regulations.

To authorise the Burgh Commissioners to use, apply, and appropriate to any of the purposes of the Bill, any lands, houses, and property, or any easements or servitudes over or under any lands, houses, or property, already vested in or belonging to them, or which may become vested in or be purchased by them, and to authorise the sale of all surplus lands, heritages and works already vested or which may become vested in them.

To authorise the Burgh Commissioners to sell and supply water for domestic purposes, and also in bulk or otherwise for sanitary, trading, manufacturing, and other purposes within the water limits of supply, and also to supply water by means of their said intended and existing Works, or any of them to other local Sanitary and other Authorities and bodies whether within or without the water limits of supply, and to make all necessary provisions for effecting the said objects and with reference to the terms and conditions of any such supply.

To authorise the Burgh Commissioners to sell and supply water by meter or otherwise, and to purchase, hire, manufacture, provide, lease, or sell meters to parties supplied with water, and to charge rates or rents for the use of meters.

To authorise the Burgh Commissioners on the one hand, and any local or sanitary authority, county council, district committee of a county council, district or parish council, corporation, company, trustees, bodies, persons or person (corporate or not corporate) on the other hand, from time to time, to enter into and carry into effect, and to vary or rescind contracts and agreements for the sale or supply by the Burgh Commissioners from the intended Works, or from their existing Waterworks or from both or any of them, of water in bulk, by measure, or otherwise, to any such authority, council, district committee, corporation, company, trustees, bodies, persons or person, for use either within or beyond the water limits of supply on such terms and conditions as may be agreed between them, or as the Bill may prescribe, and to authorise any such authority, council, district committee, corporation, or body to raise moneys for the purpose of carrying out any such contracts or agreements or any of the provisions of the Bill, and to charge the same on any funds, rates, assessments and revenues leviable by or under their control, and to confirm or otherwise to give effect to such contracts or any such agreement or agreements already entered into or which may be made before the passing of the Bill.

To authorise the Burgh Commissioners to impose, assess, levy, and recover rates, assessments, rents, and charges for the supply of water; to alter, vary, or increase, and to re-adjust existing rates, assessments, rents, and charges; to impose, assess, levy, and recover new additional and increased and other rates, assessments, rents, and charges throughout the water limits of supply, or part thereof, and to confer, vary, and extinguish exemptions from the payment of rates, assessments, rents, and charges now leviable, or which may become leviable under the Bill.

To authorise the Burgh Commissioners to raise further money for all or any of the intended Waterworks hereinbefore described, or other, the purposes of the Bill and for the purposes of their

Waterworks undertaking, and to borrow, and from time to time to re-borrow such further money on mortgage, bond, annuity, cash credit, or otherwise upon the security of such undertaking, and of the rates, assessments, rents, and charges, or some of them, authorised or to be authorised to be levied by them; to make provision for the repayment of borrowed money, and for renewal of works, plant, and apparatus, and for meeting depreciation thereof; to make new provisions with respect to the repayment of the existing loans, mortgages, and securities of the Burgh Commissioners in relation to their Waterworks undertaking, and the additional money to be borrowed or raised by them under the powers of the Bill, and to repeal in whole or in part the provisions of the Act of 1877, and "The Perth Water and Gas Act, 1888" (hereinafter called "the Act of 1888") with regard to the Sinking Funds thereby provided for, or otherwise to alter or reduce the amount thereby provided to be set apart as Sinking Funds, and to suspend or extend the period for such Sinking Funds and to make other provisions as to or in lieu of a Sinking Fund.

To authorise the Burgh Commissioners to borrow and from time to time to re-borrow additional money for the purposes of the construction of the Bridge over the River Tay and roads and culvert or pipe authorised by "The Perth Harbour, City Improvements, and Gas Act, 1897" (hereinafter called "the Act of 1897"), and for the acquisition of lands and other property therefor, and for the purchase of the other lands by that Act authorised to be purchased by them by agreement, on mortgage, bond, or by cash credit or otherwise on the credit and security of the Burgh General Assessment and the General Improvement Rate leviable by them under the Burgh Police (Scotland) Act, 1892, and any Act amending the same, or either of them, or partly of the said Burgh general assessment and partly of the said general improvement rate as they may resolve, and also to such extent as they may resolve on the credit and security of the rate or assessment authorised to be levied by them as the Burgh Local Authority by and under the Roads and Bridges (Scotland) Act, 1878, and Act amending the same, and to grant bonds, mortgages, or other deeds or securities for the moneys so borrowed, and to make provision as to the forms thereof and of assignment and discharge of the same; to make new provisions with respect to the repayment of money borrowed by the Burgh Commissioners under the powers of the Act of 1897, and the additional money to be borrowed under the powers of the Bill for the purposes aforesaid, and to repeal in whole or in part the provisions of the Act of 1897 with regard to the Sinking Fund thereby provided to be set apart by the Burgh Commissioners and of new to make provision for the establishment of a Sinking Fund or otherwise to alter or reduce the amount by the said Act provided to be set apart by them as such Sinking Fund, and to suspend or extend the operation of the said provisions, and to make other provisions as to or in lieu of a Sinking Fund in respect of the moneys borrowed or to be borrowed by the Burgh Commissioners for the purposes aforesaid.

To authorise the Perth Gas Commissioners being the Burgh Commissioners for the time being (hereinafter called "the Gas Commissioners") incorporated by "The Perth Gas Act,



1871" (hereinafter called "the Act of 1871") to borrow, and from time to time to re-borrow, additional money for the purposes of the Act of 1871, and the Gas purposes of the Acts of 1888 and 1897, and of their gas undertaking on mortgage bond or by cash credit or otherwise upon the security of the property and works forming their undertaking and the several rates and charges presently leviable and to be leviable by them or on either of them and to make and grant mortgages, bonds, or other securities for the moneys so borrowed, and to make provision as to the forms thereof and of assignment and discharge of the same; to make new provisions for the repayment of money already borrowed and to be borrowed by the Gas Commissioners; and to repeal in whole or in part the provisions of the Acts of 1871, 1888, and 1897, or any of those Acts with regard to the sinking Funds thereby provided, and of new to make provision for the establishment of a Sinking Fund for the repayment of moneys borrowed by the Gas Commissioners, and for the redemption of the annuities called "the Perth Gas Annuities," or otherwise to alter or reduce the amounts by the said Acts respectively provided to be set apart as Sinking Funds, and to suspend, postpone, or extend the operation of the said provisions and make other provisions as to or in lieu of a Sinking Fund in respect of the moneys borrowed or to be borrowed by the Gas Commissioners.

To extend the period limited by "The Perth Improvement Act, 1893" (hereinafter called "the Act of 1893"), for the compulsory purchase of lands for the purposes of that Act, and also to extend the period limited by that Act for the completion of the new streets and street improvements thereby authorised.

To vary or extinguish all existing rights, powers, and privileges which would in any manner interfere with or prevent the carrying into effect of any of the objects and purposes of the Bill, and to confer, vary, or extinguish other rights, powers, and privileges.

To incorporate with the Bill or make applicable thereto with or without modification or render inapplicable all or some of the provisions of the Commissioners Clauses Act, 1847, the Lands Clauses Acts, the Waterworks Clauses Acts, 1847 and 1863, the Burgh Police (Scotland) Act, 1892, and the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to the temporary occupation of lands near the said intended works during the construction thereof and with respect to the crossing of roads or other interference therewith, and any Acts amending or extending the said Acts respectively.

To alter, vary, amend, extend, or repeal in so far as may be necessary for the purposes of the Bill all or some of the provisions of all or some of the following local Acts, viz., the Act of 1829, the Act of 1871, the Act of 1877, the Act of 1888, the Perth Corporation Act, 1891, the Act of 1893, the Act of 1897, the Dundee and Perth Railway (alterations and extension) Act, 1847, the Dundee and Perth and Aberdeen Railway Junction (Consolidation) Act, 1855, the Caledonian Railway Act, 1845, and the several other Acts relating to the Caledonian Railway Company, the North British, Edinburgh, Perth, and Dundee and West of Fife Railways (Amalgamation) Act, 1862, and the several other Acts relating to the North British Railway Company, and the Highland Railway Act, 1865, and the

several other Acts relating to the Highland Railway Company.

Plans and Sections in duplicate, describing the lines, situations, and levels of the several intended works hereinbefore described, and the lands, houses, and other property which may be taken for the purposes thereof, or in connection therewith, together 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 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 office in Perth of the Principal Sheriff-Clerk of the County of Perth; and a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes hereinbefore mentioned, and to the Royal Parliamentary and Police Burgh of Perth respectively with a copy of this notice as published in the Edinburgh Gazette, will, on or before the said 30th day of November instant, be deposited for public inspection with the Clerk of the Parish Council of each such Parish at his office, if he has an office separate from his place of abode, or otherwise at his usual place of abode, and with the Town Clerk of the said Royal and Parliamentary Burgh of Perth, and the Clerk to the Burgh Commissioners at their respective offices in Perth.

Printed Copies of the Bill 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 1898.

WM. MACLEISH,  
Town Clerk, Perth,  
Solicitor for the Bill.

WM. ROBERTSON, & CO.,  
45 Parliament Street, Westminster,  
Parliamentary Agents.

In Parliament—Session 1899.

#### GLASGOW CORPORATION.

New Tramways; Working and Equipping Tramways; Application of Corporation Tramway Acts to New Tramways; Section 43 of Tramways Act 1870 not to apply; Gauge and Motive power; Power to attach Brackets, &c., to Property and to Erect Poles, &c., in Streets, &c.; Mechanical Power; Provisions as to Breaking Up, User, Maintenance, &c. of Streets, &c.; Temporary Tramways; Compulsory Purchase of Lands; Protection of Underground Works, &c.; Regulation of Traffic on Tramways and Streets in and beyond City; Power to Levy Tolls, Rates, and Charges; Confirmation of Agreement with Paisley; Borrowing; Power to Establish Free Libraries; Transfer of Mitchell and Stirling Library and of Baillie's Institution, &c.; New Assessments; Annexation of Lands in Parish of Rutherglen and Barony Parish of Glasgow and County of Lanark to City of Glasgow; Borrowing by Bills; Consolidation of Corpora-

tion Stock; Registrar under Loans Acts to Issue Mortgages; Investment of Funds; Increasing Parks Assessments; Borrowing; Bye-Laws; Power to Sell Property Vested in Corporation as Trustees; Agreements; Incorporation and Amendment of Acts and other Purposes.

**N**OTICE 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" and "The City" respectively) for an Act (in this Notice called the "Intended Act") for all or some of the following purposes (that is to say):—

#### TRAMWAYS.

To authorise the Corporation to make, form, lay down and maintain and work the Tramways hereinafter described, or some part or parts thereof, with all necessary and proper rails, plates, chairs, points, junctions, cross-overs, passing places, sleepers, engines, engine-houses, tubes, subways, conduits, section boxes, ropes, wires, poles, manholes, shafts, turntables, houses, offices, stables, carriages, buildings, warehouses, works and conveniences connected therewith respectively (that is to say):—

A Tramway (No. 1), situate in the Parish of Govan, commencing in Great Western Road by a junction with the existing tramways at or near Crossloan Road, thence passing in a westerly direction along Great Western Road, and terminating in that road at a point four yards or thereabouts east of the east side of Crow Road at Anniesland;

A Tramway (No. 2), situate in the Parish of Govan, commencing by a junction with the existing tramways in Dumbarton Road, Partick, at a point 11 yards or thereabouts east of the east side of Church Street, thence turning into and passing in a northerly direction along Church Street and Byres Road, and turning in a westerly direction into and terminating in Great Western Road by a junction with the existing tramways in that road at a point 24 yards or thereabouts west of the west side of Byres Road;

A Tramway (No. 2A), situate in the Parish of Govan and Burgh of Partick commencing by a junction with the existing Tramways in Dumbarton Road at a point 8 yards or thereabouts east of the east side of Victoria Street otherwise Byres Road thence turning into and passing in a northerly direction along Victoria Street otherwise Byres Road and Byres Road and terminating in that road by a junction with the proposed Tramway No. 2 at a point 38 yards or thereabouts north of the north side of Wood Street;

A Tramway (No. 3), situate in the Barony Parish of Glasgow, commencing by a junction with the existing Tramways in Dumbarton Road at a point 22 yards or thereabouts west of the west side of University Street, thence passing in an easterly direction along Sandyford Street, and terminating in that street by a junction with the existing tramways at a point 3 yards or thereabouts east of the east side of Radnor Street;

A Tramway (No. 4), commencing by a junction with the existing tramways in Argyle Street, in the City parish of Glasgow, at a point 7 yards or thereabouts east of the east side of Hope Street,

thence turning into and passing in a northerly direction along Hope Street, and terminating in Hope Street, in the Barony parish of Glasgow, by a junction with the existing tramways at a point 6 yards or thereabouts north of the north side of Gordon Street;

A Tramway (No. 5), commencing by a junction with the existing tramways in Argyle Street, in the City parish of Glasgow, at a point 6 yards or thereabouts east of the east side of Buchanan Street, and thence turning into and passing in a northerly direction along Buchanan Street to Gordon Street, thence turning into and passing in a westerly direction along Gordon Street, and terminating in Gordon Street, in the Barony parish of Glasgow, by a junction with the existing tramways at a point 5 yards or thereabouts west of the west side of West Nile Street;

A Tramway (No. 6) commencing by a junction with the existing tramways in Possil Road in the City parish of Glasgow at a point 16 yards or thereabouts west of the west side of Craighall Street, and thence passing in an easterly direction along New Keppochhill Road and turning in a northerly direction into Springburn Road, and terminating in that road in the City Parish of Glasgow by a junction with the existing tramways at a point 3 yards or thereabouts north of the north side of New Keppochhill Road;

A Tramway (No. 6A), commencing with a junction with the proposed Tramway (No. 6) in New Keppochhill Road in the City parish of Glasgow at a point 21 yards or thereabouts west of the west side of Springburn Road, and thence passing eastwards and turning in a southerly direction into Springburn Road, and terminating in that road in the City parish of Glasgow by a junction with the existing tramways at a point 31 yards or thereabouts south of the south side of New Keppochhill Road;

A Tramway (No. 6B), situate in the City parish of Glasgow commencing by a junction with the existing tramways in Saracen Street at a point 10 yards or thereabouts north of the north side of New Keppochhill Road thence turning into and terminating in New Keppochhill Road by a junction with the proposed Tramway (No. 6) at a point 5 yards or thereabouts east of the east side of Saracen Street;

A Tramway (No. 7), commencing by a junction with the existing tramways in Springburn Road, in the City parish of Glasgow, at a point 11 yards or thereabouts north of the north side of Union Street, thence passing in a north-westerly direction along Springburn Road, and terminating in that road, in the Barony parish of Glasgow, at a point 7 yards or thereabouts south of the north side of Elmvale Street;

A Tramway (No. 8), commencing by a junction with the existing tramways in Parliamentary Road, in the Barony parish of Glasgow, at a point 7 yards or thereabouts west of the east side of Martyr Street, thence passing in an easterly direction along Monkland Street, thence turning in a southerly direction into and terminating by a junction with the existing tramways in Castle Street, in the City parish of Glasgow, at a point 13 yards or thereabouts south of the south side of Monkland Street;

A Tramway (No. 9), commencing by a junction with the existing tramways in Castle Street, in the City parish of Glasgow, at a point 9 yards or thereabouts north of the north side of Alexandra Parade, thence turning into and passing in an



easterly direction along Alexandra Parade and Cumbernauld Road, and terminating in that road, in the Barony parish of Glasgow, at a point 70 yards or thereabouts east of the west side of Dennistoun Gardens;

A Tramway (No. 9A), situate in the City parish of Glasgow, commencing by a junction with the existing tramways in Castle Street at a point 9 yards or thereabouts south of the south side of Alexandra Parade, thence turning into Alexandra Parade and terminating in Alexandra Parade by a junction with the proposed Tramway No. 9 at a point 8 yards or thereabouts east of the east side of Castle Street;

A Tramway (No. 10), situate in the Barony parish of Glasgow, commencing by a junction with the existing tramways in Duke Street at a point 6 yards or thereabouts east of the east side of Meadowpark Street, thence passing eastwards and turning in a northerly direction into and passing along Cumbernauld Road, and terminating in that road by a junction with the proposed Tramway (No. 9) at a point 29 yards or thereabouts east of the west side of Dennistoun Gardens;

A Tramway (No. 11), situate in the Barony parish of Glasgow, commencing by a junction with the existing tramways in Duke Street, at a point 25 yards or thereabouts east of the east side of Meadowpark Street, thence passing eastwards along Duke Street, and turning in a northerly direction into and passing along Paton Street, and terminating in that street at a point at or near the northern boundary of the tramway dépôt in that street;

A Tramway (No. 12), commencing by a junction with the existing tramways in Canning Street, in the Barony parish of Glasgow, at a point 5 yards or thereabouts east of the east side of Clyde Street, thence turning in a northerly direction into and passing along Clyde Street and Abercromby Street across Gallowgate and along Bellgrove Street, and turning in an easterly direction into and terminating in Duke Street, at its junction with Bellgrove Street, in the Barony parish of Glasgow and City parish of Glasgow, by a junction with the existing tramways at a point 3 yards or thereabouts east of the east side of Bellgrove Street;

A Tramway (No. 12A), situate in the City parish of Glasgow, commencing in Bellgrove Street by a junction with the proposed Tramway (No. 12) at a point 23 yards or thereabouts south of the centre of the existing tramways in Duke Street, and thence turning in a westerly direction into Duke Street and terminating in that street by a junction with the existing tramways at a point 9 yards or thereabouts west of the west side of Bellgrove Street;

A Tramway (No. 13), situate in the Barony parish of Glasgow commencing by a junction with the existing tramways in Great Eastern Road at a point 6 yards or thereabouts east of the east side of Dalmarnock Street, and thence passing in an easterly direction into and along Westmuir Street, Main Street, Shettleston, and Eastmuir Street, and terminating in Eastmuir Street, opposite the west side of Gartocher Road;

A Tramway (No. 14), situate in the Barony parish of Glasgow, commencing by a junction with the proposed Tramway (No. 13), in Eastmuir Street at its termination opposite the west side of Gartocher Road, and thence passing in an easterly direction along Eastmuir Street and

the Glasgow and Coatbridge Road, and terminating in that road at the boundary between the Barony parish of Glasgow and the parish of Old Monkland, and opposite or nearly opposite the roadway leading northwards to Birks Farm Steading;

A Tramway (No. 15), situate in the Barony parish of Glasgow, commencing by a junction with the existing tramways in Great Eastern Road at a point 15 yards or thereabouts east of the east side of Dalmarnock Street, and thence passing in an easterly direction along Great Eastern Road, Tollcross Road, and Main Street Tollcross, and terminating in Main Street Tollcross, opposite the west side of Causewayside Street;

A Tramway (No. 16), situate in the Barony parish of Glasgow, commencing in London Road by a junction with the existing tramways, at a point 25 yards or thereabouts east of the east side of Barr Street East, thence passing in an easterly direction along London Road and terminating in that road at a point 20 yards or thereabouts east of the east side of Springfield Road;

A Tramway (No. 17), commencing in Dalmarnock Road, in the Barony parish of Glasgow, by a junction with the existing tramways, at or near Springfield Road, thence passing in a south-easterly direction along Dalmarnock Road, and terminating in that road in the parish of Rutherglen, opposite or nearly opposite the north side of Lloyd Street;

A Tramway (No. 18), commencing in Main Street, Bridgeton, in the Barony parish of Glasgow, by a junction with the existing tramways at a point opposite or nearly opposite the south side of French Street, thence passing in a southerly direction along Main Street, Bridgeton, and across the Rutherglen Bridge over the River Clyde, thence passing in a southerly direction along an intended street or road to the Rutherglen Road, and thence turning in an easterly direction into and terminating in Rutherglen Road, in the parish of Rutherglen, by a junction with the proposed Tramway (No. 19), at a point 87 yards or thereabouts south-east of the bridge carrying Rutherglen Road over Polmadie Burn;

A Tramway (No. 18A), situate in the Parish of Rutherglen, commencing in Rutherglen Road, by a junction with the proposed Tramway (No. 19) at a point 58 Yards or thereabouts south-east of the bridge carrying Rutherglen Road over Polmadie Burn, thence turning north-easterly into and terminating in an intended street or road by a junction with the proposed Tramway (No. 18) at a point 9 yards or thereabouts north-east of Rutherglen Road;

A Tramway (No. 19), commencing in Rutherglen Road in the Parish of Govan by a junction with the existing tramways at a point 3 yards or thereabouts west of the east side of Braehead Street, thence passing in a south-easterly direction along Rutherglen Road, Glasgow Road, and Main Street, Rutherglen, and terminating in Main Street, at or near Stonelaw Street, in the parish of Rutherglen;

A Tramway (No. 20), situate in the Parish of Govan, commencing by a junction with the existing tramways in Cathcart Road, at a point 3 yards or thereabouts north of the north side of Aikenhead Road, thence turning in an easterly direction into and passing along Aikenhead Road,

and terminating in that road at a point opposite the north side of Polmadie Street ;

A Tramway (No. 21), situate in the Parish of Govan, commencing in Pollokshaws Road, by a junction with the existing tramways at a point 3 yards or thereabouts north of the north side of Albert Road, thence turning in a westerly direction into and passing along Albert Road, and terminating in that road by a junction with the existing tramways at a point opposite or nearly opposite the west side of Kenmure Street ;

A Tramway (No. 22), situate in the Parish of Paisley, commencing in the Glasgow and Paisley Road opposite Corkerhill Road by a junction with the Tramway No. 1 authorised by the Glasgow Corporation (Improvement and General Powers) Act 1897, thence passing in a westerly direction along the Glasgow and Paisley Road, and terminating in that road at a point 123 yards or thereabouts west of the west side of the west entrance gateway leading to Ralston House ;

A Tramway (No. 23), situate in the Parish of Paisley, commencing in the Glasgow Road by a junction with Tramway (No. 22), at its point of termination before described, and thence passing in a westerly direction along the Glasgow Road, and terminating in that road by a junction with the existing Paisley Tramways at their eastern termination opposite the east side of Hawkhead Road ;

A Tramway (No. 24), situate in the Parish of Cathcart, commencing in Grange Road, Langside, by a junction with the existing tramways at a point 30 yards or thereabouts north of the north side of Battlefield Road, thence passing in a south-easterly direction along Battlefield Road to the Old Cathcart Road, thence in a southerly direction along the Old Cathcart Road to the south side of the Free Church Feu, situate at the corner of Battlefield Road and Old Cathcart Road, thence in a westerly and southerly direction along an intended road or street authorised by the Lanarkshire and Ayrshire Railway Act, 1897, to the New Cathcart Road, thence in a southerly direction along the New Cathcart Road, and terminating in that road at a point opposite or nearly opposite the main entrance gate of Cathcart Cemetery ;

A Tramway (No. 24A), situate in the Parish of Cathcart commencing in Cathcart Road by a junction with the existing tramways opposite or nearly opposite the southern side of Prospecthill Road and thence passing in a southerly direction along Cathcart Road and Old Cathcart Road and terminating in the latter Road by a junction with the proposed Tramway (No. 24) at a point 5 yards or thereabouts south of the south side of Battlefield Road ;

A Tramway (No. 25), commencing in Pollokshaws Road, in the parish of Eastwood, by a junction with the existing tramways at the junction of Kilmarnock Road with Pollokshaws Road, and thence passing in a southerly direction along Pollokshaws Road, Maxwell Street and Barrhead Road, and terminating in that road, in the Parish of Eastwood, and Burgh of Pollokshaws, at a point opposite or nearly opposite the south side of Cross Street ;

A Tramway (No. 26), situate in the Parish of Eastwood, commencing by a junction with the existing tramways in Pollok Street opposite Main Street, and thence passing in a westerly direction along Pollok Street and turning in a northerly direction into Maxwell Street, and terminating in

that street by a junction with the proposed Tramway (No. 25) at a point 5 yards or thereabouts north of the north side of Pollok Street ;

A Tramway (No. 27), situate in the Barony Parish of Glasgow, commencing by a junction with the existing tramways in Woodlands Road at a point opposite, or nearly opposite, the west side of Westend Park Street, and thence passing in an easterly direction along Woodlands Road and into St. George's Road, and terminating in the latter Road by a junction with Tramway (No. 28) hereinafter described at a point opposite Woodlands Road ;

A Tramway (No. 28), situate in the Barony Parish of Glasgow, commencing in St. George's Road by a junction with the existing tramways in that Road opposite the south side of Renfrew Street and thence passing in a northerly direction along St. George's Road, and terminating in that Road by a junction with the existing tramways opposite the south side of Buccleuch Street.

The said tramways will be laid as double lines excepting Tramways (No. 11 and 26), which will be single lines.

In the following instances the tramways will be so laid 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 and the nearest rail of the tramway, viz. :—

Tramway (No. 1).—In Great Western Road on the south side from a point 9 yards west of the west side of Whittinghame Drive to a point at or near the east side of the Bridge which carries the North British Railway over the Great Western Road.

Tramway (No. 2).—In Church Street on both sides also in Byres Road on both sides from a point 40 yards south of the south side of Great Western Road and extending northwards to Great Western Road.

Tramway (No. 2A).—In Victoria Street otherwise Byres Road on both sides from Dumbarton Road to a point 38 yards south of the south side of Clarendon Street.

Tramway (No. 4).—In Hope Street from a point 34 yards north of the centre of the Tramways in Argyle Street to a point opposite the entrance to No. 60 Hope Street.

Tramway (No. 5).—In Buchanan Street on both sides from the south end of Buchanan Street and extending thence northwards for a distance of 26 yards and also in Gordon Street on both sides between Buchanan Street and West Nile Street.

Tramway (No. 6).—In New Keppochhill Road on the south side from Craighall Street to Vere Street, and from Livingstone Street to Crichton Street and also on the north side from a point 40 yards west of the west side of the Bridge which carries that Road over the North British Railway to a point 14 yards east of the east side of that Bridge.

Tramway (No. 7).—In Springburn Road on the south-west side from the commencement of the Tramway to a point 27 yards therefrom.

Tramway (No. 9).—In Alexandra Parade on both sides from a point 29 yards west of the west side of Millburn Street to a point

opposite the west side of Bannatyne Avenue and on the north side from a point 32 yards west of the east side of Victoria Terrace to the termination of the Tramway.

Tramway (No. 10).—In Cumbernauld Road on both sides from a point 26 yards south of the north side of Roslea Drive to a point 18 yards south of the north side of Onslow Drive and from a point 9 yards east of the east side of Alexandra Park Street to a point 73 yards east of the east side of Bannatyne Avenue and from a point 20 yards west of the east side of Victoria Terrace to a point 3 yards east of the east side of Victoria Terrace.

Tramway (No. 13).—In Westmuir Street on both sides from a point 47 yards east of Ravil Row to a point opposite the east side of Nisbet Street and from a point opposite Back Causeway eastwards for the whole length of that street. In Main Street on both sides from the commencement of that street at its junction with Westmuir Street to a point 30 yards west of Hill Street, and from a point opposite the east side of Wellshot Road to a point opposite the east side of Station Road. In Eastmuir Street on both sides from its junction with Main Street to a point 60 yards westwards from Gartocher Road.

Tramway (No. 14).—In Eastmuir Street and Glasgow and Coatbridge Road on both sides from a point 52 yards east of Gartocher Road to a point 68 yards west of the termination of the Tramway.

Tramway (No. 15).—In Great Eastern Road and Tollcross Road on both sides from Burgher Street to Beechwood Drive. Also in Tollcross Road on both sides between points 16 yards and 49 yards east of the Tollcross Burn.

Tramway (No. 16).—In London Road on both sides from the commencement of the Tramway to the Springfield Road.

Tramway (No. 17).—In Dalmarnock Road on both sides from a point 127 yards south-east of the south-east side of Allan Street to a point 27 yards north-west of the termination of the Tramway and on the south-east side for the last 27 yards of the Tramway.

Tramway (No. 19).—In Rutherglen Road on both sides from a point opposite the east side of Dalmeny Street to a point 60 yards east of the entrance gate to Polmadie House; also from a point 36 yards northward of the old Toll House situate at the junction of Rutherglen Road with the Glasgow Road to a point 10 yards southward of said Toll House; also in Glasgow Road and Main Street on both sides from a point 13 yards west of of the west side of Quarry Road to the junction of Cathcart Street with Main Street.

Tramway (No. 20).—In Aikenhead Road on both sides from a point 68 yards east of the east side of Inglefield Terrace to a point 20 yards south of the southern side of Calder Street.

Tramway (No. 21).—In Albert Road on both sides from Darnley Street to the termination of the Tramway.

Tramway (No. 23).—In Glasgow Road on both sides from a point 75 yards west of the east entrance to Barshaw House to the termination of the Tramway.

Tramway (No. 24).—In Battlefield Road on both sides thereof from a point opposite the Prospecthill Road to a point opposite Park View (Road) and from a point 15 yards westwards of Battlefield Avenue to the Old Cathcart Road. Also in Old Cathcart Road on both sides from the Battlefield Road to the new or intended road. Also in New Cathcart Road on both sides from the junction of the new or intended road to a point opposite the southern side of Holmhead Crescent, also from opposite the Rhannon Road to opposite the southern side of Chrisview Cottage, also from the southern side of Victoria Terrace to the termination of the Tramway.

Tramway (No. 24A).—In Cathcart Road on both sides thereof from a point 10 yards south of Prospecthill Road to the north side of M'Lennan Street, also from the south side of Bolton Drive to the termination of the Tramway.

Tramway (No. 25).—In Maxwell Street on both sides thereof from a point 80 yards southwards of Colledge Street to a point 40 yards northward of Pollok Street, also in Barrhead Road on both sides from the bridge over the White Cart Water to the termination of the Tramways.

Tramway (No. 26).—In Pollok Street on both sides thereof from the commencement of the Tramways to Rosendale Road.

Tramway (No. 27).—In Woodlands Road on the south side from a point 14 yards or thereabouts east of the east side of West-end Park Street to a point opposite West Cumberland Lane, and on both sides from a point opposite West Cumberland Lane to the termination of the Tramways.

Tramway (No. 28).—In St. George's Road on both sides from the commencement of the Tramways to a point 35 yards or thereabouts south of the south side of Buccleuch Street, and on the west side from a point 35 yards or thereabouts south of the south side of Buccleuch Street to the termination of the Tramways.

The said Tramways will be situate in the City Parish of Glasgow, the Barony Parish of Glasgow, and the Parishes of Govan, Eastwood, Cathcart, Rutherglen, and Paisley; in the City the Royal Burgh of Rutherglen the Parliamentary Burgh of Paisley and the Burghs of Partick and Pollokshaws; in the County of the City of Glasgow and in the Counties of Lanark and Renfrew.

To provide that the said Tramways shall be and be deemed to be part of the Tramway undertaking of the Corporation, and that the provisions of the Glasgow Corporation Tramways Acts, 1870 to 1897, shall, for all purposes, and with or without modification, extend and apply to the said Tramways.

To provide that section 43 of the Tramways Act, 1870, shall not apply to the intended tramways and works.

The said Tramways will be constructed on a gauge of 4 feet 7 $\frac{1}{2}$  inches, and it is not intended to run thereon Carriages or Trucks adapted for use on railways.

To authorise the Corporation to attach to houses and other property abutting on streets, roads, or other places along which existing Tramways are laid or are authorised to be laid or are proposed to be authorised to be laid by the intended Act, poles brackets rosettes wires cables pipes and apparatus in connection with the working of the Tramways by electrical or other mechanical power; and also to authorise the Corporation to erect poles posts section boxes and other apparatus in the roadway and footpath of any such streets roads or places.

To empower the Corporation and all other Persons or Companies for the time being using the intended Tramways, to work the intended Tramways, or any of them, or any part thereof, by electricity applied by the overhead underground or any other system, or by steam, electric gas, atmospheric, or oil, locomotive engines, cable, or other mechanical power, in addition to, or in substitution for, animal power, or by all or any of those means, and to apply to the intended Tramways the provisions of the Glasgow Corporation Act, 1891, authorising the use on the Tramways of mechanical power as these provisions have been amended by subsequent Acts and shall be extended enlarged and defined by the intended Act.

To authorise the Corporation from time to time, and either temporarily or permanently, to make, maintain, alter and remove such Tramways as may be necessary to form connections between any of the existing or proposed Tramways, and also such crossings, cross-overs, passing places, sidings, junctions, turn-outs, and other works as may be necessary or convenient for the efficient working of their Tramways or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables, or carriage sheds, or works, or buildings of the Corporation.

To deviate 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 by the intended Act.

To authorise the Corporation from time to time, to enter upon, and break up the surface of, and to alter, raise, lower, cross, divert, widen, improve, enlarge, stop up, remove, and otherwise interfere with, either temporarily or permanently, streets, roads, footpaths, or other places, water-courses, bridges, railways, tramways, canals, towing-paths, streams, aqueducts, culverts, tramplates, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph, telephonic, and other pipes, tubes, apparatus and other things within the parishes and places mentioned in this part of this notice; and also to straighten or set back the edge or kerb of the footpath or pavement on both sides or either side of any streets and roads in or along which any of the proposed Tramways will be laid, or existing tramways are laid or tramways are authorised to be laid, and also to empower the Corporation to widen or strengthen, raise or lower any bridges, arches, and culverts to be crossed by the proposed Tramways, so far as may be necessary, for the purpose of constructing, maintaining, repairing, removing, altering, or reinstating such Tramways and works, or of substituting others in their place, or for the other purposes of the intended Act.

To empower the Corporation 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 Tramway or any part thereof to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this part of this Notice, and to maintain, so long as occasion may require, a temporary Tramway or temporary Tramways in lieu of the Tramway or part of a Tramway so removed or discontinued to be used, or intended so to be.

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 and works may be laid, and to provide for and regulate the use by the Corporation for the purposes of the intended Act of any paving, metalling or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, and materials.

To make provision for the protection of the existing or authorised and proposed tramways, and of all machinery, cables, ducts, conduits, and electric and mechanical appliances and apparatus in connection with those tramways, and to impose penalties in respect of injury being done to the same.

To make provision for regulating the passage of traffic along or across any streets, roads, and other thoroughfares through or along which Tramways of the Corporation are already laid or are authorised, or proposed by the intended Act to be authorised to be laid, or any part or parts thereof, and along, over, or across such Tramways, and for preventing obstructions to all or any of such traffic, and to authorise the making and enforcing by the Corporation, the Magistrates of the City, and the Road or Local Authorities of the burghs of Partick, Govan, Kinning Park, Pollokshaws, Rutherglen, and Paisley, and of the counties of Lanark and Renfrew, of bye-laws, rules and regulations with reference to all or any of the matters aforesaid, and, in particular, to provide that all slow-going traffic shall keep as near as possible to the sides of such roads or streets, and the imposing and recovering of penalties for the breach or non-observance of any such bye-laws, rules, and regulations, or any of the provisions of the intended Act.

To reserve to the Corporation the exclusive right of using on the proposed Tramways carriages adapted or suitable for running thereon.

To prohibit, except by agreement with the Corporation, the use of the proposed Tramways by persons or Corporations, other than the Corporation, with carriages having flange wheels, or otherwise suitable or adapted to run on the Tramways, and to authorise and give effect to agreements between the Corporation, and any other person or Corporation, for the use of the said Tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

To enable the Corporation to levy tolls, rates, and charges for the use of the existing authorised and proposed Tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to alter the tolls, rates, duties, and charges which the Corporation are or may be authorised to take, upon any part of their Tramway undertaking to confer exemptions from the payment of tolls, rates, or charges, and to confer, vary, or extin-

guish other rights and privileges, and to alter or repeal the provisions of the Glasgow Corporation Tramway Acts, 1870 to 1897, relating to tolls, rates, and charges.

To authorise and empower the Corporation to lease all or some of the proposed Tramways, or of the existing or authorised Tramways, or any of them, or any parts or part thereof, and to confer upon their Lessees all or any of the powers of the Corporation with reference to Tramways, and to enact and declare that the Public General Act, 3d George IV., cap. 91, intituled "An Act for Regulating the Mode of Accounting for the Common Good and Revenues of the Royal Burghs of Scotland" shall not apply to the said Tramways.

To authorise the Corporation, on the one hand, to purchase, acquire, lease, maintain, and work, and the Provost, Magistrates, and Town Council of the Burgh of Paisley, on the other hand, to acquire, convey, sell, lease, or assign to the Corporation the Paisley Tramways constructed under the Paisley Tramways Order 1885, and to provide that the said Paisley Tramways shall be, and be deemed to be for such time as the intended Act shall fix, part of the Tramway undertaking of the Corporation, and that the provisions of the Glasgow Corporation Tramway Acts 1870 to 1897 and the intended Act shall for all or any purposes, and with or without modification, extend and apply to the said Paisley Tramways.

To authorise the Corporation to equip the existing authorised and proposed Tramways, to purchase and lease and provide lands and property, and thereon to erect houses, buildings, stables, car sheds, engine houses, offices, and other conveniences and to erect and provide engines and machinery, horses, cars, and plant, and other works, and to acquire servitudes and wayleaves over lands and property, and generally to do whatever is necessary or expedient for the efficient carrying on of the business of their Tramway undertaking; to work the proposed Tramways and the existing Tramways; to run omnibuses in continuation of or in connection with such Tramways; to purchase and acquire by agreement or to lease any Tramways which form continuations of their existing and proposed Tramways, or which can be worked in connection therewith; to form junctions between their existing and proposed Tramways and any Tramways which can be worked in connection therewith; and to levy tolls on and from passengers using such Omnibuses or any Tramways acquired or leased by the Corporation or over which the Corporation have or may obtain running powers.

#### LIBRARIES.

To authorise the Corporation to establish Free Libraries in the City, and to transfer to the Corporation the Public Library established under the trust disposition and settlement of Stephen Mitchell dated 21st April 1874 and known as the Mitchell Library and the Public Library established under the deed of settlement of William Stirling dated 3d February 1785 and known as the Stirling Library and the Library known as the Baillie Institution established under scheme No. 331 under the Educational Endowments (Scotland) Act 1882 approved of by Her Majesty in Council on 6th April 1889 and any other libraries, to manage and develop such

libraries, and to alter or vary all or any of the provisions of the settlements, constitutions, or schemes under which those Libraries are constituted.

To authorise the Corporation to borrow money and to levy assessments for the purposes of such Free Libraries, and to make contributions to the Stirling's Library and Baillie's Institution.

To empower the Corporation to acquire lands or to appropriate lands now or hereafter belonging to them for such Free Libraries, and to sell or exchange lands and property acquired for that purpose or held in connection with the Mitchell and Stirling Libraries or otherwise, and to sell and give effect to any agreement that has been or may be entered into for the sale of certain property bequeathed to the Mitchell Library by Louis or Louis Edward Campbell under his trust disposition and settlement dated 14th August 1892 and registered in the Books of Council and Session 13th September 1894.

To provide that the Mitchell Library shall be maintained solely as a Reference Library, and also any other libraries or collections of books which may be acquired by or bequeathed to the Corporation with similar conditions.

#### EXTENSION OF BOUNDARIES.

To annex to and incorporate with the City the districts or areas (in this notice called the added districts) in the County of Lanark, comprehended within the following boundaries or some part thereof:—That is to say, first, commencing at a point in the Polmadie Burn, where the boundary of the city is intersected by the royalty boundary of the royal burgh of Rutherglen, thence proceeding in a northerly, north-westerly, and again northerly direction along the said city boundary to a point thereon in the centre of the river Clyde; thence in an easterly, south-easterly, and southerly direction along the said city boundary till it intersects the boundary of the royal burgh of Rutherglen; thence in a southerly, south-westerly, north-westerly, northerly, and again north-westerly direction along the boundary of the said royal burgh of Rutherglen to the point of commencement; and, second, commencing at a point on the City boundary where it is intersected by the east side of the Caledonian Railway (Glasgow Lines) 400 yards or thereabouts measuring in a southerly direction along the east side of the said railway from the south-east side of the Cumbernauld Road, thence proceeding in a north-westerly, northerly, easterly, and again northerly direction along the said City boundary till it intersects the south side of the Caledonian Railway (Glasgow, Garnkirk, and Coatbridge Branch), thence in an easterly direction along the south side of the said railway to a point on the east side of the road leading from Garngad Road to Robroyston House; thence in a southerly direction along the east side of the said road leading to Robroyston House and continuation thereof to the south side of Garngad Road; thence westward along the south side of the last mentioned road till it intersects the east side of Provanmill Road; thence southward and south-eastward along the north-east side of the last mentioned road and continuation thereof to the south-east side of Cumbernauld Road; thence south-westward along the south-east side of the last mentioned road till it intersects the east side of the Caledonian Railway (Glasgow



Lines), thence southward along the east side of that railway to the point of commencement.

The added districts are situated in the parish of Rutherglen and the Barony parish of Glasgow and County of Lanark.

To constitute the added districts part of the City for all Municipal and other purposes and 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 districts and to extend to the added districts 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 districts 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 licences and other matters.

To annex such added districts 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 Parish Councils of the said parishes, 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 districts and to confirm and give effect to agreements with such Councils, authorities, and others.

#### FINANCIAL.

To increase the amount which the Corporation are now authorised to raise by bills or promissory notes to such extent as the intended Act may prescribe.

To consolidate and unify the Debt of the City constituted under the powers of the Glasgow Corporation Loans Act 1883, and to provide for the purchase or redemption of Stock or Loans issued or which may be issued before the passing of the intended Act in such manner and upon such terms and conditions as the intended Act may prescribe.

To authorise the Corporation to appoint the Registrar of Corporation Stock, under the Glasgow Corporation Loans Act 1883, or other officer, to act as their clerk for the purpose of keeping the Register of Mortgages for the Corporation Loans Fund and for the other purposes of the Glasgow Corporation Loans Act 1883, and to amend the provisions of the Commissioners Clauses Act 1847 as to the issuing of Mortgages and the offices of clerk and of treasurer and to make other provisions as to the issuing of Mortgages.

To empower the Corporation to invest the several Funds held by them under the Police Superannuation (Scotland) Act 1890, and any departmental reserve or other funds under the control of the Corporation, in any of the statutory securities as defined in Section 26 sub-

section 2 of the Glasgow Corporation Loans Act 1883.

To empower the Corporation to apply to the purposes of the intended Act any moneys, rates or assessments belonging to them, or which they may be authorised to raise or levy.

To empower the Corporation to continue or to alter or vary the rates, assessments and charges leviable under their existing Acts, or to impose and levy new, special and additional rates, assessments and charges for the several objects and purposes of their existing Acts or of the intended Act. To authorise a further increase of the assessment authorised by the Glasgow Corporation Parks Acts 1878 to 1896.

To authorise the Corporation to borrow further moneys for the purposes of the intended Act and the Glasgow Corporation Tramway Acts 1870 to 1897; the Glasgow Corporation Parks Acts 1878 to 1896; the Glasgow Corporation Act 1892, as amended and extended by the Glasgow Bridge &c. Act 1894 for the purposes of the embankments and weir or tidal dams authorised by those Acts; the Glasgow Corporation Police Acts 1866 to 1898, and for any other purposes of the Corporation, or their other existing Acts, on such security and on such terms and conditions or otherwise as the intended Act may prescribe.

#### GENERAL.

To authorise the Corporation to make and enforce Bye-laws and regulations for all or any of the purposes of the intended Act and provide for the imposition and recovery of penalties in connection therewith.

To enable the Corporation to sell, feu, exchange or otherwise deal with Lands and Property of any description which may become vested in them as Trustees for any purpose provided that the Deed or Instrument under which such Lands or Property are vested in the Corporation does not expressly prohibit the Corporation from so dealing with such Lands or Property.

To empower the Corporation and any body or person, Corporation Trustees or Authority interested in or who may be affected by any of the objects of the intended Act, 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 the intended Act.

To alter and amend the Glasgow Corporation Acts 1855 to 1898 and any other Acts relating to the Corporation and any other Acts relating to the Glasgow Tramways the Paisley Tramways Order 1885 and any Acts relating to the Paisley Tramways and the Tramways Act 1870.

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 with itself the necessary provisions, with or without modification or alteration, of the Lands Clauses Acts, the Gas Works Clauses Act 1847; the Commissioners Clauses Act 1847; the Public Libraries Consolidation (Scotland) Act 1887; the Public Health (Scotland) Act 1894; the Tramways Act 1870, the Local Government (Scotland) Acts 1889 and 1894, 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.

Duplicate Plans and Sections, describing the lines, situations, and levels of the intended Works and Tramways, and showing 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 of the Counties of Lanark and Renfrew at their respective Offices in Glasgow, and Paisley, and Greenock, and so much of the said Plans, Sections, and Book of Reference as relates to the City and to each of the aforesaid Royal Burghs, Burghs, and Parishes, and a copy of the said *Gazette* Notice will be deposited on or before the same day with the Town Clerk of the City at his Office in Glasgow, with the Town Clerks of the Royal Burgh of Rutherglen, the Parliamentary Burgh of Paisley, and of the Burghs of Partick and Pollokshaws, at their respective Offices in those Burghs, and with the Clerks to the Parish Councils of each such Parish at their respective Offices.

A map and a duplicate thereof showing the present boundaries of the City and the boundaries of the districts which may be added thereto under the intended Act, will be deposited for public inspection, on or before the same day, with the Town Clerk of the City, 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, 1898.

SIR JAMES D. MARWICK,  
Town Clerk, Glasgow.

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

Board of Trade—Session 1899.

#### OTTER FERRY PIER PROVISIONAL ORDER.

(Powers to Construct Pier or Jetty and Quay with Approach Road thereto; to Regulate Vessels and Traffic; To Levy Tolls, Rates, Rents, Duties, and Charges; to Borrow Money; Constitute a Harbour and Pilotage Authority; 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, on or before the 23rd day of December next, by Major

John M'Rae Gilstrap of Ballimore, in the Parish of Kilfinan, in the County of Argyll (who, together with his successors in title is hereinafter called "the Promoter"), for a Provisional Order for all or some of the following among other powers and purposes, that is to say:—

To authorise the Promoter to make, maintain, and regulate the works following, viz. :—

- (1) A Pier, Jetty, or Gangway commencing immediately above high water mark on the east side of Loch Fyne, at a point 370 yards or thereabouts, measured in a northerly direction from the north-east corner of the field or enclosure numbered 45 on the Ordnance Survey Map of the Parish of Kilfinan, and terminating in the said loch at a point 55 yards or thereabouts, measured in a north-westerly direction from the point of commencement above described.
- (2) A Pierhead or Wharf in Loch Fyne commencing at a point 13 yards or thereabouts, measured in a south-westerly direction from the point of termination of the pier, jetty, or gangway above described, and terminating at a point 26 yards or thereabouts, measured in a north-easterly direction from the point of commencement of the said pierhead or wharf above described.
- (3) An Approach Road commencing at a point on the north-west side of the public road leading from Kilfinan to Strachur 316 yards or thereabouts, measured in a north-easterly direction from the north-west corner of the field or enclosure numbered 45 on the Ordnance Survey Map of the Parish of Kilfinan, and terminating at the point of commencement of the pier, jetty, or gangway first above described.

All of which works are hereinafter included in the expression, "the pier." The said pier and the works and conveniences connected therewith will be situate in the Parish of Kilfinan and County of Argyll, or on the foreshore and bed of Loch Fyne *ex adverso* of the said Parish and County.

To empower the Promoter to excavate the shore and bed of the sea adjoining and near to the pier, and to remove all shingle, rocks, and shoals either above or below high water mark within the limits of the pier, or within such limits as may be defined in the Order, and to dredge, scour, deepen, and improve from time to time the approaches to the pier, and to use and appropriate the materials so dredged.

To authorise the Promoter in the construction of the said intended works to make all suitable deviations, lateral and vertical, and to make all necessary embankments, excavations, walls, approaches, roads, quays, jetties, wharves, warehouses, sheds, cranes, mooring buoys, lights, electric apparatus, water pipes, and other works and conveniences, and to supply water to vessels.

To cross, alter, stop up, or divert temporarily or permanently, or otherwise interfere with foreshores, roads, streets, lanes, passages, sewers, drains, streams, watercourses, channels, conduits, gas and water or other pipes, and electric apparatus, and all other works which it may be necessary to interfere with in the construction of the said intended works, or any of them.

To purchase, take on lease, or otherwise acquire by agreement foreshore lands and heritages

necessary or convenient for the construction and maintenance of the pier and works.

To authorise the Promoter to levy tolls, rates, rents, duties, and charges on vessels, boats, and other craft arriving at, using, or departing from the pier and works or any part thereof, or coming within the limits of the pier or within such limits as may 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 pier and works or within the limits aforesaid, and in respect of warehouses, sheds, cranes, mooring buoys, lights, and other conveniences connected with the pier and works, and for the supply of water to vessels, and to make provision for the collection and regulation of the same; and to confer, vary, or extinguish exemptions from such tolls, rates, rents, duties, and charges, and to confer, vary, or extinguish, other rights and privileges.

To authorise the Promoter to borrow money for the purposes of the pier and other works, and of the Order, on the security of the pier and works and the lands and property connected therewith respectively, or of the tolls, rates, rents, duties, and charges authorised to be levied by the Order, or on all of these securities in combination or of some of them.

To provide for the maintenance, management, and administration of the pier and works and all matters relating thereto; to authorise the Promoter to sell or let on lease the pier and works and the said tolls, rates, rents, duties, and charges, or any of them; to make, alter, and rescind bye-laws, rules, and regulations for the management, use, and protection of the pier and works, and for the regulation and control of vessels, persons, and traffic frequenting or resorting to, or employed, embarked, disembarked, loaded, or unloaded at or near the same; and to impose and recover penalties for the breach or non-observance of such bye-laws, rules, and regulations; and to appoint and remove pier masters, meters, weighers, and other officers and servants.

To define the limits within which the powers of such pier masters, meters, weighers, officers and servants may be exercised.

To constitute the Promoter the Harbour and Pilotage Authority for the Pier and the neighbourhood thereof, and to fix the limits of such authority, and to confer on the Promoter all the powers and privileges authorised by the Merchant Shipping Act, 1894, and the Acts amending the same.

To confer on the Promoter all powers, rights, and privileges which may be necessary for carrying the Order into effect, and to vary or extinguish all rights and privileges which might interfere therewith.

To incorporate with the Order all or some of the provisions of the Lands Clauses Acts, the Railways Clauses Consolidation (Scotland) Act, 1845, and the Harbours Docks and Piers Clauses Act, 1847.

And Notice is hereby given that on or before the 30th day of November instant plans and sections of the proposed pier 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 of the House of Commons, the offices at Inveraray of the Principal Sheriff-Clerk for the County of Argyll,

the Custom House of the Port of Greenock, and the office in London of the Board of Trade.

Printed copies of the Draft Provisional Order will be furnished by the undersigned at their offices as undernoted 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 Fifteenth day of November, 1898.

MACEWAN & MURRAY,

Lochgilphead,

Solicitors for the Order.

GRAHAMES, CURREY, & SPENS,

30, Great George Street, Westminster,  
Parliamentary Agents.

In Parliament—Session 1899.

### GLASGOW CORPORATION TELEPHONES.

(Powers to Establish and Maintain a Telephone System within and beyond Glasgow; to Accept and Carry Out a License by Her Majesty's Postmaster-General; Districts and Area within which Powers may be exercised; Powers over Streets, Roads, &c.; to Lay Wires and Erect Posts thereon, and on Houses and Buildings; to make provision for Laying or Erecting Wires and Posts on Private Property; to Make, Levy, and Recover Charges and Rents; to Acquire and Hold Licenses; to Manufacture, Sell, and Hire Apparatus; Borrowing Powers; Application of Corporation Funds, Rates, and Assessments for Securing Borrowed Money; Agreements; Bye-Laws; Purchase of Lands; 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 by the Corporation of the City of Glasgow (in this Notice called "the Corporation" and "City" respectively) for an Act (in this Notice called "the intended Act") for all or some of the following among other purposes, that is to say:—

To empower the Corporation to establish, provide, construct, erect, complete, work, maintain, use, let, license, alter and renew from time to time within and throughout the City of Glasgow and beyond the same a telephone system and telephone exchange or exchanges for the purpose of telephonic or other form of electric communication, together with all requisite buildings, offices, call offices, and places, conduits, tubes, pipes, wires, under, along, and over ground, and instruments, apparatus, appurtenances, and all necessary equipments in connection therewith.

To empower Her Majesty's Postmaster-General to grant to and to renew, and the Corporation to take, accept, and carry out, and work for such term or period as may be so granted or as may be agreed, or as the intended Act may prescribe, a license or licenses of provisional order or powers to establish and completely equip, and to work, use, and maintain, and allow to be used, and to charge for tele-

graphs, telephones, telautographs, and other methods of electric and telephonic communication; and to authorise the Postmaster-General to transfer to the Corporation, and the Corporation to use and exercise, all and every right, power, and authority conferred by the Telegraph Acts 1863 to 1892 on the Postmaster-General.

To provide that Her Majesty's Postmaster-General shall acquire and take over at the termination of any license or licenses or at any other period the Telephone System and undertaking of the Corporation and the property and assets connected therewith or any part thereof on terms to be settled by agreement, arbitration, or otherwise as the intended Act may provide, and to provide for the Corporation continuing, and carrying on, after the expiration of any license, the telephone undertaking under the provisions of the intended Act.

The districts and area within which the Corporation may exercise the powers of and in connection with telephonic communication, are the following, that is to say:—

The City of Glasgow according to the existing boundaries thereof, or as such boundaries may at any time hereafter be extended, and also the neighbouring burghs and districts and area comprised within the Counties of Lanark, Renfrew, Dumbarton, and Stirling, namely—the Burghs of Rutherglen, Govan, Partick, Kinning Park, Pollokshaws, Clydebank, Milngavie, Kirkintilloch, and Kilsyth, and the Parishes or parts of the Parishes of Glasgow, City Parish of Glasgow, Barony Parish of Glasgow, Govan, Eastwood, Cathcart, Rutherglen, Cambuslang, Mearns, Carmunnock, East Kilbride, Paisley, Renfrew, Old Kilpatrick, New Kilpatrick, Baldernock, Cadder, Kirkintilloch, Kilsyth, Cumbernauld, Campsie, and Old Monkland, or so much or such parts of the said City, Burghs, Parishes, Districts, and area as may be defined in the intended Act, or such area, more or less, as may be granted, defined, and prescribed in any license or licenses or order that may be obtained from Her Majesty's Postmaster-General, or any such other districts and area as may at any time and from time to time be included within any license or order as may be granted as hereinbefore mentioned.

To authorise the Corporation to cross over, open, break up and use for the purposes of the intended Act, or of any license or order, and for laying down, suspending, placing, erecting, maintaining and renewing conduits, tubes, pipes, wires, posts, pillars, insulators, conductors, and other works and apparatus connected therewith, in, through, across, along, under, and over all streets, roads, lanes, passages, footways, footpaths, foot pavements, thoroughfares, tramways, railways, canals, docks, basins, waterways, rivers, estuaries, and bridges, and the structures of all or any of such works within the city and districts and area, and to break up, open, or otherwise interfere with all or any of such highways, streets, roads, lanes, thoroughfares, and other such places as aforesaid, and to cut the branches of trees which may overhang such highways, streets, and places, and also to divert or alter sewers, drains, mains, gas and water pipes, telegraph and telephone wires, tubes, and other works in, over, or under

any such highways, streets, and other places as aforesaid, and to do such other works, acts, and things, and to confer all such powers on the Corporation as may be necessary or expedient for carrying into complete effect the purposes of the intended Act, and for the efficient carrying out in all respects of a telephone service within the telephone area of the Corporation.

To authorise the Corporation at any time, and from time to time, to have and obtain access to all conduits, tubes, pipes, wires, posts, and other works and apparatus connected with the telephonic system of the Corporation within the city, districts, and area for the purpose of repairing, renewing, enlarging, extending, altering, and maintaining the same in a state of efficiency for the purposes of telephonic communication.

To authorise the Corporation, compulsorily or by agreement, to enter upon any houses, buildings, or lands within the City and the districts and area for telephonic purposes, for affixing any posts, wires, apparatus, or other things necessary or expedient for giving telephonic communication to all or any persons within the same, and the intended Act will make provision for obtaining such user of such houses, buildings, or lands for such purposes, and also for access to any such houses, lands, or buildings, and to provide for determining any question arising between the owners, occupiers, or lessees of the same, and the Corporation, and to have the matters in dispute determined either by the Board of Trade or by any other public authority or by arbitration, and to require and permit any local or road authority to give consent to the Corporation in connection with and in relation to the several matters hereinbefore mentioned, so far as the same may be necessary or expedient for the full and efficient formation, equipment, and maintenance of telephonic communication, and that upon such terms, and subject to such conditions, restrictions, and regulations, as may be agreed or as may be prescribed by the Board of Trade, or by arbitration, or by any other such public authority, or in such other manner as shall be provided by the intended Act.

To authorise the Corporation to purchase and take upon lease or otherwise, and to hold lands and property as may be necessary or expedient for the erection of offices, exchange stations, or other such buildings as may be necessary or expedient for the purpose of effectively carrying out telephonic communication within the city districts and area to be included within the powers of the intended Act.

To authorise the Corporation, for all or any purposes of the intended Act, to acquire, sell, hire, manufacture, or use telephones and telephonic lines, apparatus, and instruments, and to acquire and use any patents and licenses for and in connection with telephonic communication or in relation thereto, and also to grant licenses and rights of user to any person to manufacture, hire, or use any such patents which may be so acquired by the Corporation.

To authorise the Corporation to apply to the purposes of the intended Act all or any Common Good and other Corporation funds, and any monies, rates, or assessments they are or may be authorised to raise, impose, or levy, or any one or more of them as the intended Act may prescribe.

To authorise the Corporation to borrow money for the purpose of the intended Act on mortgage,

bond, cash credit, or by the issue of Corporation stock, under the Glasgow Corporation Loans Act, 1883, or otherwise on the security of the Common Good or other Corporation funds, and of such rates, assessments, revenues, and property, or any one or more of them as the Bill may prescribe, and to provide for the repayment of such money, and to create a sinking fund, and to apply the provisions of the Glasgow Corporation Loans Act, 1883, and any other Act extending or amending that Act, to the purposes of the intended Act.

To authorise the Corporation to impose, levy, and assess and recover rates, charges, and assessments for the purposes of the intended Act on and from the owners and occupiers, or either of them, of lands and heritages within the city, and to make provision for the recovery and collection of such rates, charges, and assessments; to alter existing rates, charges, and assessments, and to confer, vary, or extinguish exemptions from payment of rates, charges, and assessments.

To authorise the Corporation to make bye-laws and regulations with respect to their telephonic undertaking, the charges to be made for the use of the same, the protection of telephonic apparatus, the conditions and extent of telephonic communication, the regulation of switch rooms and call offices, and with respect to the officers and servants, and generally with respect to all matters connected with the use and working of the telephones, and to enforce such bye-laws and regulations by the imposition of suitable penalties, all as the intended Act may prescribe.

To authorise the Corporation, Her Majesty's Postmaster-General, and local and road authorities of the Burghs, Counties, and Parishes within the area of the Corporation's telephonic system, and any telephone licensees of the Postmaster-General and all or any other public bodies, Trusts, Railway, Canal, and other Companies, and all or any other persons interested in or affected by any of the objects and purposes of the intended Act, or any one or more of such authorities, Companies, and persons to enter into and carry into effect agreements for or in relation to all or any of such objects and purposes, and to confirm any agreements already made or that may be made to give effect to or to carry out the same and that with or without variation, amendment, or alteration.

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

To incorporate with the intended Act all or some of the provisions of the Lands Clauses Acts; the Telegraph Acts, 1863 to 1892; the Glasgow Corporation Acts, 1855 to 1898; and also so much of the Gas Works Clauses Act, 1847, the Water Works Clauses Act, 1847, and the Electric Lighting Acts, 1882 and 1888, or any one or more of those Acts, or any one or more of the provisions of the same respectively as relates to the laying of mains, lines, and pipes thereby authorised, and the breaking up or other interference with and the user of roads, streets, bridges, and other places which under these Acts or under any one or more of them may be so used, and to adopt all or any of such provisions to the purposes of the intended Act, with or

without alteration, variation, amendment, or extension, and to confer upon the Corporation all the powers conferred by those Acts cumulatively or severally, and to make the same applicable in, over, and throughout their telephone area, with or without amendment or alteration, to the purposes aforesaid.

To alter, amend, extend, vary, or repeal, for the purposes of the intended Act, all or any of the provisions of the following Acts, that is to say:—

The Glasgow Corporation Acts, 1855 to 1898, the Telegraph Acts, 1863 to 1892, and the Act 3 George IV., Chap. 91; the Roads and Bridges (Scotland) Act, 1878, the Local Government (Scotland) Act, 1889, and the Burgh Police (Scotland) Act, 1892, and all or any Acts extending or amending those Acts or any of them, and any other Acts applicable to any local road or other Authorities within the telephone area of the Corporation.

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

Dated this 17th day of November 1898.

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

In Parliament—Session 1899.

#### GLASGOW, MOTHERWELL, AND SANQUHAR RAILWAY.

(Incorporation of Company, Construction of Railways in the Counties of Lanark, Renfrew, and Dumfries, and Works connected therewith; Power to shut up and interfere with Roads &c.; Compulsory Purchase of Lands &c.; Sale of Superfluous Lands; Appropriation of Subsoil; Underpinning; Alterations of certain Provisions of Lands and Railways Clauses Consolidation Acts; Power to take Parts only of certain Properties; Tolls, Rates, and Charges; Running Powers over Portions of Glasgow and South-Western and other Railways; Traffic facilities; Working and Traffic Agreements with Glasgow and South-Western Railway Co.; Powers to that Company to Subscribe towards the Undertaking, to Take and Hold Shares and Raise Capital; Power to Pay Interest out of Capital during Construction; Power to Take Lands Compulsorily before Whole Capital Subscribed; Separate Undertaking; Powers to Limited Owners; Other Powers, Rights, and Privileges; Amendment and Incorporation of Acts, and Other Purposes.)

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing Session, for leave to bring in a Bill hereinafter called "The Bill" for the following, or some of the following, among other objects and powers:—

To incorporate a Company, hereinafter referred to as "The Company," and to enable

the Company to construct and maintain with all proper stations, sidings, junctions, roads, approaches, works, machinery, appliances, and conveniences, connected therewith, or incidental thereto, the following Railways or some of them, or some part or parts thereof, respectively, that is to say,

- (1) A Railway (No. 1) commencing in the Parish of Govan by a junction with the City Union line of the Glasgow and South-Western Railway at a point 63 yards or thereabouts, measured in an easterly direction along the said line, from the east side of the bridge which carries the said line over Salisbury Street, in the City of Glasgow, and terminating in the Parish of Sanquhar, by a junction with the Glasgow and South-Western Railway at a point 1070 yards or thereabouts, measured in a south-easterly direction along the said Glasgow and South-Western Railway, from the centre of the bridge which carries the Public Road over the said Railway at Sanquhar Station in the Burgh of Sanquhar, which said intended Railway No. 1 will be situate in or pass from, in, through or into the Parishes of Govan, Cathcart, Rutherglen, Carmunnock, Cambuslang, Blantyre, Hamilton, Stonehouse, Lesmahagow, Douglas, and Crawfordjohn, in the County of Lanark, Parish of Cathcart, in the County of Renfrew and the Parishes of Kirkconnel and Sanquhar in the County of Dumfries or some or one of the said Parishes.
- (2) A Railway (No. 2) wholly situate in the Parish of Govan, commencing by a junction with the Paisley Canal line of the Glasgow and South-Western Railway, at a point 269 yards or thereabouts measured in a westerly direction from the west side of the Bridge which carries the said Glasgow and South-Western Railway over Salkeld Street, in the City of Glasgow, and terminating by a junction with the intended Railway No. 1 at a point 40 yards or thereabouts north-west from the westmost corner of the United Presbyterian Church situate at the corner of Elgin Street and MacKinlay Street in the City of Glasgow.
- (3) A Railway (No. 3) commencing in the Parish of Hamilton by a junction with the intended Railway No. 1 at a point in the field numbered 1739 on the 25 inch Ordnance Map (2nd edition 1897) of the Parish of Hamilton 100 yards or thereabouts west of the north-west corner of the westmost building of the offices of Udston House, and terminating in the Parish of Dalziel at a point in the field No. 275 on the 25 inch Ordnance Map (2nd edition 1898) of the said Parish of Dalziel 162 yards or thereabouts north-west of the southmost corner of the last-mentioned field which said intended Railway No. 3 will be situate in or pass from, in, through or into the Parishes of Hamilton and Dalziel or one of the said Parishes.
- (4) A Railway (No. 4) wholly situate in the Parish of Hamilton, commencing by a junction with the intended Railway No. 1

at a point in the fence forming the south-west side of the road numbered 1709 on the 25 inch Ordnance Map (2nd edition 1897) of the Parish of Hamilton 105 yards or thereabouts measured in a south-easterly direction along said fence from the northmost corner of the field numbered 1690 on the said last-mentioned Ordnance Map and 287 yards or thereabouts, measured in a north-westerly direction, from Hillhouse Farm Steading, and terminating by a junction with the intended Railway No. 3 at a point in the field numbered 1744 on the said Ordnance Map (2nd edition 1897) 82 yards or thereabouts south-south-east from the northmost corner of said field and 422 yards or thereabouts east from the southmost corner of the eastmost building of the offices of Udston House.

- (5) A Railway (No. 5) commencing in the Parish of Dalziel at the point above described as the termination of the said intended Railway No. 3 and terminating in the Parish of Cambusnethan at a point 60 yards or thereabouts west of the eastmost corner of the house which forms the south-west corner of the Glasgow Road and Main Street in the Burgh of Wishaw which said intended Railway No. 5 will be situate in or pass from, in, through, or into the Parishes of Dalziel and Cambusnethan, or one of the said Parishes.
- (6) A Railway (No. 6) wholly situate in the Parish of Lesmahagow, commencing by a junction with the intended Railway No. 1 at a point in the moss numbered 4035 on the 25 inch Ordnance Map (1st edition) of the Parish of Lesmahagow 380 yards or thereabouts south-west from the southmost building of Hollenbush Farm Steading, and 413 yards or thereabouts eastwards from the March between the Estates of Auchlochan and Stockbriggs, and terminating at a point in the moss numbered 4016 on the said last-mentioned Ordnance Map at a point 348 yards or thereabouts north from the north-east corner of Engine Row, which is situate at the north side of the enclosure numbered 4029 on said last-mentioned Ordnance Map, and 153 yards or thereabouts east from the centre of the road leading from Coalburn to Stockbriggs.
- (7) A Railway (No. 7) wholly situate in the Parish of Lesmahagow, commencing by a junction with the intended Railway No. 1 at a point 223 yards or thereabouts north-east from the eastmost corner of the eastmost building of Merchanthall Farm Steading, and terminating at a point 177 yards or thereabouts south of the dwelling-house of Braehead Farm Steading and 200 yards or thereabouts south-east from the centre of the Lesmahagow Branch of the Caledonian Railway.

Which intended Railways and Works will be situate in, or pass from, in, through, or into, the Parishes of Govan, Cathcart, Rutherglen, Carmunnock, Cambuslang, Blantyre, Hamilton, Stonehouse, Lesmahagow, Douglas, Crawfordjohn, Dalziel, and Cambusnethan, in the County of Lanark, the City and County of the City, and Royal Burgh of Glasgow, and Burghs of Ruther-

glen, Hamilton, Motherwell, and Wishaw, in the County of Lanark, the Parish of Cathcart in the County of Renfrew, the Parishes of Kirkcconnel and Sanquhar, and Burgh of Sanquhar in the County of Dumfries or some or one of the said Parishes or Burghs.

To enable the Company to cross, divert, alter, or stop up, appropriate, use, or otherwise interfere with, temporarily or permanently, roads, tramways, drains, sewers, outfalls, gas, water, and electric mains, pipes, telegraphic, and telephonic apparatus, canals, streams, and waters, so far as may be necessary or convenient in constructing or maintaining the said intended Railways and Works; 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 for which the same are respectively substituted, and that the abandoned portions of road shall be vested in the Company, or otherwise as the Bill may provide; and 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, level crossings, temporary use of lands, works for the accommodation and protection of lands adjoining the Railways and other matters, and particularly to stop up and appropriate the site and soil of and to extinguish all rights of way and other rights whether public or private in or over the following streets, roads, and thoroughfares in:—

- (a) The City of Glasgow, viz.:—Morgan Street, Robson Street;
- (b) The Burgh of Hamilton, viz.:—Quarry Street;
- (c) The Burgh of Wishaw, viz.:—Cleland Road;

and any other street or road or portion thereof respectively shown on the plans to be deposited as hereinafter mentioned as intended to be stopped up.

To empower the Company to deviate in the construction of the intended Railways and Works from the lines and levels delineated on the plans and sections to be deposited, as hereinafter mentioned, to any extent within the limits of deviation to be shown on the said plans, or as will be authorised by the Bill.

To empower the Company to purchase or acquire by compulsion or agreement, lands, houses, buildings, and other property and easements in the several Parishes and places aforesaid, for the purposes of the said intended Railways and Works, or any of them, or of the Bill: To sell and convey, feu, lease, or otherwise dispose of any lands, houses, and other property purchased or acquired under the powers of the Bill and which may not be required for the intended Railways and other works or other the purposes thereof.

To authorise the Company to appropriate and use without price or consideration therefor, the sub-soil and under the surface of any streets, roads, pavements, passages, or places under or along which the intended Railways or other works will be made within the Parishes or places aforesaid.

To empower the Company with or without compensation to alter the lines and levels of any streets, roads, pavements, passages, or places under or along which the intended Railways or

other works will be made or contiguous or near thereto within the Parishes or places aforesaid, and any sewers, drains, mains, pipes, and other works in or under the same, so far as may be necessary for the purposes of the intended Railways and other works and of the Bill.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses, buildings, bridges, or other premises which may be rendered insecure or affected by any of the intended works, and which houses, buildings, and premises may not be required to be taken for the purposes thereof or of the undertaking.

To alter, extend or repeal, certain of the provisions of the Lands Clauses Acts, relating to the purchase of lands, houses, buildings, manufactories, the settlement of questions of disputed compensation, and the sale of superfluous lands and to provide that it shall not be necessary for the Company to purchase the whole of any lands houses or other buildings or manufactories, where part is only required for the purposes of the Bill.

To authorise the Company to levy tolls, rates and charges in respect of the intended Railways and works, to confer, vary or extinguish exemptions from the payment of any such tolls, rates and charges, and to exercise other rights and privileges.

To enable the Company, on the one hand, and the Glasgow and South-Western Railway Company (hereinafter referred to as "The South-Western Company") on the other hand, from time to time to enter into and fulfil agreements, with respect to the construction, maintenance, working, use, and management of the said intended Railways and Works or any part or parts thereof respectively and the conveyance of traffic thereon, the supply of rolling stock and plant, and of officers and servants, for the conveyance and conduct of the traffic of the intended railways the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the regulation, collection, transmission, interchange, accommodation, delivery, and conveyance of traffic, coming from or destined for the respective Undertakings of the contracting Companies and the division and appropriation of the revenue arising from that traffic and to authorise the appointment of a Joint Committee for carrying into effect any such agreement as aforesaid, and to confirm any agreement which, previously to the passing of the Bill, may be made touching any of the matters aforesaid.

To enable the Company, and all companies and persons lawfully using the Railways of the Company to run over and use with their engines and carriages of every description, and with their Clerks, Officers, and Servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed upon, or be settled by arbitration, or defined by the Bill, all or any part of the respective Railways and undertakings hereinafter mentioned, together with the stations, watering places, water, booking offices, approaches, engine-sheds, sidings, turntables, telegraphs, telephones, signals, works, machinery, appliances, and conveniences connected therewith respectively, that is to say;

So much of the South-Western Railway as lies between Sanquhar (including that station) and Carlisle including Carlisle Citadel Station and the Railway giving the South-Western Company access thereto.

So much of the Caledonian Railway as lies between Gretna and Carlisle including those stations and access to the Carlisle Citadel Station over the Caledonian Railway and the joint line of that Company and the London and North-Western Railway Company.

So much of the South-Western Railway as lies between the junction therewith of the intended Railway No. 1 and St Enoch and College Stations both in the City of Glasgow including those stations.

So much of the South-Western Railway as lies between the junction therewith of the intended Railway No. 2 and the junction of the said South-Western Railway with the Caledonian Railway (Harbour Branch) in the Police Burgh of Kinning Park.

So much of the Caledonian Railway (Harbour Branch) as lies between the junction therewith of the South-Western Railway and the Terminus of the said Harbour Branch including connections therewith situate in the City of Glasgow and Burghs of Kinning Park and Govan.

So much of the South-Western Railway as lies between the junction therewith of the intended Railway No. 2 and the junction of the South-Western Railway and the Glasgow and Paisley Joint Railway in the City of Glasgow.

So much of the Glasgow and Paisley Joint Railway as lies between the junction therewith of the South-Western Railway and Govan and Paisley.

So much of the South-Western Railway as lies between the junction therewith of the intended Railway No. 1 and Greenock.

And to authorise the Company to levy tolls, rates, and charges upon or in respect of the Railways and stations so to be run over and used, and to alter the tolls, rates, and charges now authorised to be taken thereon, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges.

To require the Companies owning or working the said portions of Railways and stations respectively to afford all requisite facilities for the purpose, and to receive, book through, forward, accommodate, and deliver on and from the same, and at the stations, warehouses, and booking offices thereof, all traffic of every description coming from or destined for the undertaking of the Company upon such terms and conditions as may be agreed upon or as failing agreement may be determined by arbitration or defined by the Bill, and to enable the Company, and all other Companies, and persons as aforesaid, to levy and receive tolls, rates, and charges in respect of the conveyance of passengers, animals, and things over the beforementioned Railways, and portions of Railways, and to alter the tolls, rates, and charges to be taken thereon, and to confer exemptions from such tolls, rates, and charges.

The Bill will, or may authorise the South-Western Company instead of or jointly with the Company to execute the Railways and works hereinbefore described, or some of them, and to exercise the powers hereinbefore specified as to be executed and exercised by the Company wholly, or in such proportions and upon such conditions and subject to such restrictions as the Bill may define or as Parliament may prescribe.

To enable the South-Western Company to, and for the purposes of the Bill to be executed or fulfilled by them, apply their existing funds, and any moneys which they are authorised to raise, and to raise additional capital by shares or stock and by borrowing, and the Bill will or may authorise the South-Western Company to subscribe and contribute funds for or towards the making and maintaining of the said intended Railways, or any of them, and other works, and to take and hold shares, stocks, debentures, debenture stock, or other securities of the Company, or guarantee interest or dividends upon the whole or some part of the Capital of the Company, subject to such terms and conditions as have been or may be agreed upon, or as may be fixed by the Bill, and for all or any of such purposes, to apply their funds and revenues, and to raise additional capital by the creation and issue of new ordinary or guaranteed or preferred or deferred shares or stock, and by borrowing on mortgage or bond, or by any of those modes, or as may be fixed by the Bill.

To authorise the Company and any County Council District Committee Corporation or other Local Authority and any harbour, dock, or river authority company or person, to enter into and fulfil contracts and agreements for and in relation to all or any of the objects of the Bill and to confer all necessary powers for that purpose on any such Council, Committee, Corporation, Local Authority, Company, or Person.

To authorise the Company, notwithstanding anything contained in the Companies Clauses Consolidation (Scotland) Act, 1845, to pay out of the capital or funds of the Company interest or dividends on any shares or stock of the Company.

To enable the Company, notwithstanding anything in the Lands Clauses Consolidation (Scotland) Act, 1845, to the contrary, to put in force the powers of the Special Act for the compulsory purchase of land for the construction of any one or more of the Railways and Works thereby authorised without having first raised the whole of the capital or estimated sum for the undertaking and, if thought fit, to constitute one or more of the intended Railways and Works a separate undertaking, with all necessary and convenient powers, for the working and carrying on of such separate undertaking.

To enable and authorise any heirs of entail liferenter, or other person having a limited estate or interest in any lands which would or might be benefitted or improved in value by, or would derive facilities or accommodation from the construction or working of the intended Railways, or any of them, or any part or parts thereof respectively, or any station, siding, road, approach, building, works or conveniences connected therewith to subscribe to and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of, and to charge the same upon such lands and the fee simple and the inheritance thereof, and to grant and to convey to the Company any lands required for the construction of the intended Railways, or any of them or any part or parts thereof, respectively, or any such station, siding, road, approach, building, works, or conveniences, either without payment or other consideration, or for such considerations pecuniary or otherwise, including the acceptance of payment in fully paid shares of the Company, and upon such terms



and conditions as may have been or may be agreed upon between any such person and the Company, and to sanction and confirm any agreement which may have been or may be made between any such person and the Company, or any person or persons on their behalf respectively with respect to any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself (except so far as expressly varied) the necessary 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;" "The Railway Companies (Scotland) Act, 1867;" and any Act or Acts amending any of those Acts; and it will, so far as may be necessary or expedient for the purpose thereof, repeal, amend, and enlarge the powers and provisions of the following Acts or some of them, that is to say "The Glasgow Police Act, 1866;" "The Burgh Police (Scotland) Act, 1892;" "The Local Government (Scotland) Acts;" and all Acts amending the said Acts or any of them; "The Glasgow and South-Western Railway Consolidation Act, 1855," and all other Acts relating to or affecting the South-Western Company; "The Caledonian Railway Act, 1845," and all other Acts relating to or affecting the Caledonian Railway Company; "The North British Edinburgh Perth and Dundee and West of Fife Railways Amalgamation Act, 1862," and all other Acts relating to or affecting the North British Railway Company; "The Carlisle Citadel Station Act 1873, and all other Acts relating to or affecting the Citadel Station and other Stations at Carlisle and lines of Railway connected therewith; "The Act 9 and 10 Victoria cap. 204," and all other Acts relating to or affecting the London and North-Western Railway Company; "The Act 7 and 8 Victoria cap. 37," and all other Acts relating to or affecting the Lancaster and Carlisle Railway Company; "The Act 7 and 8 Victoria cap. 18," and all other Acts relating to or affecting the Midland Railway Company; "The North-Eastern Railway Companies Act 1854," and all other Acts relating to or affecting the North-Eastern Railway Company; "The Maryport and Carlisle Railway Act 1855," and all other Acts relating to or affecting the Maryport and Carlisle Railway Company.

Duplicate Plans and Sections describing the lines, situation, and levels of the proposed Railways, and Works, and the lands in or through which they will be made or which may be taken under the powers of the Bill for the purposes thereof or for the other purposes of the Bill together with a book 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 and also an Ordnance or published Map with the lines of the intended Railways delineated thereon so as to show their general course and direction, and a copy of this notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November, 1898, be deposited for public inspection, as follows, that is to say—with the Principal Sheriff Clerk for the

County of Lanark, at his Offices at Glasgow, Lanark, Hamilton, and Airdrie, respectively, with the Principal Sheriff Clerk for the County of Renfrew at his Offices at Paisley and Greenock, respectively, and with the Principal Sheriff Clerk for the County of Dumfries at his Office in Dumfries, and copies of so much of the said plans, sections, and book of reference as relate to any Parish or Royal Parliamentary or Police Burgh, in or through which the intended Railways and Works will be made, or in which any lands, houses, or other property are intended to be taken; with copies of this notice as published in the *Edinburgh Gazette*, will on or before the said 30th day of November, 1898, be deposited as respects each such Parish with the Clerk of the Parish Council thereof at his Office if he have an office separate from his place of abode, or otherwise at his place of abode, and as respects each such Royal or Parliamentary Burgh with the Town Clerk thereof at his Office and as respects each such Police Burgh with the Clerk to the Burgh Commissioners at his Office.

Printed copies of the proposed 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 17th day of November, 1898.

YORSTON & HOGARTH,  
157 West George Street, Glasgow,  
Solicitors for the Bill.

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

In Parliament—Session 1899.

#### WICK AND PULTENEY HARBOURS.

(Amendment of the Pulteney Harbour Act, 1879, and the Wick and Pulteney Harbours Order, 1883; Alteration of the Provisions of those Acts with respect to the Constitution, Number, Qualification, Disqualification, and Mode of Election of Harbour Trustees; Alteration, Amendment, or Repeal of Existing Rates, Duties and Charges; Power to Levy New and Increased or Additional Rates, Duties and Charges, and Provision for Altering, Compounding, and Collecting same; Construction of New Works; Acquisition of Land; Borrowing Powers; Power to Town Council and Commissioners of the Royal Burgh of Wick and the Commissioners of the Burgh of Pulteneytown to Guarantee Harbour Loan; Harbour Regulations; Warehouses; Bonded Warehouses; Erection and Maintenance of a Fish Market and Appointment of Officers; Rules, Regulations, Bye-Laws and Penalties; Inclusion of Harbour within the Burgh of Pulteneytown for the Purposes of the Roads and Bridges (Scotland) Act, 1878; Disjunction of the Harbour from the Area or Existing District of the School Board of the Landward District of the Parish of Wick, and the Inclusion of the same within the Area or School District of the School Board of the Burgh of



Wick and Pulteneytown for the Purposes of the Education (Scotland) Acts; Incorporation, 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 the WICK AND PULTENEY HARBOURS TRUSTEES (in this Notice called the "Trustees") for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the following objects, powers, and purposes, that is to say:—

To repeal, alter, or amend the provisions or some of the provisions of the Pulteney Harbour Act, 1879 (hereinafter called the "Act of 1879"), and the Wick and Pulteney Harbours Order, 1883 (hereinafter called "the Order of 1883"), and to alter and enlarge the number and constitution of the Trustees; to increase the number of elected Trustees, and to prescribe the persons by whom such new or additional Trustees are to be elected, and the qualification and election of the additional Trustees; to make new or altered provisions for the qualification, registration, and voting, of Joint Owners of Vessels and of the Members of Companies or Corporations as Shipowners; and to extend and amend the provisions of the said Act and Order with regard to the qualification of Shipowners of the Burgh, and Joint Owners of Fishing Boats; to make new and altered provisions with respect to the mode of conducting the election of the elected Trustees and appointment of Officers, prescribed by the said Act and Order; and to make further and other provisions as the Bill will or may prescribe with regard to the constitution, qualification, election, and disqualification, of Trustees, and to apply all or some of the provisions of the said Act and Order, as amended by the Bill, to the additional Trustees; and to constitute the Trustees, in terms of such altered and enlarged constitution, the Harbour and Pilotage authority of the Wick and Pulteney Harbours (hereinafter called "the Harbour").

To amend, alter, or repeal, all or some of the provisions of the Act of 1879 and the Order of 1883 with respect to the levying and recovery of rates, duties, and charges, and also to repeal or amend, alter, vary, and enlarge, all or some of the existing rates, duties, and charges, leviable at the Harbour, and in particular the rates, duties, and charges, specified in Schedules (A), (B), (C), (D), and (E), respectively of the Act of 1879, and in Section 108 of that Act, and to substitute such new provisions as the Bill may provide with respect to the levying and recovery of rates, duties, and charges, and to authorise the Trustees to make, levy, and recover, new altered and enlarged or additional rates, duties, and charges, in lieu of the rates, duties, and charges, contained in and authorised by the Act of 1879, and in the schedules thereof, or any of them, and to make such provisions with regard to the mode in which, and the persons from whom, such rates, duties, and charges, shall be demanded, received and recovered, as may be specified in the Bill; and to confer, vary, or extinguish, exemptions from payment of any such rates, duties, and charges, and to empower the Trustees to enter into compositions with any person with respect to the payment of rates, duties, and charges, and to alter and increase, subject to the provisions of

the Order of 1883, all or some of the rates, duties, and charges specified in the Bill.

To authorise and empower the Trustees to make, construct, execute, carry out, and maintain, the works hereinafter described, or some of them, or some part or parts thereof, together with all necessary and proper embankments, excavations, piers, quays, breakwaters, jetties, wharves, mooring buoys, and mooring posts, cranes, shears, and other machinery, sheds, roads, approaches, bridges, rails, railway sidings, tramways, slips, landing places, and other Works and conveniences, in connection with the existing Works of the Harbour and with the intended Works or some of them. The Works hereinbefore referred to are the following:—

- (1.) A River Wall along the Southern Bank of the River of Wick, commencing at the south-east corner of the south abutment of the Harbour Bridge over the River of Wick, and proceeding thence in an easterly direction for a distance of five hundred and twenty feet or thereby, and there terminating, which work will be solid throughout;
- (2.) A Retaining Wall commencing at the termination of the River Wall (Work No. 1) and proceeding in a south-westerly direction for a distance of two hundred and thirty feet or thereby, and terminating at the north side of the North Pier at a point fifteen hundred feet or thereby, measured in a westerly direction from its outer extremity, which work will be solid throughout;
- (3.) The Reclamation, Raising, and Making-up of the Ground or Foreshore enclosed by Works Nos. (1) and (2), and the existing North Pier Wall;
- (4.) A Quay commencing at the termination of Work No. (1) and proceeding in a south-easterly direction for a distance of five hundred and fifty feet or thereby, and there terminating, which work will be solid throughout;
- (5.) A Quay Wall commencing at a point on the north side of the North Pier, seven hundred and sixty feet or thereby, measured in a westerly direction from the outer or seaward extremity of the said North Pier, and proceeding thence in a northerly direction for a distance of three hundred and forty feet or thereby and terminating there by a junction with Work No. (4), which work will be solid throughout;
- (6.) A Tidal Basin for boats situated to the North of the North Pier enclosed by Works Nos. (2) (4) and (5) and part of the existing North Pier extending in length along the said North Pier six hundred feet or thereby, and in breadth three hundred feet or thereby, said Basin to be excavated to a depth of ten feet or thereby below the level of high water of ordinary spring tides;
- (7.) An Entrance to Tidal Basin Work No. (6) through the North Pier at a point twelve hundred and twenty feet or thereby, measured in a westerly direction from the seaward extremity of the said North Pier, connecting with the inner basin of the harbour, such entrance being spanned by a moveable bridge;

- (8.) A Retaining Wall commencing at a point on the east side of the South Pier at a point five hundred and seventy feet or thereabouts, measured in a south-westerly direction from the outer or seaward extremity of said South Pier, and proceeding thence in a south-easterly direction for a distance of five hundred and seventy-three feet or thereabouts, and there terminating on the Foreshore of Wick Bay, which work will be sold throughout;
- (9.) An Embankment, including the reclaiming, raising, and making-up, of the ground or foreshore within the area bounded on the north by Work No. (8) and on the south by the Foreshore of Wick Bay;

All which intended Works will be situate within the Royal and Parliamentary Burgh of Wick, the Parish of Wick, Burgh of Pulteneytown, and County of Caithness, and on the foreshore and in the sea adjacent thereto.

To authorise the Trustees to purchase and take by compulsion, notwithstanding section 90 of the Lands Clauses Consolidation (Scotland) Act, 1845, a part or parts of any house, building, or manufactory, without being required to purchase the whole thereof.

To authorise the Trustees to deviate laterally and vertically from the lines and levels of the Works to be authorised by the Bill, as shown on the plans and sections hereinafter mentioned, to the extent shown thereon, or as may be prescribed by the Bill.

To extend and define the limits of the Harbour and to include therein the Works which may be constructed under the Bill, and to constitute the Trustees the Harbour and Pilotage Authority therein.

To empower the Trustees to purchase, acquire, enter upon, appropriate, take and use, temporarily or permanently, and either compulsorily or by agreement, and to hold and use all such lands, houses, buildings, and other property, and the foreshore and bed of the sea, within the foresaid Parish and *ex adverso* thereof, as may be necessary or convenient for the purposes of the foresaid Works, or any of them, and for the Bill, and to acquire easements, rights, and servitudes, in, under, or over the same.

To authorise the Trustees to open, break up, use, cross, divert, alter, stop up, and otherwise interfere with, either temporarily or permanently, roads, streets, lanes, passages, approaches, streams, rivers, foreshore, water and gas mains, and pipes, water courses, sewers, drains, telegraphic, telephonic or electric tubes, wires, or apparatus, or other works which it may be necessary or expedient to cross, break up, alter, appropriate, or divert, for effecting the objects and purposes of the Bill.

To empower the Trustees to dredge, scour, deepen, and improve the Harbour and the waterways, channels, and bed of the sea adjacent thereto to such extent and in such manner as they may think fit, or the Bill may provide.

To authorise the Trustees from time to time, during the construction of the Works to be authorised by the Bill, to shut up either wholly or partially the Harbour and Works connected therewith, or any part or parts thereof.

To authorise the Trustees to apply their existing funds and revenues, and to borrow, and from time to time re-borrow money for the construction of the proposed Works, the acquisition of

lands, and for the general purposes of the Harbour undertaking and of the Bill, on loan, mortgage, annuity, debenture, or cash credit, or otherwise on the security of the rates, rents, duties, and charges, already existing, or to be authorised by the Bill and the other revenue of the Trustees, and the lands, works, and property belonging to or vested in the Trustees, and to make provision for repayment of borrowed money by a sinking fund or otherwise as the Bill may prescribe.

To authorise the Public Works Loan Commissioners to make advances from time to time to the Trustees on the security of the Harbour and Works, and the rates, duties, and charges, leviable by the Trustees.

To empower the Provost, Magistrates, and Town Council of the Royal Burgh of Wick, as such, and as Commissioners of the said Royal Burgh under the Burgh Police (Scotland) Act, 1892, and the Commissioners of the Burgh of Pulteneytown acting under the Burgh Police (Scotland) Act, 1892, respectively, or both or either of them, as rating authorities respectively as defined by the Public Works Loans Act, 1882, or otherwise, to charge the police assessments or other assessments leviable by them respectively and any other funds or rates under their respective control, or any or either of such funds or rates as may be provided by the Bill, for the purpose of aiding the Trustees in raising a Loan or Loans or any part thereof, from the Public Works Loan Commissioners, or from any other authority, company, or person, and to give such aid by guaranteeing the principal and interest of the loan or loans, or by borrowing the sum required and advancing it to the Trustees, or partly in one way and partly in the other, or otherwise as may be prescribed in the Bill.

The Bill 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, and the Bill or some of them, as applicable to the Trustees, and the said Town Council of the said Royal Burgh of Wick and as Commissioners of the said Burgh, and the Commissioners of the said Burgh of Pulteneytown respectively, and will authorise the said Town Council and Commissioners of the Royal Burgh of Wick, and the Commissioners of the Burgh of Pulteneytown respectively, to guarantee any Loan to the Trustees by any person, and will enable them to apply funds and levy rates and assessments for such purpose.

To empower the Harbour Master to order the removal from the Harbour, or from any part of the same within the limits thereof, at the expense of the owner, of any boats or vessels which may be laid up or neglected, or be an obstruction, or are unfit for sea service, or which may be left unattended, and to empower the Harbour Master in certain cases to remove such boats and vessels at the expense of the owners to such place or places as the Harbour Master may direct or deem expedient, and to authorise the Trustees to make provision for the destruction and disposal of any such boats or vessels so removed, after such notice as the Bill may provide, and to make provision with respect to the cost thereof, and for recovery of the same, and to protect the Trustees from any claim in consequence of the removal or destruction of such boats or vessels.

To make provision for the management, control, and regulation of the Harbour, and the use thereof by vessels and boats, and to authorise the Harbour Master to remove, or require to be removed, any vessels or boats anchored or moored within the Harbour or limits thereof, and to provide that the Harbour Master shall have control of the mooring and anchoring of vessels or boats in the Bay of Wick, within the Harbour limits; and to prohibit any vessels, boats, or ships within the Harbour being used as stores or receptacles for the curing of herring or fish, and to impose penalties for neglect or refusal to comply with the orders of the Harbour Master in relation to any of the aforesaid matters.

To empower the Trustees to provide and erect, maintain, take on lease or hire, warehouses, stores, and bonded warehouses, and to provide all such fittings, cranes, machinery, necessary and convenient therefor; to authorise the Trustees to let, lease or grant, the use or occupation of the same at such rent and on such terms and conditions as they think fit; and to authorise the Trustees to act as warehousemen, wharfingers, and storekeepers, and to make charges in respect thereof, and to authorise the Trustees to issue certificates of goods warehoused or deposited on or in any of the quays or yards or warehouses or stores of the Trustees and to give security for payment of the dues on, or for the due importation and exportation of, goods deposited in their warehouses and yards, and to give such security as may be required by law for the time being relating to bonded warehouses, yards, or stores; and to make all other necessary provisions in connection with any of these matters, and for carrying on such operations and purposes.

To make provision for the quays of the Trustees being public and legal quays.

To empower the Trustees to let or lease any premises at the Harbour, or any lands belonging to or acquired by them, or any lands in the neighbourhood thereof authorised to be reclaimed by the Bill, to fishdealers, fishcurers, or other persons, and on such terms as the Trustees think fit, and to levy and recover rents and stallages in respect thereof, and to make other provisions in relation thereto; and to empower the Trustees to sell, feu, let, or lease, or otherwise dispose of, any lands or property vested in them and which may not be required for the purpose of the Bill or the Harbour undertaking.

To authorise the Trustees to provide, erect, construct, and maintain, a fish market at any convenient place on or adjacent to the Harbour, together with all necessary and suitable sheds, buildings, and appliances, and to make all necessary provisions for the use, occupation, letting, division, or allocation of, such fish market and buildings, sheds, places, or stalls therein, and to charge and recover rents and dues in respect of the use thereof, and dues on fish brought into the market; and to make Bye-Laws and Regulations for the use of the same, and provisions for the landing of fish, and the regulation of fish traffic at the Harbour, and at the said market; and for prohibiting the cleaning of fish and the deposit of fish, or fish offal, or refuse, or any offensive or other matter, in the Harbour or on the quays or piers or places or accesses thereto; and to regulate the days and hours on which such market shall or may be open or closed and to make provision for the superintendence and management thereof, and to appoint an officer or officers in

connection therewith; and the Bill will make such other and further provisions in reference thereto as may be deemed expedient.

To authorise the Trustees to borrow any monies they may require for providing and for the acquisition, construction, and erection, of a fish market on the security of the buildings and premises, and on the rents and revenues arising therefrom, or on the rates, rents, duties, and charges, and revenues generally, of the Trustees, and to grant mortgages, bonds, dispositions, or other security, or securities.

To provide that the Harbour, from and after the 15th day of May 1899, or such other date as the Bill may prescribe, shall, for the purposes of the Road and Bridges (Scotland) Act 1878, be held to be within the Police Burgh of Pulteneytown, and to provide that the Commissioners of said Burgh, as the Local Authority thereof under the said last-mentioned Act, shall, for the purposes of the said Act, and for all road purposes and assessments, exclusively possess the same rights, powers, and privileges as are conferred upon Burgh Local Authorities by that Act, and to abolish all rights, powers, jurisdictions, and functions of any County Council or Town Council or District Committee therein; and to provide that the said Burgh Commissioners of Pulteneytown shall be subject to the same liabilities imposed upon such Local Authorities, under the same Act, in reference to the Harbour, as if the Harbour had been included in, and formed part of the said Burgh, at the time of the said Act coming into operation within the Burgh, and on such terms and conditions as the Bill may prescribe, or as Parliament may require.

To provide that the Harbour shall, for the purposes of the Education (Scotland) Acts 1872 to 1893, on and after the 15th day of May 1899, or from such other date as the Bill may provide, be separated and disjoined from the area or school district administered by the School Board of the Landward District of the Parish of Wick, and to provide that all the existing rights, powers, duties, privileges, and jurisdiction of such School Board in or over the Harbour, shall cease, and to provide that the Harbour shall, for the purposes of the said Acts, be annexed to and form part of the area or School district of the Burgh of Wick and Pulteneytown as defined by the Education (Scotland) Act 1872; and further to provide that the School Board of the Burgh of Wick and Pulteneytown shall exclusively possess and exercise the same rights, powers, and privileges, and be subject to the same obligations under the said Acts in reference to the Harbour, as if the Harbour had been specially included within the area or School District of such Burgh at the passing of the Education (Scotland) Act 1872; and further, to provide that the Parish Council of the Parish of Wick exclusively shall or may assess the Harbour and revenues thereof, for School Rate for any deficiency in the School Fund of such Burgh, as may be certified in terms of the said Education (Scotland) Act 1872, and to levy and collect the said rate in the same way and manner, and to the same extent and effect, as if the Harbour had, at the passing of the Education (Scotland) Act 1872, formed part of the area or School District of such Burgh, and on such terms and conditions as the Bill may prescribe or as Parliament may require.

To make further provision for the prosecution of offences and recovery of penalties, fines, and other costs, in contravention of the Act of 1879, the Order of 1883, or the Bill, and of any existing Bye-Laws, or any Bye-Law made in pursuance of the Bill, and for the citation or apprehension of persons charged with any contravention thereof, and for the citation of witnesses, all as the Bill may provide; and to make provision for the Harbour Master, or any officer or any constable, seizing and detaining any persons committing any offences against any of the provisions of the Harbour Acts, or the Bill, or any Bye-Laws in force for the time being, and for the trial of such offenders.

To make Bye-Laws, and to alter, vary, and rescind, existing Bye-Laws, and to make any new or existing Bye-Laws applicable to the existing Harbour, and to the Works authorised by the Bill, or some of them, and to the proposed market, and to make provision for the prosecution of offences, and the recovery of penalties.

To authorise the Trustees to contract and agree and enter into arrangements with the Royal National Life-boat Institution for the said Institution providing a life-boat and other life-saving apparatus at the Harbour, and to empower the Trustees to contribute to the funds of the said Institution such sum or sums and on such terms and conditions, and at such time or times as the Trustees think fit, or as may be agreed with the said Institution.

To make agreements, and to confirm any agreements which have been made, or may be made, between the Trustees and County Council, District Committee, and Town Council, Burgh Commissioners, and any Local or Road Authority, company, or person, in respect of all or any of the purposes of the Bill.

To vary or extinguish all rights, powers, privileges, authorities, jurisdictions inconsistent with, or which may interfere with, the objects and purposes of the Bill, or any of them, and to confer, vary, and extinguish, other rights and privileges.

To incorporate with, and to extend, and make applicable to the purposes of the Bill, with or without modification or amendment, all or some of the provisions of the Lands Clauses Acts, The Harbours, Docks, and Piers Clauses Act, 1847, The Harbours and Passing Tolls, &c., Act, 1861, The Merchant Shipping Act, 1894, The Commissioners Clauses Act, 1847, The Public Works Loans Act, 1882, The Burgh Police (Scotland) Act, 1892, and any Act or Acts amending those Acts, and the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to the temporary occupation of lands, and the crossing of roads and other interference therewith, and the Pulteney Harbour Act, 1879, and The Wick and Pulteney Harbours Order, 1883, or any Act or Acts amending any of the said Acts.

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 Caithness Roads Act, 1860, The Pulteney Harbour Act, 1879, and the Wick and Pulteney Harbours Order, 1883, and any other Acts of or relating to the Harbour or to the Trustees or their undertaking, and any Act incorporated therewith, The Salmon Fisheries (Scotland) Act, 1868, The Roads and Bridges (Scotland) Act, 1878, The Education (Scotland) Acts, 1872 to 1893, The Education (Scotland)

Act, 1897, The Local Government (Scotland) Act, 1889, The Burgh Police (Scotland) Act, 1892, and the Local Government (Scotland) Act, 1894, and any Act or Acts amending or extending any of the said Acts.

And notice is also further given, that Duplicate Plans and Sections, describing the lines and situation and levels of the several Works hereinbefore described, and the lands, houses, and other property, which may be taken for the purposes thereof, and a Book of Reference to the said Plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and the occupiers, of such lands 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 Office in Wick of the Principal Sheriff Clerk of the County of Caithness; and a copy of the said Plans and Sections, and Book of Reference, as relates to the Parish aforesaid, and to the Royal and Parliamentary Burgh of Wick, and to the Burgh of Pulteneytown respectively, and a copy of this Notice as published in the Edinburgh Gazette, will on or before the said 30th day of November instant, be deposited for public inspection with the Clerk of the Parish Council of the said Parish at his Office in Wick; and as regards the said Royal and Parliamentary Burgh, with the Town Clerk of the said Royal Burgh at his Office in Wick, and as regards the said Burgh of Pulteneytown, with the Clerk to the Commissioners of the said Burgh at the Burgh Chambers, Pulteneytown.

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

Dated this 15th day of November 1898.

D. W. GEORGESON, Wick,  
Solicitor for the Bill.

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

In Parliament—Session 1899.

#### ABERDEEN JOINT PASSENGER STATION.

(Construction of Railways and Works by Caledonian Railway Company and by Great North of Scotland Railway Company; Enlargement of Joint Passenger Station at Aberdeen; Acquisition of Lands; Powers of Deviation and other Incidental Powers; Stopping up, Alteration and Appropriation of certain Streets; Tolls, Rates and Charges; Provisions as to Management and Maintenance and use of Joint Station, and the Rights and Interests therein; Joint Committee; Cost of Proposed Works; Agreements; Additional Capital; Amendment and Incorporation of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Caledonian Railway Company and the Great North of Scotland Railway Company jointly for leave to bring in a Bill (hereinafter called "the Bill") for an Act for all

or some of the following, among other, purposes (that is to say):

To authorise the Caledonian Railway Company (hereinafter called "the Caledonian Company") to make and maintain the railway or widening and works hereinafter described, or some part or parts thereof, with all proper works and conveniences connected therewith, viz. :—

A Railway (No. 1), being a widening of the Caledonian Company's railway at Aberdeen, commencing by a junction with that railway at a point  $1\frac{1}{2}$  chains or thereabouts northwards from the signal cabin at Ferryhill Junction, and terminating at a point on that railway 200 yards or thereabouts southwards from the south end of the passenger shed of the Joint Passenger Station at Aberdeen, which intended railway, and the works and conveniences connected therewith, will be wholly situate in the City Parish of Aberdeen, in the City and Royal Burgh of Aberdeen and County of Aberdeen;

A reconstruction and extension at the north end for a length of about 20 yards, of the bridge carrying the public road over the railway of the Caledonian Company at Craiginches, in the Parish of Nigg, in the County of Kincardine.

To authorise the Great North of Scotland Railway Company (hereinafter called "the Great North Company"), or that Company and the Caledonian Company, to make and maintain the railway or deviation of railway and works or some of them hereinafter described, with all proper works and conveniences connected therewith, viz. :—

A Railway (No. 2), being a deviation of the Deeside Railway, commencing by a junction with that Railway at a point thereon,  $2\frac{1}{2}$  chains or thereabouts eastwards from the centre of the bridge carrying that railway over Polmuir Road, and terminating by a junction with the railway of the Caledonian Company, at a point 9 chains or thereabouts northwards from the signal cabin at Ferryhill Junction, which intended railway, and the works and conveniences connected therewith, will be wholly situate in the said City Parish of Aberdeen, and the City and Royal Burgh of Aberdeen;

The extension and reconstruction of the bridge carrying Fullerton Road over the railway of the Great North Company at Kittybrewster, in the said City Parish of Aberdeen, and City and Royal Burgh of Aberdeen.

To authorise the Caledonian Company and the Great North Company (hereinafter called "the two Companies") to make and maintain the railway or widening hereinafter described, or some part or parts thereof, with all proper works and conveniences connected therewith, viz. :—

A Railway (No. 3), being a widening of the portion of the Denburn Valley Railway, belonging jointly to the Caledonian Company and the Great North Company commencing by a junction with the intended Railway (No. 1), at the point of termination thereof hereinbefore described, and terminating by a junction with the said Denburn Valley Railway, at a point 200 yards or thereabouts northwards from

the north end of the said passenger shed of the Joint Passenger Station in Aberdeen, which intended railway, and the works and conveniences connected therewith, will be situate in the said City Parish of Aberdeen, and the City and Royal Burgh of Aberdeen.

To authorise the two Companies to extend, enlarge and improve their Joint Passenger Station at Aberdeen, and to construct all necessary sidings, accesses and works connected therewith upon lands belonging to them, or either of them, or to be acquired under the powers of the intended Act, and to use any such lands for any of such purposes, notwithstanding any agreement with the owners of any adjoining property, or other persons to the contrary.

To empower the Great North Company to appropriate and use for the purposes of their Undertaking the site of the portion of the Deeside Railway, between the commencement of the intended deviation Railway No. 2 and the present junction of the Deeside Railway with the railway of the Caledonian Company at Ferryhill, so far as situate on the property of the Great North Company, and to make any necessary provisions for the removal or alteration of such present junction.

To empower the Great North Company to acquire, compulsorily or by agreement :—

Certain lands in the said City Parish of Aberdeen, on the east side of and adjoining the Great North Company's Railway at Kittybrewster, and lying between Hayton Road and Fullerton Road.

To empower the Caledonian Company to acquire, compulsorily or by agreement :—

- (1) Certain lands in the said City Parish of Aberdeen, and the City and Royal Burgh of Aberdeen, situate on the west side of Market Street, and at the south-east corner of the property of the Caledonian Company;
- (2) Certain lands in the Parish of Nigg, in the County of Kincardine, abutting on the north side of the Caledonian Company's Railway, and extending eastwards from the west side of the bridge carrying the public road over that railway at Craiginches for a distance of about 28 chains.

To empower the two Companies, or either of them, in connection with the said intended railways, to divert Wellington Road between Portland Street and Marywell Street, by making a substituted road therefor between those points, and to stop up that portion of Wellington Road and any other streets between Wellington road and the proposed diversion; to stop up so much of Palmerston Road as lies between Old Ford Road and Wellington Road, and to make a substituted road therefor between Wellington Road at its junction with Millburn Street and the junction of Old Ford Road with North Esplanade; to divert the existing access from Guild Street to the Union Works, by making a substituted road therefor from College Street to the said works; and to alter or divert the existing approach road from Wellington Road to the Ferryhill Foundry and the Caledonian Company's cattle loading bank, all in the said City and Royal Burgh of Aberdeen.

To empower the two Companies, or either of them, for the purposes of the said intended works, and of the extension, enlargement and

improvement of the said Joint Passenger Station, or for the other purposes of the Bill :—

- (A) To deviate laterally and vertically from the lines and levels of the said intended works, as shown on the plans and sections hereinafter mentioned ;
- (B) To cross, stop up, alter, appropriate and divert, either permanently or temporarily streets or places, roads, footways, railways, tramways, sewers, drains, streams, telegraphic, telephonic and electric apparatus, mains, pipes and works of every description ; and the Bill 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 two Companies, or such of them as may be prescribed by the Bill ;
- (C) To take, by compulsion or agreement, lands and houses in the parishes and places herein mentioned, and also rights of easement or servitude, and other rights in or over lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses to be taken as aforesaid ;
- (D) To appropriate and use the soil, subsoil and under surface of, and to alter the lines and levels of any streets, roads, footways or places under or along which the said intended works will be made, or contiguous or near thereto ;
- (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, or any of them, or the works connected therewith, and which may not be required for the purposes thereof.

To repeal, modify or alter, as respects the said intended railways, 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 also as regards any of the purposes of the Bill, 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 two Companies, or either of them, all usual and necessary powers in connection with the construction and use of the said intended works.

To authorise the two Companies, or either of them, to demand, levy and recover tolls rates and charges on or in respect of the use of the said intended railways and works connected therewith, and the conveyance of traffic thereon.

To alter existing tolls, rates and charges, and to confer, vary or extinguish exemptions from the payment of tolls, rates and charges.

To provide that all or some of the rights, powers and obligations and privileges of the two

Companies in relation to the said Joint Passenger Station shall continue in force in regard to the proposed enlargement, extension and improvement thereof, subject to such alterations or variations thereof as may be made by the Bill, and to apply to such enlargement, extension and improvement all or some of the provisions of the Denburn Valley Railway Act, 1864, or any other Acts or agreements relating to the said station, either with or without modification, or to make other provisions as to the ownership, management and use of the said station.

To define the limits of the said Joint Passenger Station, and to make provisions in respect of the tolls, rates and charges to be levied in respect of the said station and the intended Railway No. 3, and the adjustment and apportionment of the revenues and expenses arising from, or connected with, the said Joint Passenger Station and railways.

To make provision for and to require the payment of the cost of the intended railways and works and of carrying into effect the other purposes of the Bill, or some of them, or of interest on or other consideration in respect of such cost by the two Companies respectively, in such manner or proportion as shall be agreed upon or fixed by or under the provisions of the Bill.

To extend the authority, jurisdiction and powers of the Joint Committee having the management of the said Joint Passenger Station, under the said Act of 1864, and to place in the hands of the Joint Committee the maintenance, management, regulation and use of the enlarged station and works thereon or lands connected therewith, and the railways, sidings and works situate within the limits of the said station, or otherwise to provide for the maintenance, management, regulation and use of the said station.

To enable the two Companies to enter into and carry into effect agreements with respect to the construction, maintenance, management, appropriation and use of the said intended railways, Joint Passenger Station and works, and the payment of the cost thereof, or of interest, rent or other consideration in respect of the same, or the exchange of lands, works or property, either in connection with the said Joint Passenger Station or other parts of the respective undertakings or property of the said Companies, and also in regard to the limits of the said station, and other matters connected therewith, and to enable the two Companies, or either of them, and the Lord Provost and Magistrates of the Royal Burgh of Aberdeen, and the Aberdeen Harbour Commissioners, to enter into and carry into effect agreements with respect to the alteration, construction, maintenance and use of any streets or other works in connection with the intended works, and to confirm any agreements for any of the above purposes which may have been, or may be hereafter, entered into between such parties, or any of them.

To empower the two Companies, or either of them, to raise, by the creation and issue of new ordinary, or new preferred and deferred converted 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 to empower the two Companies, or either of them, to apply towards any of such purposes any capital or funds belonging to or authorised to be raised

by them respectively 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, 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 Act hereinbefore mentioned, and of the following Local Acts (that is to say):— 22 and 23 Vict., cap. 8; 29 and 30 Vict., cap. 350; and any other Act relating to the Caledonian Company or the Great North Company and their respective Undertakings.

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, with or without certain exceptions and alterations to be specified in the Bill, and any Acts amending any of the said Acts.

Maps, plans and sections relating to the objects of the Bill, with books of reference to the said plans, 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 office at Aberdeen, of the principal Sheriff Clerk of the County of Aberdeen, and in the office at Stonehaven of the principal Sheriff Clerk of the County of Kincardine; and copies of so much of the said plans, sections and books of reference as relate to any parish or to the Royal Burgh of Aberdeen, 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 thereof, at his office, if he have an office separate from his place of abode, or otherwise at his place of abode; and as respects the Royal Burgh of Aberdeen, with the Town Clerk of that 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 16th day of November 1898.

H. B. NEAVE, 302, Buchanan Street, Glasgow,	} Solicitors.
JAMES ROSS, 80, Guild Street, Aberdeen,	
GRAHAMES, CURREY & SPENS, 30, Great George Street, Westminster,	} Parliamentary Agents.
DYSON & CO., 9, Great George Street, Westminster,	

In Parliament—Session 1899.

#### CALEDONIAN RAILWAY, &c.

(Construction of Railways and Extension of Pier, in Counties of Lanark, Renfrew and Perth, by Caledonian Railway Company; Additional Lands; Enlargement of their Central Station at Glasgow; Improvement of their Stirling

Station, and Deviation Railways at that Station; Construction of Deviation Railways in Counties of Perth and Argyll, by Callander and Oban and Lochearnhead, St. Fillans and Comrie Railway Companies, and Abandonment of Deviated Portions of Railway; Extension of Working Agreements to the Deviations; Subscription by Company to Lochearnhead Company, and Acquisition of their Undertaking by the Company; Police Constables; General Powers as to New Works; Purchase of Lands; Tolls, Rates and Charges; Dredging the Firth of Clyde at proposed Pier; Provisions as to Regulation of Pier; Pier or Harbour and Pilotage Authority, and Definition of Pier or Harbour Limits; Application of Companies' Funds; New Capital for Caledonian Railway Company; 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 for leave to bring in a Bill for all or some of the following, among other, purposes (that is to say):—

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

A Railway (No. 1), being a widening on the western side of the Company's existing railway between their Bridge Street and Central Stations in Glasgow, commencing by a junction with the Company's railway in Bridge Street Station, at a point 105 yards or thereabouts southwards from the north-west corner of the Company's Bridge Street Station Buildings, and passing thence across the River Clyde, and terminating at a point 30 yards or thereabouts northwards from the north-west corner of Saint Columba Church in Hope Street, Glasgow, which intended Railway, and the works and conveniences connected therewith, will be situate in the Parishes of Govan, the City Parish of Glasgow, and the Barony Parish of Glasgow, or the Parish of Glasgow, or some of those parishes, and in the City and Royal Burgh of Glasgow, in the County of Lanark.

A Railway (No. 2), commencing by a junction with the Company's Polloc and Govan Railway, at a point 10 yards northwards from the south-east corner of the buildings on the north side of Lilybank Street and the west side of Eglinton Street, and terminating by a junction with the Company's Railway, at a point 30 yards or thereabouts southwards from the south-west corner of the signal cabin at Eglinton Street Junction, which intended Railway, and the works and conveniences connected therewith, will be wholly situate in the Parish of Govan, in the



City and Royal Burgh of Glasgow, in the County of Lanark.

- A Railway (No. 3), being a widening of the Company's Wemyss Bay Railway, commencing by a junction with the Company's Greenock Railway, at a point 100 yards or thereabouts westwards from the centre of the bridge carrying the said Greenock Railway over Mary Street, in Greenock, and terminating at a point 46 yards or thereabouts northwards from the south-west corner of the Company's station buildings at Wemyss Bay which intended railway, and the works and conveniences connected therewith, will be situate in the Burghs of Port Glasgow and Greenock, the Parish of Port Glasgow, Parish of Greenock, East Parish of Greenock, West Parish of Greenock, and Parish of Inverkip, or some of those parishes, in the County of Renfrew.

- A Railway (No. 4), being a widening of the Company's Dunblane, Doune and Callander Railway, commencing by a junction with the Company's Scottish Central Railway, at a point 63 yards or thereabouts northwards from the north-west corner of the signal box at the north end of Dunblane Station, and terminating by a junction with the railway authorised by the Caledonian Railway Act, 1896, and therein called Railway No. 9, at a point 430 yards or thereabouts eastwards from the north-west corner of the goods shed at Doune Station, which intended railway, and the works and conveniences connected therewith, will be situate in the Burghs of Dunblane and Doune, the Parishes of Dunblane and Kilmadock, or one of those parishes, in the County of Perth.

- A Railway (No. 5), being a widening of the Company's said Dunblane, Doune and Callander Railway, commencing by a junction with the said Railway No. 9, authorised by the Caledonian Railway Act, 1896, at a point 290 yards or thereabouts westwards from the said north-west corner of the goods shed at Doune Station, and terminating at a point 280 yards or thereabouts eastwards from the north-east corner of the Company's engine shed at Callander, which intended railway, and the works and conveniences connected therewith, will be situate in the Burghs of Doune and Callander, the Parishes of Kilmadock and Callander, or one of those parishes, in the County of Perth.

- A Railway (No. 6), commencing by a junction with the Company's Wishaw and Coltness Deviation Railway, at a point 390 yards or thereabouts southwards from the south-east corner of the farm buildings of Biggins, and terminating at Mossend Station by a junction with the Company's Uddingston and Holytown Loop Line, 93 yards or thereabouts southwards from the centre of the footbridge over the said loop line at Mossend Station, which intended Railway, and the works and conveniences connected therewith, will be wholly situate in the Parish of Bothwell, in the County of Lanark.

- A Railway (No. 7), commencing by a junction with the intended Railway (No. 6), at a point on that railway 520 yards or thereabouts northwards from the south-east corner of the farm buildings of Biggins, and terminating by a junction with the Company's Uddingston and Holytown Branch Railway, at a point 60 yards or thereabouts eastwards from the centre of the bridge carrying the said Uddingston and Holytown Branch Railway over Calder Road, which intended railway, and the works and conveniences connected therewith, will be wholly situate in the Parish of Bothwell, in the County of Lanark.

- An extension and enlargement of the Company's pier at Wemyss Bay, commencing at a point 30 yards or thereabouts westwards from the south-west corner of the Company's station buildings at Wemyss Bay, and extending thence in a westerly direction to and terminating at a point 200 yards or thereabouts from the point of commencement, which intended extension and enlargement, and the works and conveniences connected therewith, will be situate in the Parish of Inverkip, in the County of Renfrew, and on the foreshore and bed of the Firth of Clyde, in or *adverso* of such parish.

To empower the Company, for the purposes of or in connection with the construction of the intended Railway No. 1, to widen or lengthen the bridges by which their existing railways are carried over Clyde Place, the Broomielaw, Ann Street, Argyle Street and the River Clyde, in Glasgow, or some of such bridges.

To empower the Company to acquire, compulsorily or by agreement, and to enter upon, take, use and hold, temporarily or permanently, for the purpose of enlarging, altering and improving their Glasgow Central Station, and for other purposes of or connected with their undertaking, the lands hereinafter described, or some part or parts thereof, and all houses, buildings and other property thereon, and rights of easement or servitudes therein or thereover, that is to say:—

- (A) Certain lands in the City Parish of Glasgow, and Barony Parish of Glasgow, or Parish of Glasgow, or some of those Parishes, in the City and Royal Burgh of Glasgow, in the County of Lanark, adjoining the west side of the Company's Glasgow Central Station, and their railways leading thereto, and on the east of Hope Street and Oswald Street, and extending from the Broomielaw to the Company's Central Station Hotel;
- (B) Certain lands in the Parish of Dalziel, in the County of Lanark, lying to the south of the public road between Motherwell and Wishaw, and between the Company's Wishaw and Coltness Railway and their Dalziel Branch at Flemington.

To authorise the Company, in connection with the alteration, enlargement and improvement of their station at Stirling, to make the deviations of railways hereinafter mentioned, with all necessary junctions, sidings, and other works and conveniences connected therewith:—

- A Railway (No. 8), being a deviation of the Stirling and Dunfermline Railway of the North British Railway Company (herein-

after called "the North British Company"), at Stirling Station, commencing by a junction with the Company's Scottish Central Railway, at a point 530 yards or thereabouts southwards from the centre of the bridge carrying the Shore Road over the said Stirling and Dunfermline Railway, and terminating by a junction with the said Stirling and Dunfermline Railway, at a point 7 yards or thereabouts southwards from the centre of the before-mentioned bridge.

- A Railway (No. 9), being a deviation of the Forth and Clyde Junction Railway, commencing by a junction with the Company's Scottish Central Railway, at a point 270 yards or thereabouts northwards from the centre of the bridge carrying the Shore Road over the said Scottish Central Railway, and terminating by a junction with the said Forth and Clyde Junction Railway, at a point 400 yards or thereabouts northwards from the centre of the before-mentioned bridge,

which intended Railways (Nos. 8 and 9) will be wholly situate in the Parish of Stirling and Royal Burgh of Stirling, in the County of Stirling.

To provide for the substitution of the said intended Railway No. 8 for the portion of the Stirling and Dunfermline Railway, lying between the points of commencement and termination of the said intended Railway No. 8; and for the transfer to and vesting in the North British Company of the intended Railway No. 8 on the completion thereof, and to make such railway part of the Stirling and Dunfermline Railway of the North British Company; To extend and make applicable to such intended Railway all or some of the powers, rights, privileges and obligations, including the power of levying tolls, rates and charges, which the North British Company are now entitled to, or to which they are now liable, in respect of the portion of the Stirling and Dunfermline Railway, for which the said intended railway is to be substituted; and also to extend thereto all agreements and arrangements now affecting such portion of the Stirling and Dunfermline Railway, or to authorise the Company to make new agreements or arrangements with the North British Company in respect to such intended railway and the station at Stirling, and to confirm any such agreements or arrangements.

To provide for the substitution of the said intended Railway No. 9 for the portion of the Forth and Clyde Junction Railway, lying between the existing junction of that railway with the Company's Scottish Central Railway, and the point of termination of the said intended Railway No. 9; and for the transfer to and vesting in the Forth and Clyde Junction Railway Company (hereinafter called "the Forth and Clyde Company") and the North British Company, or either of them, of the said intended Railway No. 9, on the completion thereof, and to make such railway part of the undertakings of these Companies or either of them; and to extend and make applicable thereto all or some of the powers, rights, privileges and obligations, including the power of levying tolls, rates and charges, which the Forth and Clyde Company, or the North British Company, are now entitled to, or to which they are now liable in respect of the portion of the Forth and Clyde Junction

Railway, for which the said intended Railway No. 9 is to be substituted; and also to extend thereto all agreements and arrangements now affecting such portion of the Forth and Clyde Junction Railway, or to authorise the Company to make new agreements or arrangements with such Companies, in respect to such intended railway and the station at Stirling.

To empower the Company to appropriate, hold and use, for the purposes of their station at Stirling and other purposes of their undertaking, the portions of the Stirling and Dunfermline Railway, and of the Forth and Clyde Junction Railway, for which the intended Railways Nos. 8 and 9 are respectively to be substituted, and the site and soil thereof, or some part or parts thereof; and to remove, alter or re-arrange the rails, junctions and works connected with the portions of railway so to be appropriated by the Company.

To empower the Callander and Oban Railway Company (herein called "the Oban Company") to make and maintain the railways hereinafter described, with all proper stations, sidings, roads, approaches, and other works and conveniences connected therewith, that is to say:—

- A Railway (No. 10), being a widening of the Callander and Oban Railway, commencing at a point 280 yards or thereabouts eastwards from the north-east corner of the Caledonian Railway Company's engine shed at Callander, and terminating by a junction with the Callander and Oban Railway, at a point 240 yards or thereabouts eastwards from the centre of the footbridge over the Callander and Oban Railway at Callander Station, which intended railway, and the works and conveniences connected therewith, will be wholly situate in the Burgh of Callander, the Parish of Callander, in the County of Perth.

- A Railway (No. 11), being a deviation of the railway authorised by the Callander and Oban Railway Act, 1896, and therein called Railway No. 1, commencing by a junction with that railway, at a point 480 yards or thereabouts southwards from the south-west corner of the Ardsheal Pier, in Kentallen Bay, and terminating by a junction with such railway, at a point 150 yards or thereabouts south-westwards from the north-west corner of Ballachulish Pier, in Loch Linnhe, which intended railway, and the works and conveniences connected therewith, will be wholly situate in the United Parishes of Lismore and Appin, in the County of Argyll.

To authorise the Oban Company to relinquish and abandon the construction of so much of the said Railway No. 1, authorised by the Callander and Oban Railway Act, 1896, as would be between the points of commencement and termination of the intended Railway No. 11, and to release that Company from all liabilities, penalties and obligations for or in respect of the non-construction or non-completion of the said portion of railway, and from all contracts and agreements in relation thereto.

To empower the Lochearnhead, St Fillan's and Comrie Railway Company (hereinafter called "the Lochearnhead Company"), to make and maintain the railway hereinafter described, with

all proper stations, sidings, roads, approaches, and other works and conveniences connected therewith, that is to say :—

A Railway (No. 12), being a deviation of the railway authorised by the Lochearnhead, St Fillans and Comrie Railway Act, 1897, commencing by a junction with that railway, at a point 700 yards or thereabouts westwards from the south-west corner of Tynreoch House, and terminating by a junction with such railway at a point 900 yards or thereabouts eastwards from the said south-west corner of the said Tynreoch House, which intended railway, and the works and conveniences connected therewith, will be wholly situate in the Parish of Comrie, in the County of Perth.

To authorise the Lochearnhead Company to relinquish and abandon the construction of so much of the said railway, authorised by the last-mentioned Act, as would be between the points of commencement and termination of the intended Railway No. 12, and to release that Company from all liabilities, penalties and obligations for or in respect of the non-construction or non-completion of the said portion of railway, and from all contracts and agreements in relation thereto.

To constitute the said intended Railways Nos. 10, 11 and 12 parts of the undertaking of the Oban Company and the Lochearnhead Company respectively, and to extend and apply thereto, with or without such alterations or variations as the Bill may prescribe, all or some of the powers, rights and privileges of those Companies respectively in connection with their existing or authorised railways and works.

To extend and make applicable to the said intended Railways Nos. 10, 11 and 12, any agreements between the Oban Company or the Lochearnhead Company respectively, and the Company under which the undertakings of the Oban Company or the Lochearnhead Company respectively, are now, or are authorised to be, worked, maintained and managed by the Company, with or without such modifications, alterations or variations as may be agreed upon or be provided by the Bill.

To confirm an agreement, dated the 31st day of October and 2nd day of November, 1898, between the Company and the Lochearnhead Company, with respect to the contribution by the Company to the capital of the Lochearnhead Company, and the acquisition by the Company of the undertaking of the Lochearnhead Company.

To authorise the Company to subscribe or contribute towards the undertaking of the Lochearnhead Company, and to take and hold shares or stock in the capital of that Company.

To empower the Company to nominate persons to vote in their behalf at meetings of the Lochearnhead Company, in respect of the shares or stock in the capital of that Company, so taken and held by the Company; and to appoint, and from time to time revoke or vary the appointment of a director or directors of the Lochearnhead Company.

To prohibit the transfer of fractional parts of a pound of any debenture or other stock of the Company, and to make provisions for enabling the Company to refuse to register any such transfer in the books of the Company.

To provide for the appointment, by the

Company, of police constables to act in connection with any matter or business in which the Company are concerned, and to prescribe the duties, powers and authorities of such constables.

To empower the Company, the Oban Company, and the Lochearnhead Company respectively (hereinafter referred to as "the Companies"), in the construction of the said several works, to deviate laterally and vertically from the lines and levels thereof, as shown on the plans and sections hereinafter mentioned, 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, watercourses, telegraphic, telephonic and electric wires and apparatus, gas, water and other mains, pipes and works of every description, which it may be necessary or expedient to cross, stop up, alter, appropriate or divert for effecting the objects of the Bill; and the Bill will or may provide that any new, 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 Companies, or some or one of them.

To empower the Companies respectively to purchase, lease, feu or otherwise acquire, by compulsion or by agreement, and to enter upon, take and use, temporarily or permanently, for the objects of the Bill, and for other purposes of their respective undertakings, lands, houses and other property in or *ex adverso* of the parishes and places herein named, 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 such lands, houses and other property.

To repeal, modify, or alter, in connection with the intended works, or some of them, the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, relating to the limits of lateral and vertical deviation, and other matters, and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, relating to the purchase of buildings and manufactories, and the sale of superfluous lands, and to provide that it shall not be necessary for the Companies respectively 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 Companies respectively all usual and necessary powers in connection with the objects of the Bill.

To enable the Companies respectively to underpin, or otherwise secure or strengthen, any houses or buildings that may be rendered insecure, or be affected by any works, and which may not be required for the purposes thereof.

To authorise the Companies respectively to levy tolls, rates, duties and charges on and in respect of the use of any of the intended works, 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 empower the Companies respectively 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 intended works, or works connected therewith, or any of them, will be made, or be contiguous or near thereto.

To empower the Company to dredge, scour and deepen the Firth of Clyde, and waters surrounding and forming the access to the said intended, extension and enlargement of the Company's pier at Wemyss Bay, and to use and appropriate the materials so dredged.

To make provisions for the management, use, regulation and protection of the proposed extension and enlargement of such pier, and the works and conveniences connected therewith; the regulation and control of vessels resorting thereto, and the persons in charge of such vessels; the anchorage and lying of vessels at or near the said pier; the placing of buoys, beacons and lights, and other matters relating to the control and regulation of the traffic using or resorting to the said pier; and to enable the Company to make and enforce bye-laws, rules and regulations for the good government, control and management of the said pier; and to impose penalties for the breach or non-observance of such bye-laws, rules and regulations.

To authorise the Company to levy and recover tolls, rates, duties and charges for and in respect of the said pier as extended and enlarged, and for the conveyance and accommodation of passengers, animals, goods, minerals and other traffic thereon and thereat, and for the shipment and unshipment or transshipment of traffic at the same, and on vessels and boats using the said pier, or entering or leaving, or mooring within the limits to be prescribed by the Bill, and for the use of wharves, warehouses, sheds, weighing machines, cranes, and other accommodation and services provided or rendered by the Company in connection therewith.

To constitute the Company a pier or harbour or pilotage authority, with powers and jurisdiction as such over the said pier of the Company at Wemyss Bay, and the proposed extension and enlargement thereof, and for such distances around the same as shall be defined by the Bill, and to authorise the Company to appoint harbour and pier masters, meters, and weighers, constables and other officers and servants.

To empower the Companies respectively to apply their funds and revenues for the purposes of the intended works and of the Bill, in which they are respectively interested, and 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 any one or more of those modes, additional money for the purposes of the Bill.

To empower the Companies respectively, or any of them, to make agreements and arrangements with the North British Company, the Forth and Clyde Company, the Corporation of Glasgow, the Trustees of the Clyde Navigation, the Trustees of the Clyde Lighthouses, and any other Company, body or person in reference to any of the matters aforesaid; and to sanction and confirm any such agreements or arrangements already or hereafter to be made.

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

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 local Acts hereinbefore mentioned, and of the following local Acts (that is to say): 8 and 9 Vict., cap. 162; 25 and 26 Vict., cap. 160; 26 Vict., cap. 47; 28 and 29 Vict., cap. 287; 36 and 37 Vict., cap. 188; 38 and 39 Vict., cap. 133; 50 and 51 Vict., cap. 154, and any other Act relating to the Company or their undertaking; 28 and 29 Vict., cap. 266; 33 Vict., cap. 9; and any other Act relating to the Oban Company or their undertaking; 16 and 17 Vict., cap. 125, and any other Act relating to the Forth and Clyde Company or their undertaking; 9 and 10 Vict., cap. 202, and 25 and 26 Vict., cap. 189, and any other Act relating to the North British Company and their undertaking, or the Stirling and Dunfermline Railway, 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; the Harbours Docks and Piers Clauses Act, 1847, with or without certain exceptions and alterations to be specified in the Bill; and any Acts amending those Acts.

Maps, plans and sections relating to the objects of the Bill, with books of reference to the said plans, 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, Hamilton and Airdrie, of the principal Sheriff Clerk of the County of Lanark; in the offices at Perth and Dunblane, of the principal Sheriff Clerk of the County of Perth; in the offices at Paisley and Greenock, of the principal Sheriff Clerk of the County of Renfrew; in the offices at Oban, of the principal Sheriff Clerk of the County of Argyll; and in the office at Stirling, of the principal Sheriff Clerk of the County of Stirling; and copies of so much of the said plans, sections and books of reference as relate to any parish or Royal Parliamentary or Police Burgh, 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 thereof, at his office, if he have an office separate from his place of abode, or otherwise at his place of abode; and as respects each Royal and Parliamentary Burgh, with the town clerk of such burgh, at his office; and as respects each such Police Burgh, with the clerk to the burgh commissioners, 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 17th day of November, 1898.

H. B. NEAVE,  
302 Buchanan Street,  
Glasgow.

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

In Parliament—Session 1899.

CALEDONIAN RAILWAY  
(GRANGEMOUTH CONNECTING LINES).

(Acquisition by Caledonian Railway Company of Joint Interest in Portion of North British Railway Company's Stirlingshire Midland Junction Railway; Construction by Company or North British Railway Company, or by those Companies Jointly, of New Railways in Stirlingshire; General Powers; Acquisition of Lands; Tolls, Rates and Charges; Option to Acquire Sole or Joint Interest in and Extension of Running Powers to certain New Railways; Joint Committees; Provisions as to Joint Railways; Agreements; Additional Capital; Incorporation and Amendment of Acts; and other Purposes.)

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

To transfer to or vest in, or authorise and provide for the transfer to and vesting in the Company and in the North British Railway Company (hereinafter referred to as "the North British Company") jointly and equally upon such terms and conditions as may have been or may be agreed upon between the Company and the North British Company (which companies are hereinafter referred to as "the two Companies"), or as may be set forth or prescribed in the Bill, or settled by arbitration or otherwise as provided by the Bill, all the interests, rights, uses, powers, duties and liabilities granted to or imposed upon the North British Railway Company by any Act or Acts of Parliament, grants, conveyances or otherwise, with respect to all or part of the portion of the railway known as the Stirlingshire Midland Junction Railway of the North British Company lying between the junction of that railway with the Scottish Central Railway of the Company at Larbert Junction, and the junction with the said Stirlingshire Midland Junction Railway of the Grangemouth Branch Railway of the Company, and all branches from the said portion of the Stirlingshire Midland Junction Railway, and all stations upon, or belonging to or connected therewith, and all lands, approaches, sidings, buildings, works and conveniences upon, or belonging to, or worked or used in connection with the said portion of railway (all which said portion of railway, branches, stations, lands, approaches, sidings, buildings, works, and conveniences are hereinafter referred to as and included in the expression "the said portion of railway") including powers for the Company, jointly and equally with the North British Company, to maintain, control, manage, work and use the said portion of railway, and to levy tolls, rates, duties and charges in respect thereto, and to make all necessary and proper provisions for constituting the said portion of railway a joint line, and undertaking of the two Companies.

To empower the Company to make and maintain the railways and works hereinafter described

with all proper stations, junctions, sidings, roads, approaches and other works and conveniences connected therewith, that is to say:—

A Railway (No. 1), being a widening of a portion of the North British (Stirlingshire Midland Junction) Railway, commencing by a junction with the said Stirlingshire Midland Junction Railway, at a point 30 yards or thereabouts eastwards from the north-west corner of the signal cabin at Carmuir East Junction, and terminating by a junction with the said Stirlingshire Midland Junction Railway, at a point 120 yards or thereabouts westwards from the centre of the bridge carrying the said railway over Kerse Lane, which intended railway will be situate in the Burgh of Falkirk and Parish of Falkirk, in the County of Stirling;

A Railway (No. 2), commencing by a junction with the Company's Carmuir Junction Line, at a point 190 yards or thereabouts westwards from the said north-west corner of the signal cabin at Carmuir East Junction, and terminating by a junction with the said intended Railway No. 1, at a point 110 yards or thereabouts eastwards from the point of commencement of the said Railway No. 1 hereinbefore described, which intended railway will be situate wholly in the Parish of Falkirk, in the County of Stirling;

A Railway (No. 3), commencing by a junction with the said intended Railway No. 1, at a point 100 yards or thereabouts westwards from the point of termination of the said intended Railway No. 1 hereinbefore described, and terminating by a junction with the Company's Grangemouth Branch Railway, at a point 640 yards or thereabouts eastwards from the centre of the bridge carrying the said branch railway over Kerse Lane, which intended railway will be situate in the Burgh of Falkirk and Parish of Falkirk and County of Stirling;

A Railway (No. 4), commencing by a junction with the Company's Scottish Central Railway, at a point 440 yards or thereabouts north-westwards from the south-west corner of the farm buildings of Inches, and terminating at a point 340 yards or thereabouts southwards from the centre of the bridge carrying the Borrowstounness Road over the said Grangemouth Branch Railway, which intended railway will be situate in the Burgh of Grangemouth, the Parishes of Falkirk, Larbert and Bothkennar, or some of them, in the County of Stirling;

A Railway (No. 5), commencing by a junction with the Company's Scottish Central Railway, at a point 510 yards or thereabouts south-westwards from the south-west corner of the farm buildings of Inches, and terminating by a junction with the intended Railway No. 4, at a point 187 yards or thereabouts south-eastwards from the aforesaid south-west corner of the farm buildings of Inches, which intended railway will be wholly situate in the Parish of Larbert, in the County of Stirling;

A Railway (No. 6), commencing by a junction with the intended Railway (No. 4), at a

point 430 yards or thereabouts westwards from the point of termination of that railway hereinbefore described, and terminating by a junction with the said Grangemouth Branch Railway, at a point 920 yards or thereabouts southwards from the centre of the said bridge carrying the Borrowstounness Road over the said branch railway, which intended railway will be situate in the Burgh of Grangemouth and the Parish of Falkirk, in the County of Stirling;

To empower the North British Company as regards the said intended Railways Nos. 1, 2, and 3, or any of them, to make and maintain such railways, with all proper stations, junctions, sidings, roads, approaches, and other works and conveniences connected therewith, in lieu of the same being made and maintained by the Company, or to provide for such railways and works, or any of them, being made by the two Companies jointly.

To empower the Company and the North British Company, or either of them, to exercise all or some of the following, among other, powers (that is to say):—

- (A) To deviate in the construction of any works, laterally and vertically from the lines and levels thereof, as shown on the plans and sections hereinafter mentioned; 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, watercourses, telegraphic, telephonic and electric wires and apparatus, gas, water and other mains, pipes and works, of every description, which it may be necessary or expedient to cross, stop up, alter, appropriate or divert for effecting the objects of the Bill; and the Bill may provide that any new, 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 two Companies, or one of them;
- (B) To purchase, lease, feu or otherwise acquire, by compulsion or by agreement, and to enter upon, take and use, temporarily or permanently, lands, houses and other property in the parishes and places herein named, 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 such lands, houses and other property;
- (C) To underpin, or otherwise secure or strengthen, any houses or buildings that may be rendered insecure, or be affected by any works, and which may not be required for the purposes thereof;
- (D) To appropriate and use the soil, sub-soil 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 railways, or any of them, will be made, so far as may be necessary for the purposes of the said intended railways and works.

To authorise the two Companies, or either of them, to levy tolls, rates, duties and charges on, and in respect of the use of said intended railways, or any of them, 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 repeal, modify or alter the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, relating to the limits of lateral and vertical deviation and other matters, and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, relating to the purchase of buildings and manufactories and the sale of superfluous lands, and to provide that it shall not be necessary for the said Companies, or either of them, 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 said Companies all usual and necessary powers in connection with the construction, maintenance and use of the said intended railways, or any of them.

To confer on the Company or the North British Company, as the case may require, the right or option of acquiring at such time, in such circumstances, and upon and subject to such terms and conditions as may be agreed or be settled by arbitration, or be provided by the Bill, the said intended Railways Nos. 1, 2 and 3, or any of them, and the lands, works and conveniences connected therewith, or a joint and equal interest therein, in the event of such railways, or any of them, being constructed by the other of those Companies, and in the latter case to make those railways, or such of them as shall be so constructed, a joint line and undertaking of the two Companies, and to confer on either of the two Companies, jointly or separately, all the rights, uses, powers, duties and liabilities granted to or imposed by the Bill, or otherwise upon the Company constructing such railways, including the power to maintain, control, manage, work and use such railways, and to levy tolls, rates, duties and charges in respect thereof, and to make such other provisions as may be necessary or expedient for giving effect to any right or option hereinbefore mentioned.

To extend, under such circumstances as may be prescribed by the Bill, the running powers and other rights and privileges granted, secured or provided to the North British Company by the Caledonian and Scottish Central Railways Amalgamation Act, 1865, the Caledonian Railway (Additional Powers) Act, 1876, the Caledonian Railway (No. 1) Act, 1884, or any other Act over or in respect of the Company's Scottish Central Railway between Greenhill and Larbert and the Company's Carmuir Junction Railway to the said intended Railways Nos. 1 and 2, or either of them, and under such circumstances the running powers, rights and privileges granted, secured or provided to the North British Company by the Caledonian Railway and Forth and Clyde Navigation Companies Act, 1867, and the Caledonian Railway (No. 1) Act, 1884, or any other Act, over or in respect of the Company's Grangemouth Branch Railway to the said intended Railway No. 3.

To extend, under such circumstances as aforesaid, the running powers and other rights and privileges granted, secured or provided to the Company by the North British and Edinburgh and Glasgow Railway Companies Amalgamation Act, 1865, the Caledonian Railway and Forth and Clyde Navigation Companies Act, 1867, the Caledonian and North British Railway Companies Act, 1874, the Caledonian Railway (No. 1) Act, 1884, the Borrowstounness Town Improvement and Harbour Act, 1897, or any other Act, over or in respect of the portion of the Stirling-Midland Junction Railway of the North British Company intended to be widened under the powers of the Bill, to the said intended Railways Nos. 1, 2 and 3, or any of them.

To confer on the two Companies, or either of them, such other powers, rights and privileges over, or in respect of the said intended Railways Nos. 1, 2 and 3, or any of them, as may be agreed upon, or be provided by the Bill.

To make provision for the appointment and incorporation of a Joint Committee or Joint Committees of Directors of the Company and North British Company, or such other persons as may have been, or may be agreed, or be prescribed by the Bill, to work, maintain and manage any railways and works, which, under the provisions of the Bill, may become the joint property of the two Companies, and for the appointment, rotation and retirement of the Chairman and members, and for the regulation of the duties and conduct of the business and affairs of any such Committee, and for the settlement of disputes and differences in any such Committee, or between the two Companies, by arbitration or otherwise, and to confer on any such Committee all or some of the powers, rights, privileges and obligations of the two Companies, or either of them, in relation to such joint railways and works.

To provide for the use and working of any such joint railway or works by the two Companies, or either of them, or any such Joint Committee, and for the accounting between them for traffic, and the allowances for working expenses and other matters, and the payments (if any) for the use of any such joint railways or works by the two Companies, or either of them, and the division of the receipts thereof between the Companies, and for the construction at the joint expense of the said Companies or otherwise, of any sidings or additional accommodation required for the traffic of any such joint railway.

To authorise the two Companies to enter into and carry into effect, agreements between themselves, with respect to all or any of the objects of the Bill, and to confirm any such agreements which may have been, or may be entered into prior to the passing of the Bill.

To empower the two Companies, or either of them, 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 any one or more of those modes, additional money for the purposes of the Bill; and to empower them to apply towards any of the said 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.

To vary or extinguish all existing rights and privileges which might 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, so 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; 25 and 26 Vict. cap. 189; 9 and 10 Vict. cap. 165; and any other Act relating to the North British Company or their Undertaking, 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.

Maps, plans and sections relating to the objects of the Bill, with books of reference to the said plans, 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 Stirling and Falkirk of the principal Sheriff Clerk of the County of Stirling; and copies of so much of the said plans, sections and books of reference as relate to any parish, or the Burghs of Falkirk and Grangemouth, 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 thereof, at his office, if he have an office separate from his place of abode, or otherwise at his place of abode; and as respects the Burgh of Falkirk, with the town clerk of such burgh, at his office; and as respects the Burgh of Grangemouth, with the clerk to the burgh commissioners, 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 17th day of November, 1898.

H. B. NEAVE,  
Glasgow,  
Solicitor.

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

Board of Trade.—Session 1899.

#### ABERDEEN CORPORATION TRAMWAYS.

(New Tramways; Gauge and motive power; Breaking up streets; Acquisition, &c., of lands; Subsidiary works; Tolls, rates, and charges; Application of funds; Borrowing; Amendment, repeal, and incorporation of Acts; and other purposes), 1

NOTICE is hereby given, that the Lord Provost, Magistrates, and Council of the City and Royal Burgh of Aberdeen (in this



Notice called "the Corporation" and "the City" respectively), intend to apply to the Board of Trade for a Provisional Order, to be confirmed by Parliament in the ensuing session, for the following or some of the following purposes (that is to say):—

1. To authorise the Corporation to make, lay down, maintain, work, and use the tramways hereinafter described, or some part or parts thereof, with all necessary and proper rails, plates, sleepers, foundations, junctions, crossings, passing places, machinery, appliances, works, and conveniences connected therewith (that is to say):—

A double line of tramways 1 mile 1 furlong 7.44 chains or thereabouts in length, commencing by a junction with the existing tramway of the Corporation in Powis Terrace at a point 4 chains or thereabouts southwards from the front entrance doorway of the Northern Hotel, and proceeding thence in a northerly and westerly direction along Powis Terrace and Great Northern Road and terminating in the last-mentioned street at a point 30 feet or thereabouts east from the extended centre line of Bridge Street.

The intended tramways will be laid along the centre of the respective streets or roads, and will take the place of the existing line 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 would interfere with or be rendered unnecessary by the laying down of the intended tramways.

At the following places it is proposed to lay the intended 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:—

(a) In Great Northern Road on both sides thereof from a point in Great Northern Road 1.8 chains or thereabouts northwards from the commencement of the intended tramways to a point in the Great Northern Road 4.9 chains or thereabouts southwards from the extended centre line of Lilybank Place.

(b) In Great Northern Road on both sides thereof from a point in Great Northern Road opposite the extended line of the west side of Society Lane, to a point in Great Northern Road opposite the extended line of the east side of Park Street.

The intended tramways will be situate wholly within the City and the City parish of Aberdeen, in the County of Aberdeen.

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

3. The motive power will be steam, cable, electric, or any other motive or mechanical power in addition to or in substitution for animal power, or all or any of those means, as the order may provide.

4. To provide that the intended tramways shall be part of the tramway undertaking of the Corporation, and that the Aberdeen Corporation (Tramways) Act, 1898, and any other Acts or Orders relating to or affecting the tramway

undertaking, shall for all purposes and with or without modification extend and apply to the intended tramways.

5. To empower the Corporation to make, maintain, alter, and remove from time to time, either temporarily or permanently, such crossings, passing places, sidings, loops, junctions, and other works in addition to those before mentioned as may be necessary or convenient for the efficient working of the intended tramways.

6. To empower the Corporation from time to time when by reason of the execution of any work in or the alteration, widening, or improvement of any street, road, or place in which the intended tramways are laid it may be necessary to do so, to alter, remove, and discontinue all or any part of such tramways, and make and lay down temporarily in the same or any adjacent street, road, or place, substituted or temporary tramways, or to relay in another position any tramways removed from a street, road, or place hereafter widened or improved.

7. To authorise the Corporation for all or any of the purposes of the Order to stop up and break up public and private streets, roads, highways, and footways, and to alter, remove, or interfere with, temporarily or permanently, sewers, drains, gas and water mains, valves, pipes, tubes, wires, telegraphic, telephonic, and electric lighting and other apparatus.

8. To enable the Corporation for the purposes of the Order and their tramway undertaking to purchase or take on lease lands and to use any lands belonging to them.

9. To authorise the Corporation to erect offices, buildings, stables, sheds, carriage, engine, boiler and dynamo houses, and to erect and lay down engines, dynamos, and other machinery, plant, and apparatus, and to lay down, erect, and maintain, either above or below ground, and on or in any street, road, footpath or other place, and to attach to houses and buildings, mains, wires, pipes, conductors, cables, ropes, posts, brackets, and other apparatus and things necessary for working the intended tramways by mechanical power.

10. To authorise the Corporation to levy tolls, rates, and charges in respect of the use of the intended tramways, and to alter existing tolls, rates, and charges, and confer exemption from the payment of tolls, rates, and charges.

11. To authorise the Corporation to apply their existing funds and to borrow money for the purposes of the Order and their tramway undertaking on the security of the undertaking, or on the security of their other property, funds, rates, and revenues or as the Order may define.

12. To repeal, alter, amend, or extend all or some of the provisions of the Aberdeen Tramways Act, 1872, and the Aberdeen Corporation (Tramways) Act, 1898, and any other Act or Order relating to or affecting the Corporation or their tramway undertaking.

13. To incorporate with the Order all or some of the provisions, with or without modification, of the Tramways Act, 1870.

14. To confer on the Corporation all such other powers, rights, and authorities as may be necessary for carrying out the objects of the Order, and to vary or extinguish all powers, rights, authorities, and privileges inconsistent with, or which would in any manner impede or interfere with, the carrying into complete effect of any of the objects and purposes of the Order.

15. Plans and sections of the proposed tramways, 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 instant, with the principal Sheriff-Clerk for the County of Aberdeen at his office in Aberdeen, and on or before the same day a copy of the said plans, sections, and Notice will be deposited at the office of the Board of Trade, Whitehall, London, at the Private Bill Office, House of Commons, and the Office of the Clerk of the Parliaments, House of Lords.

16. The draft of the proposed Order will be deposited at the Office of the Board of Trade on or before the 23rd day of December, 1898, and printed copies of the draft Order when deposited, and of the Order if and when made will be obtainable at the price of one shilling each at the offices of the undermentioned Town Clerk and Parliamentary Agents.

17. Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, must do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, on or before the 14th day of January, 1899, and copies of such objections must at the same time be sent to the undersigned Town Clerk or Parliamentary Agents, and in forwarding to the Board of Trade such objections the objectors or their agents should state that a copy of the same has been forwarded to the undersigned Town Clerk or Parliamentary Agents.

Dated this 14th day of November, 1898.

WILLIAM GORDON,  
Town Clerk, Aberdeen.

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

In Parliament—Session 1899.

#### ABERDEEN CORPORATION.

(Constitution of the City and Royal Burgh of Aberdeen as a County of a City; Power to Construct Sewage Works; Powers of Deviation; Lands for Treatment of Sewage; Subsidiary Works; Stopping up Streets, &c.; Power to Corporation to Dispose of Residuals after Treatment of Sewage; Acquisition of Parts only of Properties; Easements; Underpinning; Power to acquire Patent Rights, &c.; Discharge of Sewage into Rivers under certain conditions; Prevention of Discharge of Noxious Matter into Sewers; Increase in number of Town Council; Amendment of Local Government (Scotland) Act, 1894, as to Election of Parish Councillors; Power to Provide Music in City Parks; Alteration of Date at which Electricity Accounts are to be made up; Amendment of Housing of Working Classes Act, 1890; Further Powers in connection with Common Good of the City; Application of Funds; Rates and Assessments; Additional Borrowing Powers; Sinking Fund; Agreements; Incorporation, Amendment, and Repeal of Acts).

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 Aberdeen (hereinafter called "the Corporation" and "the City" respectively) for an Act (hereinafter called "the intended Act") to effect all or some of the following purposes:—

1. To constitute the City and Royal Burgh of Aberdeen a County of a City, and for the purposes to be provided for by the intended Act to sever and disjoin the same from the County of Aberdeen and the County of Kincardine, to make all provisions necessary or expedient for or with reference to the appointment of a Lieutenant and Deputy Lieutenants of such County of a City, the application to such County of a City of the Acts relating to the general and local militia in Scotland, the granting of a Commission of the Peace to and the appointment of Justices of the Peace for such County of a City, the holding of Courts of General and Quarter Sessions therein, the application to such County of a City of any Acts, laws, and usages, or any part of them with respect to publican's licences, and generally the granting and securing to such County of a City and the Justices and Sessions thereof, all such existing laws and usages, powers, privileges, jurisdictions, and authorities as are at present applicable to or enjoyed by any County or any Justices or General or Quarter Sessions in Scotland, and to make such other provisions with reference to the purposes aforesaid, or any of them, as the intended Act may prescribe, and also to empower the Secretary for Scotland from time to time to make such orders as may appear to him to be necessary for carrying fully into effect the foregoing purposes or any of them.

2. To authorise the Corporation to make and maintain the sewers and works hereinafter described, or some part or parts thereof, with all necessary and proper works and conveniences connected therewith: that is to say:—

- (1) A sewer (No. 1), wholly situate in the City Parish of Aberdeen in the City and the County of Aberdeen, commencing at a point in Affleck Street 80 yards or thereabouts, measuring in a westerly direction along that street, from Wellington Road and terminating at a point on the left or north bank of the River Dee 100 yards or thereabouts, measuring in an easterly direction, from the east parapet of Victoria Bridge.
- (2) A sewer (No. 2) commencing at a point in Skene Street at its junction with Summer Street and terminating at a point in the sea 300 yards or thereabouts, measuring in an easterly direction, from Girdleness Lighthouse, which intended sewer will be situate partly in the City Parish of Aberdeen in the City and the County of Aberdeen and partly in the Parish of Nigg and County of Kincardine or in the bed of the sea adjoining the last-mentioned parish.
- (3) A sewer (No. 3), wholly situate in the City Parish of Aberdeen in the City and the County of Aberdeen, commencing at a point in the right or south bank of the River Don 35 yards or thereabouts, measuring in a westerly direction, from the east parapet of Grandholm Bridge and terminating at a point in a straight line in

continuation of the centre line of the road known as Lord Hay's Road 230 yards or thereabouts, measuring in an easterly direction, from the junction of Lord Hay's Road and King Street.

- (4) A storm water culvert (No. 4) wholly situate in the City Parish of Aberdeen in the City and the County of Aberdeen, commencing at Queen's Cross and terminating at a point in the left or north bank of the River Dee near Old Ford Road 420 yards or thereabouts, measuring in a southerly direction, from the west parapet of Victoria Bridge.
- (5) A storm water channel (No. 5) wholly situate in the City Parish of Aberdeen in the City and the County of Aberdeen, commencing at the eastern extremity of Merkland Road East and terminating at a point in the right or south bank of the River Don 500 yards or thereabouts, measuring in an easterly direction, from the east parapet of the bridge known as the New Bridge of Don.
- (6) The storm water overflows after described (No. 6): that is to say:—
  - (a) A storm water overflow wholly situate in the City Parish of Aberdeen in the City and the County of Aberdeen, commencing at a point in Holburn Street at its intersection with Ruthrieston Road and terminating at the point in the left or north bank of the River Dee where the Ruthrieston Burn enters the Dee.
  - (b) A storm water overflow wholly situate in the City Parish of Aberdeen in the City and the County of Aberdeen, commencing at a point in Riverside Road 90 yards or thereabouts, measuring in a north-easterly direction, from its intersection with Ruthrieston Terrace and terminating at the point in the left or north bank of the River Dee where the Outseats Burn enters the Dee.
  - (c) A storm water overflow wholly situate in the City Parish of Aberdeen in the City and the County of Aberdeen, commencing at a point in Polmuir Road opposite the north-east entrance to Duthie Park and terminating at a point in the left or north bank of the River Dee opposite the junction of Polmuir Road and Riverside Road.
  - (d) A storm water overflow, wholly situate in the City Parish of Aberdeen in the City and the County of Aberdeen, commencing at the junction of North Esplanade with Clyde Street and terminating at a point in the left or north bank of the River Dee 100 yards or thereabouts, measuring in an easterly direction from the east parapet of Victoria Bridge.
  - (e) A storm water overflow, wholly situate in the City Parish of Aberdeen in the City and the County of Kincardine, commencing at a point in South Esplanade 35 yards or thereabouts, measuring in an easterly direction, from the junction of Sinclair Place and South Esplanade and terminating at a point in the right or south bank of the River Dee at a point 650 yards or thereabouts, measuring in an easterly direction, from the east parapet of Victoria Bridge.
  - (f) A storm water overflow, wholly situate in the City Parish of Aberdeen in the City and the County of Aberdeen, commencing at the junction of Don Street and Don Terrace and terminating at a point in the right or south bank of the River Don 210 yards or thereabouts, measuring in an easterly direction, from the south-east parapet of Grandholm Bridge.
  - (g) A storm water overflow, wholly situate in the City Parish of Aberdeen in the City and the County of Aberdeen, commencing at a point on the right or south bank of the River Don 60 yards or thereabouts, measuring in a southerly direction, from the south end of the Kettocks Mills Weir in the River Don, and terminating at a point in the same bank of the River Don 40 yards or thereabouts, measuring in a northerly direction, from the south end of the said weir.

3. To authorise the Corporation to make and maintain all such sewers, drains, pipes, and apparatus as may be necessary for connecting any sewers or drains which at present exist, or which may hereafter be constructed, with the intended sewers and works hereinbefore described, or for discharging or conducting the contents of any sewers and drains into such intended sewers and works, and to make and maintain all necessary sluices, valves, manholes, ventilators, cleansing shafts, bridges, roads, approaches, pipes, overflows, or apparatus 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.

4. 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, or to such extent as may be provided by the intended Act.

5. To authorise the Corporation to purchase and take by compulsion or agreement, and to hold, use, and employ the lands and property hereinafter mentioned, or any part thereof, for or in connection with the purification, disinfection, and utilisation of the sewage now or at any time hereafter flowing through or into the conduits, sewers, drains, or works of the Corporation, and to extinguish all rights or privileges in, over, or upon those lands, or any of them. The lands to which the compulsory powers above-mentioned relate are as follows:—

A piece of land wholly situate in the City Parish of Aberdeen in the City and the County of Aberdeen, and comprehended within the following boundary: that is to say:—commencing at a point in the wall or fence which separates the arable land from the right or south bank of the River Don, 180 yards or thereabouts, measuring in an easterly direction, from the east parapet of the bridge known as the New Bridge of Don, proceeding thence in an easterly and south-easterly direction along the said wall or fence for a distance of 520 yards or thereabouts to the east termination of the field road which leads from King Street Road to the Old Town or King's Links, thence in a westerly

direction along the north side of the said field road to its junction with King Street Road, thence northwards along the east side of King Street Road to a point in line with the north side of the road known as Lord Hay's Road, thence eastwards in continuation of the last-mentioned line for a distance of 240 yards or thereabouts, and thence in a straight line in a northerly direction to the point of commencement.

6. To authorise the Corporation to acquire, by compulsion or agreement, lands and buildings and servitudes 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 of any lands, and to authorise 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 sub-soil and under-surface of any lands, roads, streets, foot-paths, and other places under, along, or across which any of the intended works will be made.

7. To authorise 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.

8. To authorise 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 works, and which houses and buildings may not be required to be taken for the purposes thereof.

9. To authorise the Corporation to construct, lay down, and maintain on the lands aforesaid, or some of them, all necessary and proper erections and appliances, tanks, reservoirs, basins, pumping and other engines, mains, sewers, roads, approaches, buildings, machinery, apparatus and works for pumping, receiving, conveying, storing, filtering, precipitating, disinfecting, using and distributing, and for the chemical or other treatment of the whole or any portion of the sewage or the residuum thereof within the jurisdiction of the Corporation.

10. To authorise the Corporation to cross, stop up, interfere with, alter or divert, either temporarily or permanently, all roads, streets, highways, footpaths, ways and rights of way, tramways, railways, aqueducts, bridges, canals, streams, rivers, sewers, drains, water courses, water and gas pipes, telegraphic, telephonic, and other electric apparatus, pipes, tubes, and wires, which it may be necessary to cross, stop up, interfere with, alter or divert, for the purposes of the intended Act.

11. To authorise the Corporation to sell or dispose of the sewage, or the deposits or residuum thereof, to any persons desirous of purchasing or availing themselves of such sewage or residuum.

12. To authorise the Corporation to purchase or acquire and use any patent rights or licences

thereunder connected with the objects of the intended Act.

13. To authorise the Corporation during the time when the intended 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 Dee or Don, or into any sewer or water-course, or to dispose of such contents in any other manner they may deem expedient.

14. To provide for the prevention of injurious or noxious matter flowing into the intended works, or any sewers, drains, or other like works of the Corporation, or any sewers or drains connected therewith, and to enable the Corporation to impose and recover penalties in respect of the breach of such provisions.

15. To provide that the intended works, or some of them, shall be and form part of the main and other sewers for the drainage of the City constructed under the powers contained in the Aberdeen Police and Waterworks Act, 1862, and Acts amending the same, and that the provisions of those Acts, and in particular the provisions 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, modifications, or extensions as the intended Act may provide.

16. To alter and increase the number of Councillors entitled to represent the Torry Ward of the City on the Corporation, and for such purpose to alter and amend, so far as may be necessary, the Aberdeen Corporation Act, 1891, and any other Act affecting the Corporation.

17. To provide that in the application to the City Parish of Aberdeen 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 procedure incidental thereto.

18. To authorise the Corporation to provide music in parks, gardens, open spaces, and public places within 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 by such means as the intended Act may prescribe.

19. To provide that the accounts required to be kept by the Corporation as undertakers under the Aberdeen Electric Lighting Order, 1890, shall be made up and balanced at the 31st day of July annually, or at such other date as the intended Act may prescribe.

20. To confer on the Corporation as the Local Authority for the City under the Housing of the Working Classes Act, 1890, further powers with respect to the sale and disposal of lands or property acquired by or vested in the Corporation for the purposes of the said Act, and with respect to the application of the proceeds, and also to make provision with respect to the repayment of any money borrowed by the Corporation under the said Act.

21. To provide that any sale or feu of any heritable property belonging to the Corporation,

and forming part of the Common Good of the City, may take place and be carried out at any time during the sittings of the Court of Session, or while the Court is in vacation or recess, and for this purpose to alter and amend the provisions contained in the Acts 3 Geo. IV., cap. 91, and 19 and 20 Vict., cap. 56.

22. 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 any further powers which may from time to time be conferred on them.

23. 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 their existing Acts, or of the intended Act, on or from the owners and occupiers, or owners or occupiers of lands, buildings, heritages, or other property within the City, 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.

24. To authorise the Corporation, for the purposes of the intended Act, and for any other purposes of the Corporation, to borrow further moneys, and from time to time to re-borrow on mortgage, bond, annuity, cash credit or otherwise on security of the property, funds, rates, revenues, 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 Corporation stock under the powers of the Aberdeen Corporation Act, 1891, or to make other provisions with regard thereto, as the intended Act may prescribe.

25. 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 their 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.

26. To enable the Corporation on the one hand, and the Dee District Fishery Board 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.

27. The intended Act will alter, vary, or extinguish all rights and privileges inconsistent with or which would or might in any way impede or 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, the Public Health (Scotland) Act, 1897, the Rivers Pollution Prevention Acts, the Local Government (Scotland) Acts, 1889 and 1894, 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.

28. To vary, amend, alter, or repeal the before-mentioned and the following Acts, or some or one of them, or some parts or portions thereof (that is to say) The Aberdeen Police and Waterworks Act, 1862, and all other Acts affecting the Corporation.

29. Duplicate plans and sections, describing the lines, situations, and levels of the intended works, and plans of the lands and other property in, upon, or through which they will be made, or which may be taken compulsorily 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 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 Aberdeen and Kincardine, at their offices at Aberdeen and Stonehaven respectively, and copies of so much of the said plans, sections, and book of reference as relates to each of the several areas hereinafter mentioned, with a copy of the said *Gazette* notice, will be deposited for public inspection as follows:—As relates to the City with the Town Clerk of the City at his office; as relates to any parish with the Clerk of the Parish Council of such parish at his office or residence.

30. 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 16th day of November 1898.

WILLIAM GORDON,  
Town Clerk, Aberdeen,  
Solicitor for the Bill.

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

In Parliament.—Session 1899.

AYR BURGH.

(Construction and working by the Corporation of Ayr of Tramways in the Burgh and Parish of Ayr and the United Parish of Monkton and Prestwick; Gauge; Motive Power; Generating Stations; Supply of Electrical Energy; Tolls, Rates, and Charges; New Water Works; Compulsory Purchase of Lands, etc.; Interference with Roads, etc.; Powers to lay Pipes, Mains, Wires, etc.; to Deviate Works; to Impound Water, etc.; Protection of Water from Pollution and Waste; Extension of Applica-

tion of Common Good to the whole Burgh; Power to Charge Common Good Debt on Rates; Burial Grounds; Formation of Streets; Leasing of Markets, Slaughter-Houses, etc.; Alteration and Recovery of Rates, etc.; Detention of Persons in Custody; Licensing of Hackney Carriages; Extension of Sections 44 and 315 of Burgh Police (Scotland) Act, 1892; Provisions with respect to Minutes of Corporation, etc.; Bank Accounts; Office of Town-Clerk; Application of Funds; Power to Fund Debt; Borrowing Powers; Consolidation of Loans; Creation and Issue of Stock, etc.; Incorporation or Application, Amendment or Repeal of Acts, etc.; Other Powers and Purposes.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Provost, Magistrates, and Town Council of the Burgh of Ayr (hereinafter called "the Corporation") for leave to bring in a Bill (hereinafter called "the Bill") for the following or some of the following amongst other purposes (that is to say):—

#### TRAMWAYS.

1. To empower the Corporation to make, lay down, form, and maintain within the Burgh of Ayr, the Parish of Ayr, and the united parish of Monkton and Prestwick, all in the County of Ayr, all or some of the tramways hereinafter described with all necessary and proper rails, plates, sleepers, channels (including in that word, where used in this Notice, channels, passages, and tubes for ropes, cables, wires, and electric lines), junctions, turn-tables, turnouts, crossings, crossovers, passing-places, triangles, stables, carriage-houses, engine, boiler, and dynamo houses, sheds, buildings, waiting-rooms, works, and conveniences connected therewith respectively.

(In the following description of the proposed tramways and narrow places, all distances and lengths given are to be read as if the words "or thereabouts" had been inserted after each such distance or length, and the places (if any) where any tramway will be laid along any street or road 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 and the nearest rail of the tramway are described as regards each tramway under the heading "Narrow Places.")

The tramways proposed to be authorised are the following:—

Tramway No. 1, situate wholly in the united parish of Monkton and Prestwick, commencing in Main Street, Prestwick, at a point 38 yards north-eastward from Prestwick Cross, passing thence in a southerly direction along Main Street and Prestwick Road to, and terminating at, the municipal boundary of the Burgh of Ayr, at a point 134 yards southward from Waterloo Road, opposite or nearly opposite the north-eastern corner of Marchfield Cottage.

Tramway No. 2, situate wholly in the parish and Burgh of Ayr, commencing in Prestwick Road by a junction with Tramway No. 1 at its termination, passing thence in a southerly direction along Prestwick

Road, New Road, Main Street, Darlington Place, the New Bridge, New Bridge Street, High Street, Alloway Street, Killoch Place, Beresford Terrace, Carrick Road, Monument Road to, and terminating at, the Municipal boundary of the Burgh of Ayr, at a point 7 yards north-east from the north-eastern corner of Slaphouse farm steading.

Tramway No. 3, situate wholly in the parish of Ayr, commencing by a junction with Tramway No. 2 at its termination, passing thence in a southerly direction along Monument Road and terminating in that road at a point 13 yards westward from the west corner of Burns' Arms Hotel.

Tramway No. 4, situate wholly in the parish and Burgh of Ayr, commencing in Alloway Street by a junction with Tramway No. 2, at a point opposite the southern side of Dalblair Road, passing in a south-easterly direction into and along the roadway on the north-east side of Burns Statue Square, and terminating in that roadway at a point 10 yards due west from the southern side of the main gateway, giving access to and on the west side of Townhead railway station.

Tramway No. 5, situate wholly in the parish and Burgh of Ayr, commencing by a junction with Tramway No. 2, at a point 29 yards southward from Miller Road, passing thence in a north-easterly direction along the roadway on the south side of Burns Statue Square, and terminating in that roadway by a junction with Tramway No. 4 at a point 30 yards west from the point hereinbefore described as the termination of Tramway No. 4.

The proposed tramways (except Tramways Nos. 1 and 3) will be situate in the Burgh and Parish of Ayr.

The proposed Tramway No. 1 will be situate wholly in the united parish of Monkton and Prestwick.

The proposed Tramway No. 3 will be situate wholly in the Parish of Ayr.

#### (NARROW PLACES.)

Tramway No. 1:—

In Main Street, Prestwick, on both sides between points respectively 40 yards and 84 yards northward from Smithy Row.

In Prestwick Road on both sides—

(a) Between points respectively 325 and 391 yards northward from Kingcase Road.

(b) Between points respectively 189 yards and 255 yards southward from Kingcase Road measuring along the centre of Prestwick Road.

Tramway No. 2:—

In Prestwick Road, on both sides—

(a) Between the points respectively 15 yards and 81 yards southward from Seaforth Road.

(b) Between a point opposite the north side of Union Avenue, and a point 7 yards northward from the north side of Tig Place.

On the New Bridge, on both sides throughout its entire length.

In New Bridge Street, on both sides between High Street and the New Bridge.

In High Street, on both sides—

(a) Between a point opposite the south

side of Newmarket Street and a point 61 feet northward therefrom.

- (b) Between a point 220 feet northward from the northern side of Carrick Street and a point 24 yards southward from the southern side of Mill Street.

In Alloway Street, on both sides—

- (a) Between points respectively 47 feet and 122 feet southward from Kyle Street.
- (b) Between the points respectively 33 yards and 100 yards northward from the north side of Dalblair Road.

In Monument Road, on both sides—

- (a) Between points respectively 50 and 116 yards northward from the Chapel Park Road.
- (b) Between the south side of Chapel Park Road and the municipal boundary of the Burgh of Ayr.

Tramway No. 3 :—

In Monument Road, on both sides throughout—

- (a) Between the municipal boundary of the Burgh of Ayr, and a point 80 yards southward from the same.
- (b) Between points respectively 103 and 169 yards southward from the south side of the principal gateway to Rozelle.
- (c) Between points respectively 30 yards and 63 yards southward from the south corner of Woodland Cottage.
- (d) Between points respectively 178 yards and 244 yards south-westward from the southern corner of Burns' Cottage.
- (e) Between points respectively 31 yards and 64 yards northward from the northern corner of Burns' Arms Hotel.

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

9. To empower the Corporation and their lessees to work the said intended tramways by animal power and by electricity, steam, pneumatic, gas, oil, or any mechanical power, and partly by one such power and partly by another such power. In the case of electricity such power is intended to be applied by means of the rails of the tramways and of conductors placed under, on, or above the surface of the streets or roads in connection with a generating station or generating stations, or to be carried with the carriages; in the case of steam such power is intended to be carried with the carriages or applied by means of locomotives or of cables, wires, or ropes placed under the surface of the streets and in connection with a stationary engine or stationary engines; and in the case of pneumatic, gas, and oil, or other mechanical power, the power is intended to be carried with the carriages or applied by means of locomotives.

10. To empower the Corporation to lay down, construct, erect and maintain, on, in, under, or over the surface of any street, road, or place, and to attach to any house and building such posts, brackets, conductors, wires, tubes, mains, plates, cables, ropes, and apparatus, and to make and maintain such openings and ways in, on, or under any such surface as may be necessary or convenient either for the working of the said intended tramways or for providing access to or in connection with any engines, machinery, or apparatus,

and to empower the Corporation, for the purpose of working such tramways, to supply electrical energy from their existing generating station at Mill Street, in the Burgh of Ayr, and to construct, erect, and maintain generating stations upon the piece of land belonging to the Corporation, situate in Mill Street aforesaid, and adjoining the said existing generating station on the north-west side thereof.

11. To enable the Corporation to acquire, hold, and use patent and other rights and licenses.

12. To empower the Corporation to make from time to time such crossings, crossovers, passing places, sidings, loops, junctions, and other works in addition to those specified herein as may be necessary or convenient to the efficient working of the intended tramways, or any of them, or for affording access to the stables, carriage-houses, engine-houses, stations, building sheds, and works or lands of the Corporation or their lessees, or for facilitating the passage of traffic along streets or roads.

13. To make provision for taking up, altering the position of, and relaying any tramways of the Corporation in the event of the roads or streets in which they are laid being widened.

14. To empower the Corporation to substitute double lines for single or interlacing lines, single lines for double or interlacing lines, and interlacing lines for double or single lines on any of their tramways.

15. To empower the Corporation from time to time, when, by reason of the execution of any work in or the alteration of any street, road, highway, or thoroughfare in which any tramway shall be laid, it is necessary or expedient so to do, to alter, remove, or discontinue all or any of such tramway, and to make and lay down temporarily in the same or any adjacent street, road, highway, or thoroughfare a substituted tramway or substituted tramways.

16. To provide for the repair by the Corporation, their lessees, or other persons, bodies, or authorities, of the tramways of the Corporation, of the conductors, posts, brackets, wires, tubes, mains, plates, cables, ropes, apparatus, openings, and ways for working the same, and of any streets, roads, highways, or thoroughfares in which any of such tramways may for the time being be laid, and for the use or disposition of any materials or things found in the construction or repair of any of such tramways,

17. To empower the Corporation to work their tramways and to place and run carriages thereon, and to demand and take tolls, rates, and charges in respect of the use of such carriages, and, notwithstanding anything in the Tramways Act, 1870, contained, to sanction the use on the tramways of carriages extending beyond the wheels thereof more than 11 inches on each side.

18. To enable the Corporation, notwithstanding anything in the Tramways Act 1870, contained, to lease all or some of the tramways to any Corporation, Company, or person for such period, and on such terms and conditions, as may be agreed upon between the contracting parties, and to modify, amend, or repeal the provisions of that Act with respect to the purchase of the tramways by the local authority of the district within which any of the tramways may be situate.

19. To authorise the Corporation and their lessees, or other the person or persons working the tramways of the Corporation to levy tolls,



rates, and charges for the use thereof by carriages passing along the same, and for the conveyance of passengers, goods, minerals, animals, merchandise, and other traffic upon the same, and to confer exemptions from tolls, rates, and charges.

20. To confer on and reserve to the Corporation and their lessees the exclusive right of using, on any tramways to be constructed under the powers of the Bill, carriages drawn or propelled by any motive power before mentioned, or having wheels adapted to run on or in an edged, grooved, or other rail on such tramways.

21. To empower the Corporation to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, highways, public and private roadways, footpaths, pavements, watercourses, bridges, sewers, drains, water pipes, gas pipes, and electric telegraph and telephonic tubes, posts, wires, and apparatus within the burgh and all or any of the parishes and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed tramways and works, or substituting others in their place, or for other the purposes of the Bill.

22. To authorise the Corporation and the County Council of the County of Ayr, any district committee of that Council, and any corporation, local authority, company, or person to enter into and fulfil contracts and agreements for and in relation to the construction, maintenance, use, working, lease, sale, and purchase of the whole or any part of the said tramways in consideration of such sum or sums, rent or rents, and generally upon such terms and conditions as may be agreed on between the contracting or agreeing parties, or as the Bill may define or Parliament prescribe.

23. To empower the Corporation, with the consent of the local authority of any district outside the Burgh of Ayr in which any tramway belonging to the Corporation is laid, to supply within that district electric power or energy for public and private purposes, under and according to the provisions of the Ayr Burgh Electric Lighting Order, 1890, and for those purposes to construct, erect, and maintain, and attach to any house or building, posts, conductors, wires, tubes, and apparatus, and to authorise the Corporation to enter into contracts, agreements, and arrangements with the owner, lessee, or occupier of any house or premises within the Burgh of Ayr, or with the like consent as aforesaid beyond the Burgh with respect to the supply and installation of electric light and fittings and the terms and conditions of such supply and installation, and the payments to be made therefor, and the inclusion of such payments in the rate leviable under the said Order and the Acts incorporated therewith, and to confer all necessary powers upon the Corporation in that behalf.

#### WATER.

24. To authorise the Corporation to make, maintain, and use the waterworks and road herein-after described, with all necessary shafts, pumps, pumping-stations, dams, sluices, filters and filter beds, culverts, cuts, roads, approaches, apparatus, engines, boilers, works, and conveniences connected therewith or incidental thereto, all in the county of Ayr (that is to say):—

- (1) A service reservoir or tank to be situate at Knockjarder, in the parish of Dalrymple,

in and on the westmost side of the field numbered 283 on the 25-inch ordnance map of that parish, and immediately adjoining the existing filters and pure water tanks of the Corporation.

- (2) A conduit or line of pipes commencing at Knockjarder in the parish of Dalrymple at the service reservoir or tank above described, and terminating in the parish of Ayr at or near the south-eastmost corner of the existing south reservoir of the Corporation at Carcluie.
- (3) A pumping station to be situate in the parish of Dalrymple, on the west side of and adjoining the Maybole branch of the Glasgow and South-Western Railway, and in the north-east corner of the field numbered 468 on the 25-inch Ordnance map of that parish.
- (4) A road of access to the pumping station above described to be wholly situate in the Parish of Ayr, commencing by a junction with the Ayr and Dalrymple road at a point measured 69 yards or thereabouts along said last-mentioned road in a northerly direction from the centre of the arch of the bridge carrying the public road from Ayr to Dalrymple over the said Maybole branch of the Glasgow and South-Western Railway, and terminating at the pumping station aforesaid.
- (5) A conduit or line of pipes to be wholly situate in the parish of Dalrymple, commencing at the service reservoir or tank first above described, and running in a north-easterly direction for a distance of 134 yards or thereabouts, and terminating by a junction with the existing conduit from Loch Finlas to Knockjarder.
- (6) A conduit or line of pipes to be wholly situate in the parish of Dalrymple, commencing at a point on the conduit or line of pipes first above described at or near the south-west corner of the enclosure numbered 525 on the 25-inch Ordnance map of that parish, and terminating in said enclosure at the second of the existing filters at Knockjarder counting from the south.

25. To empower the Corporation to collect, pump, impound, and use, divert, and appropriate, in and for the purposes of the intended waterworks, and of their water undertaking, all such springs and waters as will or may be intercepted or taken by the said works, or as may be found in or under any of the lands for the time being belonging to the Corporation, or over or in respect of which they may acquire easements or servitudes, and to open, break up, cross, alter, or stop up all such roads, paths, pipes, sewers, and streams as it may be necessary or convenient to pass along, cross, alter, or stop up for or in connection with the said works or the supply of water.

26. To make provision for the protection of the waterworks and water supply of the Corporation and for defining and regulating such supply, and for preventing frauds and abuses thereof, and for preventing the fouling, contamination, waste, misuse, and undue consumption of their water, and for making byelaws and regulations, prescribing the size, nature, and materials, workmanship, and strength of pipes, cocks, ferrules, valves, water-closets, baths,

cisterns, and other apparatus and receptacles, and for imposing penalties in respect of any such matters.

27. To constitute the intended waterworks and road for all purposes (including the levying and recovering of rates, rents, and charges), part of the water undertaking of the Corporation, and to make applicable thereto all or some of the provisions of the Ayr Burgh Act, 1873 (hereinafter called "the Act of 1873") and of the Ayr Burgh Act, 1885 (hereinafter called "the Act of 1885"), with respect to the water undertaking of the Corporation, and to alter, amend, or repeal so far as may be necessary all or some of such provisions, and to revive the powers and extend the time limited for the completion of all or some of the works authorised by the Act of 1885.

#### GENERAL.

28. To authorise the Corporation to deviate in the construction of the works to be authorised by the intended Act, both vertically and laterally, to the extent shown on the plans and sections to be deposited as herein-after mentioned or to be defined by the Bill or prescribed by Parliament.

29. To empower the Corporation to purchase and take, or acquire by compulsion or agreement, or to take on lease, and to hold, sell, and dispose of lands, houses, buildings, and other property and rights, easements, and servitudes, in, over, or connected therewith for the purposes of the Bill, and to hold any land so acquired free from the provisions of the Lands Clauses Acts with respect to superfluous lands, and if thought fit to acquire by compulsion or agreement, notwithstanding section 18 of the Waterworks Clauses Act, 1847, any mines or minerals under any such lands.

30. To authorise the Corporation and the Corporation as the Commissioners of the Burgh of Ayr, under the Burgh Police (Scotland) Act, 1892 (herein-after called "the Burgh Commissioners"), or either of those bodies, where they have power under any Act passed or to be passed, to mortgage or charge as security for the repayment of moneys borrowed by them any of their rates or revenues, to include in such mortgage or charge the lands, estates, undertakings, or other property from which such revenue is derived.

31. To amend, extend, or repeal the provisions of section 16 of the Act of 1873, and to authorise the Corporation to apply the common good of the Burgh of Ayr, and all rents, profits, and interests arising therefrom, within the whole, and without limitation to any portion of the Burgh, to the purposes to which it is at present applicable, or to such other purposes as the Bill may prescribe, and to charge all moneys borrowed on the security of the common good by way of collateral security on the rate leviable by the Corporation as the Burgh Commissioners under the Burgh Police (Scotland) Act, 1892, (herein-after called "the Police Act"), or on such other rate or rates as may be prescribed by the Bill or sanctioned by Parliament.

32. To extend to and make applicable within the whole of the Burgh of Ayr the provisions of the Burial Grounds (Scotland) Act, 1855, as amended by section 69 of the Nuisances Removal (Scotland) Act, 1856, and confer equal rights of burial in any cemetery provided by the Corporation under those Acts on all the inhabitants of the Burgh, and to empower the Corpora-

tion to enter into agreements with the local authority of any parish or district adjacent to the Burgh for the use of any such cemetery by the inhabitants of such parish or district.

33. To extend and apply the provisions of sections 133 to 140 of the Police Act to all streets within the Burgh of Ayr not maintained or liable to be maintained by the Burgh Commissioners, and to provide for the forming, making, and maintaining of such streets, either under the provisions of those sections or under similar provisions in the Bill.

34. To amend or repeal section 52 of the Act of 1873 and the Second Schedule to that Act, and extend the period for which the Corporation may let the market-places, slaughter-houses, marts, stalls, and other conveniences therein within the Burgh, and the stallages, dues, rates, and rents exigible therefor from five to twenty years, or such other period as the Bill may prescribe, and to authorise the Corporation to demand and take new and increased stallages, dues, and rates for and in respect of the animals and articles specified in the said schedule, and for and in respect of the supply of hot water, light, and other conveniences, and to alter existing stallages, dues, and rates, and confer, vary, or extinguish exemptions from payment of stallages, dues, and rates.

35. To extend and apply the provisions of section 353 of the Police Act to, and to provide that all rates, assessments, and charges leviable by the Corporation under the Acts of 1873 and 1885, or otherwise, may be recovered in the same manner as assessments are recoverable under that section.

36. To amend section 315 of the Police Act and extend the period within which the General Improvement Assessment may be applied to the purposes in that section specified from twenty to fifty years, or such other period as the Bill may prescribe or Parliament sanction.

37. To remove doubts as to the operation of, or to alter or amend section 476 of the Police Act, and to provide that persons taken into custody may, without warrant, and without being brought before any magistrate, be detained in custody until the day following any holiday authorised, approved, or appointed by the magistrates of the Burgh of Ayr, Christmas, or New Year's Day, or any Bank or National Holiday, or such other day or days as may be specified in the Bill.

38. To make provisions with respect to the licensing and regulation of hackney and other carriages plying for hire within the Burgh of Ayr, and to empower the magistrates of the burgh to limit the number of such carriages and to grant licenses for the same for limited periods.

39. To provide that, notwithstanding anything in section 44 of the Police Act contained, the number of councillors of the Burgh of Ayr shall, in the event of any re-division of the wards of the Burgh or otherwise, be eighteen, or such other number as the Bill may prescribe.

40. To make provision with reference to the tenure of office of any Town Clerk of the Burgh of Ayr to be hereafter appointed, and the terms and conditions on which the same shall be held, and with respect to the minutes of meetings of the Corporation and the Burgh Commissioners, and any committee of those bodies, the banking accounts of the said bodies, and the manner in

which orders on the same are to be signed and executed.

41. To empower the Corporation to fund the debt of the Burgh of Ayr to such amount, and by the creation and issue of stock, redeemable or otherwise, bearing interest at such rate as the Bill may prescribe, and to provide for the consolidation and conversion into stock of all or any of the loans, mortgages, annuities, assignations, funded and other debts, and securities already raised or granted, or hereafter to be raised or granted, and enable the Corporation and the Burgh Commissioners to exercise any of their borrowing powers under any Act (public or local) or Order, or otherwise, by the creation and issue of stock, and to confer all such powers, rights, and privileges as may be necessary, consequential, or incident thereto, and to incorporate with the Bill, with or without modification, or to make applicable thereto, all or some of the provisions of the Local Authorities Loans (Scotland) Acts, 1891 and 1893, or such other Acts as may be necessary for such purposes.

42. To empower the Corporation to borrow such moneys as may be necessary for the construction of the intended tramways, and to repay such moneys out of the local rate, as defined by the Tramways Act, 1870, or to make such other provisions with reference thereto as may be contained in the Bill; to empower the Corporation and the Burgh Commissioners to apply to the purposes of the Bill any funds, moneys, rates, or assessments now belonging to them, or which they now are or by the Bill may be authorised to raise or levy; to continue or to alter or vary the 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 their existing Acts, or of the Bill, on and from the owners and occupiers, or owners or occupiers of lands, buildings, heritages, or other property within the Burgh of Ayr, and to make such other provisions with respect to rates, assessments, and charges as the Bill will define or Parliament may sanction.

43. To authorise the Corporation and the Burgh Commissioners, for the purposes of their existing Acts and of the Bill, and for any other purposes of the Corporation or the Burgh Commissioners, to borrow, and from time to time reborrow further moneys, on mortgage, bond, annuity, cash, credit, or otherwise, on the 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 Bill may be authorised to assess, levy, and collect, or otherwise as the Bill may prescribe, and to make provision for the repayment of moneys to be so borrowed by the Corporation or the Burgh Commissioners, and also of moneys borrowed under existing Acts and for interest and sinking funds.

44. 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, vary, or extinguish other rights and privileges.

45. To incorporate with the Bill and make applicable thereto, with or without variations, alterations, or amendments, all or some of the provisions of the Lands Clauses Acts, the Railways Clauses Consolidation (Scotland) Act, 1845, the Waterworks Clauses Acts, 1847 and 1863,

the Tramways Act, 1870, the Burgh Police (Scotland) Act, 1892, and any Act or Acts amending or extending any of those Acts, and any other Acts of or relating to the Corporation and the Burgh Commissioners, 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.

46. To repeal, alter, or amend all or some of the provisions of the Act of 1873, the Act of 1885, the Ayr Burgh Electric Lighting Order, 1890, and any other Act or Order relating to the Burgh of Ayr, the Corporation, or the Burgh Commissioners, in so far as may be necessary for the purposes of the Bill.

47. Duplicate plans and sections, describing the lines, situations, and levels of the intended tramways, waterworks, and other works, and showing the lands and property in, upon, or through which they will be made, or which may be taken under the powers and for the purposes of the Bill 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 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 instant, in the Offices at Ayr and Kilmarnock of the Principal Sheriff-Clerk of the county of Ayr and a copy of so much of the plans, sections, and book of reference as relates to the several parishes in which the said tramways, works, and lands are situate, and to the Burgh of Ayr, together with a copy of this notice will be deposited for public inspection on or before the same day with the Clerk of the Parish Council of each such parish at his office, or if he have no office, at his residence, and as respects the Burgh of Ayr, with the Town Clerk of the burgh at his office in Ayr.

48. Printed copies of the Bill will, on or before the 21st day of December 1898, be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November 1898.

A. G. YOUNG,

Town Clerk, Ayr.

JOHN KENNEDY, W.S.,

25 Abingdon Street,

Westminster,

Parliamentary Agent.

Board of Trade.—Session 1899.

#### ARBROATH ELECTRIC LIGHTING.

(Power to the Magistrates and Town Council of Arbroath to Generate, Store, and Supply Electricity for Public and Private Purposes within the Parliamentary Burgh; to Appropriate and Acquire Lands; to Construct Works and Lay Electric Lines; to Break up and Interfere with Streets, Railways, &c.; to Levy Rates, Rents, and Charges; to Apply their Funds, and Borrow Money; to Enter into Contracts; and Other Powers and Purposes).

NOTICE IS HEREBY GIVEN, that application is intended to be made to the Board of Trade, on or before the 21st day of December next, by the Magistrates and Town Council of the Burgh of Aberbrothwick or Arbroath (hereinafter called "the Undertakers"), as the Local Authority of that Burgh, for the purposes and within the meaning of the Electric Lighting Acts, 1882 and 1888, and the Electric Lighting (Scotland) Act, 1890, and whose address is Gas Works, Ponderlaw Street, Arbroath, for a Provisional Order (hereinafter called "the Order") under the said Electric Lighting Acts, for all or some of the following purposes (that is to say):—

1. To authorise the undertakers to generate, produce, store, sell, supply, and distribute electricity for all public and private purposes as defined by the said Electric Lighting Acts or some or one of them, within the boundaries of the Parliamentary Burgh of Arbroath as fixed and defined by the Representation of the People (Scotland) Act, 1832, or some part or parts thereof (hereinafter called "the area of supply").

2. To authorise the undertakers to appropriate, hold, and use, for the purposes of the proposed undertaking, any lands or property belonging to or held by them, and to purchase, acquire, feu, or take on lease any lands, houses, or property, or easements or servitudes, in or over lands or property, for the purposes of the Order, and from time to time, to sell, feu, lease, sub-let, or otherwise dispose of, any lands, houses, or property not required by them for the said purposes.

3. To authorise the undertakers to erect, construct, provide, lay down, alter, renew, maintain, work and use, on any lands or property belonging to, or to be acquired or leased by the undertakers, within the area of supply, such stations, buildings, store-houses, engine-houses, and works, together with such engines, dynamos, batteries, machinery, and apparatus, as may from time to time be necessary or expedient, for the generation, production, storage, sale, supply, and distribution of electricity and electric currents, within the area of supply, or for other the purposes of the Order: and to lay down, place, and maintain, alter, renew, and remove, electric lines, wires, conductors, mains, pipes, tubes, posts, and other apparatus and works, for the supply and distribution of electricity and electric currents, in, through, under, over, along, or across, all streets, bridges, squares, courts, alleys, highways, lanes, roads, thoroughfares, rivers, railways, public passages and places within the area of supply.

4. To authorise the undertakers for the purposes of the said Order, to cross, open, break up, stop up, and otherwise interfere with, and to pass over, under, or along all streets, roads, highways, footways, thoroughfares, and public places, railways, rivers, water courses, bridges, and places, within the area of supply; and to take up, relay, divert, alter, or otherwise interfere with, sewers, culverts, drains, gas and water mains and pipes, and telegraph and telephonic tubes and wires, and other works therein, within the area of supply; and do all such other works and acts, and to confer on the undertakers all such further powers as may be necessary to carry into effect the objects of the Order.

5. To authorise the undertakers to manufacture, purchase, hire, sell, let, and supply dynamos, accumulators, meters, lamps, fittings, appliances, plant, machinery, and apparatus, and to acquire,

hold, work, and use, patent rights or licences and authorities under letters patent, for the use of inventions, processes, and apparatus, for and in relation to the production, storage, supply, distribution, utilisation, or measurement of electricity.

6. To authorise the undertakers to sell, transfer, or lease, to any local or other public authority, company, or person, all or any of the rights, powers, privileges, duties, and liabilities, given to or imposed upon them by the Order, or the said Electric Lighting Acts, for such period and on such terms and conditions, as may be agreed on, and to make and carry into effect, agreements for the production and distribution of electricity, and for the performing of all acts incidental to public and private lighting.

7. To authorise the undertakers to enter upon any houses or other premises supplied or proposed to be supplied with electricity by them, for any purpose relating to such supply.

8. To make provision for the inspection and testing of mains, conductors, meters, and other works; for the appointment and remuneration of electric inspectors; and for the supply, use, and inspection, testing, and certifying, of meters, fittings, and instruments, and generally for the regulation of the supply of electricity within the area of supply.

9. To empower the undertakers to make, levy, and recover rates, rents, and charges for a supply of electricity, and the use of any dynamos, accumulators, meters, lamps, fittings, appliances, plant, machinery, and apparatus, and to confer exemptions from payment thereof.

10. To empower the undertakers to apply their funds and the local rate as described or defined in the said Electric Lighting Acts, or a special or other rate, towards all or any of the purposes of the Order, and to borrow money for all or any of the purposes of the Order, and for defraying the expenses incurred thereunder, on the security of such local or special or other rate, and to impose, levy, and recover rates, to defray such expenses, and in security of the money so borrowed, and for paying the interest thereon, and to provide for the disposal or application of the revenue arising from the undertaking.

11. To exempt the undertakers from the obligation to supply electricity for public or private purposes in such portion or portions of the area of supply, or under such conditions or circumstances as may be specified in the Order.

12. To authorise the undertakers to enter into and fulfil contracts and agreements with companies or persons, for the execution and maintenance of works, machinery, and apparatus, and the supply of electricity, and to relieve the undertakers from the consequences of the Acts or defaults of such companies or persons.

13. To incorporate with the Order, and to extend and apply to the proposed undertaking and works, and to the undertakers, with or without variation, all or some of the provisions of the said Electric Lighting Acts, or of some or one of them, and of the Acts or portions of Acts incorporated therewith, and the Order will contain all such regulations and conditions as to the supply of electricity, and all matters incidental thereto or consequent thereon, and the obligations of the undertakers in relation thereto, as are authorised by the said Acts, or as the Board of Trade may prescribe, and will also confer on the undertakers all powers, rights, and privileges, necessary or

expedient, for carrying out the purposes of the Order, and alter, vary, or extinguish any rights or privileges which would or might interfere with the carrying out of such purposes.

14. The following are the names of the streets, roads, bridges, and places, or parts thereof respectively, in which it is proposed that electric lines should be laid down within a specified time (that is to say):—

1. Ponderlaw Street.
2. Academy Street.
3. Kirk Square.
4. High Street, from Tower Nook to Public Hall Buildings.
5. Commerce Street.
6. Brothock Bridge to Millgate.
7. Millgate.
8. West Port.
9. Keptie Street to Helen Street.

15. The following are the streets, roads, and places not repairable by the Local Authority, and the railways, which the undertakers propose to take powers by the Order to open, break up, pass over, or under, or interfere with, so far as the same are situate within the area of supply, viz.:—

(1) Streets, roads, and places:—

- Provost's Close.
- Elgin Place.
- Viewfield Road.
- Arrot Street.

(2) Railways:—

- The Caledonian Railway.
- The North British Railway.
- The Dundee and Arbroath Joint Railway.

And the following Level Crossings:—

- Shore and Quays of Wet Dock.
- South Grimsby Street at Union Street West.
- North Grimsby Street at Chalmers Street.
- Millgate.
- Between Bridge Street, Almerieclose and Panmure Street.
- Between Catherine Street and John Street, Almerieclose.
- Spink Street.
- Wellgate.

And the following Bridges:—

- Between Cairnie Street and Guthrie Port (over railway).
- Keptie Street, at Railway Station (over railway).
- Colville Place (over railway).
- Alexandra Place (over railway).
- High Common, near the Infirmary (over railway).
- Dundee Road (under railway).

16. The Draft Order will be deposited at the office of the Board of Trade on or before the 21st day of December next, and printed copies thereof when deposited, and of the Order when made, can be obtained at the offices of the undersigned in Arbroath and Westminster respectively, at the price of one shilling for each copy, by all persons applying for the same.

17. A map showing the boundaries of the area of supply, and the streets in which it is proposed that electric lines should be laid down within a specified time, and a copy of this notice as published in the *Edinburgh Gazette*, will be deposited on or before the 30th November, instant, at the office of the Board of Trade, Whitehall Gardens, London, and also for public inspection in the office at Forfar, and also in the office at Arbroath,

of the principal Sheriff Clerk of the County of Forfar, and in the Town Clerk's Office, Arbroath, and also in the office of the Clerk of the Parliaments House of Lords, and in the Private Bill Office of the House of Commons.

18. And notice is hereby further given that, every local or other public authority, company, or person, desirous of bringing before the Board of Trade any objection respecting this application, must do so by letter addressed to the Board of Trade, Whitehall Gardens, London, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1899, and a copy of such objection must also be forwarded to the undersigned solicitors or Parliamentary agents.

Dated this 15th day of November, 1898.

CHAPEL & ALEXANDER,  
62 High Street, Arbroath,  
Solicitors for the Order.

WM. ROBERTSON & CO.,  
45 Parliament Street, Westminster,  
Parliamentary Agents.

In Parliament—Session 1899.

#### GLASGOW CORPORATION (POLICE).

(Height of Buildings; Window Sashes; Hand Rails on Staircases; Registration of Servants' Registry Offices; Carrying or Exhibition of Advertisements; Regulation of Street Traffic; Provisions as to Lodging or Farmed Out Houses; Sunday Trading; Definition of Word "Owner" in Glasgow Police Amendment Act, 1890; Bye-Laws; Additional Borrowing Powers; Amendment of Acts.)

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" and "The City" respectively) for an Act (in this Notice called the "Intended Act") for all or some of the following purposes (that is to say):—

1. To make provision with respect to (a) the height of buildings in the City (b) the construction of window sashes in buildings and application of such provisions to existing buildings and (c) as to handrails of staircases.

2. To make provision for the registration of servants' registry offices, and incidental matters with respect thereto.

3. To make provision as to the carrying or exhibition of placards and advertisements in streets and other places.

4. To make provision for regulating the passage of traffic in streets or roads and for preventing obstruction to traffic for the diversion of traffic for keeping slow going traffic as near as possible to the sides of streets, and the restriction of certain classes of traffic to certain streets or parts of streets and the prohibition or regulation of processions.

5. To make provision for the prevention of persons of different sexes other than husband and wife occupying the same sleeping apartment in lodging or farmed out houses.

6. To make provision subject to such conditions (if any) as the intended Act may prescribe

for the prevention, regulation, and control of the sale of food, drink or other things on Sundays and for the closing of Shops on Sundays.

7. Amendment of the Glasgow Police (Amendment) Act, 1890, to the effect that the word "owner" in that Act shall have the same meaning as the word "proprietor" in the Glasgow Police Act, 1866.

8. To enable the Corporation to make and enforce bye-laws for all or any of the purposes of the intended Act, and to provide for the imposition and recovery of penalties in connection therewith.

9. To authorise the Corporation to borrow further moneys for the purposes of the Glasgow Corporation Police Acts 1866 to 1898, and for any other purpose of the Corporation or their other existing Acts, on such security and on such terms and conditions or otherwise as the intended Act may prescribe.

10. To vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects or purposes of the intended Act, and to confer, vary, or extinguish other rights and privileges.

11. To amend, alter, or repeal all or some of the Glasgow Police Acts 1866 to 1893 and any other Acts relating to or affecting the Corporation, also the Burgh Police (Scotland) Act, 1892, the Public Health (Scotland) Act, 1897, and any Acts amending those Acts.

12. 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 17th day of November, 1898.

JOHN LINDSAY,  
Interim Clerk of Police, Glasgow.  
MARTIN & LESLIE,  
27 Abingdon Street, Westminster,  
Parliamentary Agents.

In Parliament—Session 1899.

#### KIRKCALDY CORPORATION AND TRAMWAYS.

(Construction of Tramways; Gauge; Street Widenings; Compulsory Purchase of Lands, Houses, and Buildings; Generating Stations; Powers to take Parts Only of Certain Properties; Powers to Take Down and Remove Buildings and Dispose of Properties not Required; Underpinning of Buildings; Crossing and Interference with Streets, &c.; Temporary Tramways; Motive Power and Modes of Application Thereof; Posts, Brackets, Wires, &c.; Power to Lease Tramways; Prohibition of User of Tramways by Others than Corporation and their Lessees; Tolls, Rates, and Charges; Power to run Omnibuses and levy Tolls therefor; Regulation of Traffic; Bye-Laws; Contracts as to Construction and Working; Power to Borrow; Payment of Interest During Construction; Security of Corporation Mortgage Debt; Library Rate; Borrowing Powers for Footways; Conveyances and Deeds to and by Royal Burgh, and Pro-

visions as to Minutes; Incorporation and Amendment of Acts; Other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Provost, Magistrates, and Town Council of the Royal Burgh of Kirkcaldy (hereinafter called "the Corporation") for leave to bring in a Bill (hereinafter called "the Bill") for effecting the following objects and purposes or some of them (that is to say):—

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.

[Where in the description of any of the proposed tramways, narrow places in streets and street improvements, hereinafter set forth, any distance is given with reference to any street or road which intersects or joins the street or road in which the tramway or street improvement is to be made, or in which such narrow place occurs, 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.]

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

Tramway No. 1, situate wholly in the Burgh of Kirkcaldy, commencing in Links Street, in the parish of Abbotshall, opposite the north-east corner of Pratt Street and Links Street, passing thence along Links Street and thence into and along High Street to and terminating at a point in High Street, in the Parish of Kirkcaldy, 0·85 chain or thereabouts south-westward from the junction of Whyte's Causeway with High Street.

Tramway No. 2, situate wholly in the Parish and Burgh of Kirkcaldy, commencing by a junction with Tramway No. 1 at its termination before described, passing thence in a north-easterly direction along and terminating at a point in High Street 0·05 chain or thereabouts south-westward from a point in that street, immediately beneath the south-west face of the bridge which carries the Harbour Branch Railway of the North British Railway over High Street.

Tramway No. 3, situate wholly in the Parish and Burgh of Kirkcaldy, commencing in High Street by a junction with Tramway No. 2, at a point thereon 0·1 chain north-eastward from the junction of Oswald's Wynd with High Street, passing thence into and along Redburn Wynd, thence across Sands Road, thence in a north-easterly direction alongside Sands Road, thence into and along Sands Road to and thence in an easterly direction along High Street to and terminating at a point in that street 0·7 chain or thereabouts north-eastward from the junction of Sands Road with High Street.

Tramway No. 4, situate wholly in the Burgh of Kirkcaldy, commencing in High Street in the Parish of Kirkcaldy by a junction with Tramway No. 2 at its termination before described, passing thence in a north-easterly direction along High Street, thence into and along the road or street known as the Path, thence into and along Nether Street, and thence into and along Dysart Road to and terminating at a point in that Road in the Parish of Dysart 0·6 chain or thereabouts east-

ward from the junction of St Clair Street with Dysart Road.

Tramway No. 5, situate wholly in the Parish of Dysart and Burgh of Kirkcaldy, commencing in Dysart Road by a junction with Tramway No. 4 at a point 1·2 chains westward from its termination before described, passing thence in a northerly direction into and along St Clair Street, thence into and along Rosslyn Street, and terminating in Rosslyn Street at a point 3·1 chains or thereabouts northward from the junction of Oswald Road with Rosslyn Street.

Tramway No. 6, situate wholly in the Parish of Dysart and Burgh of Kirkcaldy, commencing in St Clair Street by a junction with Tramway No. 5 at a point 0·9 chain north-eastward or thereabouts from the commencement of that Tramway before described, passing in a south-easterly direction along St Clair Street thence into and along Dysart Road to and terminating by a junction with Tramway No. 4 at its termination, before described.

Tramway No. 7, situate wholly in the Parish of Dysart, commencing in the Burgh of Kirkcaldy by a junction with Tramways Nos. 4 and 6 at their termination before described, passing thence in an easterly direction along Dysart Road, and thence into and along the Road or Street known as the Town Head, and terminating therein in the Burgh of Dysart at a point 0·8 chain measured in a southerly direction from the centre of the Mineral Railway crossing Town Head.

Tramway No. 8, situate wholly in the Parish and Burgh of Kirkcaldy, commencing in High Street by a junction with Tramway No. 1 at its termination before described, thence passing by a curve into and along Whyte's Causeway, thence by a curve into and along Wemyssfield, thence by a curve into Abbotshall Road, and terminating in that Road at a point 1 chain from the junction of Wemyssfield with St Brycedale Avenue and Abbotshall Road.

Tramway No. 9, situate wholly in the Parish and Burgh of Kirkcaldy, commencing in High Street by a junction with Tramway No. 2 at a point 1·4 chains north-eastward from its commencement before described, thence passing by a curve into and along Whyte's Causeway, and terminating in Whyte's Causeway by a junction with Tramway No. 8 at a point 0·8 chain or thereabouts westward from the junction of Whyte's Causeway with High Street.

Tramway No. 10, situate wholly in the Burgh of Kirkcaldy, commencing in Abbotshall Road, in the Parish of Abbotshall, at a point 3·5 chains or thereabouts north-east from the junction of Nicol Street with Abbotshall Road, passing thence in a north-easterly direction along Abbotshall Road, thence into and along Bennoch Road, thence into and along Victoria Road to and terminating in that road in the Parish of Kirkcaldy at a point 0·50 chain or thereabouts south-westward from the junction of Victoria Road with Dunnikier Road.

Tramway No. 11, situate wholly in the Parish and Burgh of Kirkcaldy, commencing in Wemyssfield by a junction with Tramway No. 8 at a point 0·85 chain or thereabouts southward from the junction of Wemyssfield with St Brycedale Avenue and Abbotshall Road, passing thence in a northerly direction into and along Bennoch Road, and terminating in that road by a junction with Tramway No. 10 at a point 0·75 chain or thereabouts north from the junction of Bennoch

Road with St Brycedale Avenue and Abbotshall Road.

Tramway No. 12, situate wholly in the Burgh of Kirkcaldy, commencing in the Parish of Kirkcaldy by a junction with Tramway No. 10 at its termination before described, passing thence along Victoria Road thence into and along an intended new road, including an intended bridge over the Harbour Branch of the North British Railway, and an intended viaduct and new road in continuation thereof all to connect Victoria Road with Nairn Street, to and terminating in the Parish of Dysart at the junction of Mitchell Place with Nairn Street.

Tramway No. 13, situate wholly in the Parish of Dysart and Burgh of Kirkcaldy, commencing by a junction with Tramway No. 12 at its termination before described passing thence along Nairn Street, thence into and along Birrell Street, thence by a curve into and along Factory Road, thence into and along Overton Road, thence into and along Junction Road, thence by a curve into and along St Clair Street, and terminating in that street by a junction with Tramway No. 5 at a point 0·75 chain or thereabouts north-eastward from the junction of Junction Road with St Clair Street.

Tramway No. 14, situate wholly in the Parish of Dysart and Burgh of Kirkcaldy, commencing in Junction Road by a junction with Tramway No. 13, at a point 0·65 chain or thereabouts north-westwards from the junction of Junction Road with St Clair Street, thence passing by a curve in a southerly direction into and along St Clair Street, and terminating in that street by a junction with Tramway No. 5 at a point 0·75 chain south-westward from the junction of Junction Road with St Clair Street.

The said intended Tramways will be situate in, or will pass from in through or into the Parishes of Abbotshall, Kirkcaldy and Dysart, and the Royal Burghs of Kirkcaldy and Dysart, all in the County of Fife.

The said Tramway No. 12 will not be laid until after the completion of the said intended new Road and Bridge and Viaduct and road in continuation thereof hereinbefore mentioned.

Between the following points it is proposed to lay the said 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 or sides of the streets or roads hereinafter mentioned and the nearest rail of the Tramway (that is to say):—

#### TRAMWAY No. 1.

In Links Street, on the east side, from a point 1·1 chains north-eastward from the commencement of Tramway No. 1 for a distance of 1·25 chains in a north-easterly direction.

In Links Street, on the east side, from a point 0·55 chain north-eastward from the junction of Heggie's Vennel with Links Street for a distance of 0·9 chain in a north-easterly direction.

In Links Street, on the east side, from a point 1·9 chains south-westward from the junction of Fergus Wynd with Links Street to the south-west corner of Fergus Wynd where it joins Links Street.

In Links Street, on the west side, from the commencement of Tramway No. 1 to the south-east corner of Watery Wynd where it joins Links Street.



In Links Street, on the west side, from a point 2·7 chains south-westward from the junction of Bell Wynd with Links Street to the south-east corner of Pottery Wynd, where it joins Links Street.

In Links Street, on the west side, from a point 0·7 chain eastward from the junction of Buchanan Street with Links Street to a point 0·3 chain southward from the junction of School Wynd with Links Street.

In Links Street, on the east side, from a point 2·5 chains north-eastward from the junction of Buchanan Street with Links Street for a distance of 1·7 chains in a north-easterly direction.

#### TRAMWAY No. 2.

In High Street, on the east side, from a point opposite the north-eastern corner of Whyte's Causeway where it joins High Street to the north-western corner of Rose Street where it joins High Street.

In High Street, on the west side, for a distance of 2·9 chains south-west from the south-west corner of Oswald's Wynd at its junction with High Street.

In High Street, on the east side, from a point 1 chain south-westward from the junction of Oswald's Wynd with High Street to a point opposite the junction of Redburn Wynd with High Street.

In High Street, on the west or north-west side, from a point 0·50 chain north-eastward from the junction of Redburn Wynd with High Street to a point 0·3 chain north-eastward from the junction of Sands Road with High Street.

In High Street, on both sides, from points 1·25 chains south-westward of the junction of Cold Well Wynd with High Street for a distance of three-quarters of a chain in a north-easterly direction on either side of the street.

In High Street, on the west side, from a point 0·4 chain northward from the junction of Stewart's Lane with High Street for a distance of 1·2 chains in a northerly direction.

In High Street, on the east side, from the north-west corner of Well Place where it joins High Street to the southern corner of the entrance to the Middle Pier of the Harbour.

In High Street, on the west side, from a point 0·25 chain to a point 3·3 chains both measured southward from the junction of Harbour Head with High Street.

In High Street, on the west side, from a point 1·2 chains northward from the junction of Harbour Head with High Street to a point 0·1 chain from the termination of Tramway No. 2.

In High Street, on the east side, from a point 1·2 chains northward from the junction of Harbour Head with High Street for a distance of 2·2 chains in a north-easterly direction.

#### TRAMWAY No. 3.

In High Street, on the east side, from a point opposite the commencement of Tramway No. 3 to the south-western corner of Redburn Wynd where it joins High Street.

In Redburn Wynd, on the south side, from the south-western corner of Redburn Wynd

where it joins High Street to the south-eastern corner of Redburn Wynd where it joins Sands Road.

#### TRAMWAY No. 4.

In the Road or Street called the Path, on the north-west side, from a point 1·1 chains from the centre of the road immediately below the north-east face of the Railway Bridge over the road for a distance of 1·2 chains in a north-easterly direction.

In Nether Street, on both sides, from points 2·8 chains north-eastward from the commencement of Nether Street to the south-west corner of Flesh Wynd where it joins Nether Street on the north side of the Street and for a distance of 2·8 chains in a north-easterly direction on the south side of the street.

In Nether Street, on the north side, from the south-east corner of Flesh Wynd where it joins Nether Street for a distance of 6·3 chains in an easterly direction.

#### TRAMWAY No. 5.

In St Clair Street, on the east side, from the north-western corner of Anderson Street where it joins St Clair Street for a distance of 0·65 chain in a north-easterly direction.

In Rosslyn Street, on the west side, from a point 1 chain north-east from the junction of Pottery Street with Rosslyn Street for a distance of 1·2 chains in a north-easterly direction.

In Rosslyn Street, on the east side, from a point 1·75 chains south-west from the junction of Windmill Road with Rosslyn Street to the south-west corner of Windmill Road where it joins Rosslyn Street.

In Rosslyn Street, on the east side, from the north-west corner of Windmill Road where it joins Rosslyn Street to a point 0·4 chain southward from the junction of Oswald Road with Rosslyn Street.

In Rosslyn Street, on the west side, from a point 0·2 chain northward from the junction of Oswald Road with Rosslyn Street for a distance of 2·8 chains in a northerly direction.

#### TRAMWAY No. 7.

In Dysart Road, on both sides, from points 2 furlongs 6·8 chains from the junction of Dysart Road with St Clair Street for a distance of 2 chains in a north-easterly direction.

In Dysart Road, on the south side, from a point 7·8 chains westward from the point of junction of Dysart Road, and the Road to Dysart House for a distance of 2 chains in a north-easterly direction.

In the Road or Street known as Town Head, on the east side, for a distance of 2·7 chains in a south-westerly direction and for a distance of 1·8 chains in a north-easterly direction, both measured from the junction of the Road leading from Townhead to the Railway Station (hereinafter called "Station Road") with Townhead.

In Townhead, on the west side, from a point 2·7 chains in a south-westerly direction from the junction of Station Road with Townhead to the south-east corner of Station Road where it joins Townhead.

- In Townhead, on the east side, for a distance of 2·7 chains southward from the junction of Alexander Place with Townhead.
- In Townhead, on the west side, from a point 2·6 chains northward from the junction of Berwick Place and Townhead for a distance of 2·3 chains in a northerly direction.

## TRAMWAY No. 8.

- In Wemyssfield, on the west side, from a point 0·6 chain northward from the junction of South Fergus Place and East Fergus Place with Wemyssfield for a distance of 4 chains in a northerly direction.
- In Wemyssfield, on the east side, from a point 0·6 chain northward from the junction of South Fergus Place and East Fergus Place with Wemyssfield for a distance of 3·7 chains in a northerly direction.
- In Wemyssfield, on both sides, from points 2·8 chains south-east of the junction of Abbotshall Road and St Brycedale Avenue with Wemyssfield for a distance of 1 chain in a north-westerly direction.

## TRAMWAY No. 10.

- In Abbotshall Road, on both sides, from points 1·4 chains north-eastward from the junction of East Fergus Place with Abbotshall Road for a distance of 2 chains in a north-easterly direction.
- In Abbotshall Road, on the north side, from a point 1·9 chains south-westward from the junction of Abbotshall Road, Wemyssfield, and Bennoch Road to the north-west end of Abbotshall Road.
- In Bennoch Road, on the west side, from the north-west end of Abbotshall Road for a distance of 0·3 chain in a northerly direction.
- In Victoria Road, on the north side, from a point 0·3 chain north-eastward from the junction of Victoria Road with Bennoch Road for a distance of 1·6 chains in a north-easterly direction.
- In Victoria Road, on both sides, from points 3·3 chains south-westward from the junction of Rosebery Terrace and Townsend Crescent with Victoria Road for a distance of 2 chains in a north-easterly direction.
- In Victoria Road, on both sides, from points 3·3 chains south-westward from the junction of Victoria Road with Dunnikier Road for a distance of 2 chains in a north-easterly direction.

## TRAMWAY No. 12.

- In the intended New Road, to connect Victoria Road with Nairn Street on both sides, from points 5·9 chains south-westward from the junction of Mitchell Place with Nairn Street for a distance of 2 chains in a north-easterly direction.

## TRAMWAY No. 13.

- In Birrell Street, on both sides for the whole length of the street.
- In Factory Road, on the west side, from a point 0·4 chain southward from a point below the south-east face of the Railway Bridge over Factory Road for a distance of 3·4 chains in a north-westerly direction.

- In Junction Road, on both sides, from points 3·2 chains south-westward from the junction of Strathearn Road with Junction Road for a distance of 2 chains in a north-easterly direction.

- In Junction Road, on the north side, from a point 1·8 chains north-westward from the junction of Junction Road with St Clair Street to the termination of the road at St Clair Street.

The proposed Tramways will be constructed on a gauge of three feet six inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

To authorise the Corporation, in connection with the intended Tramways before described, to make and maintain in the lines and according to the levels shown on the Plans and Sections hereinafter mentioned the street improvements hereinafter described with all necessary and proper works and conveniences connected therewith, all situate in the Parish and Burgh of Kirkcaldy, in the County of Fife (that is to say)—

- (1) A widening of High Street on the south side thereof, commencing at a point 0·50 chain or thereabouts south-westward from the junction of Oswald's Wynd with High Street, and terminating at the north-west corner of Redburn Wynd where that wynd joins High Street.
- (2) A widening of Redburn Wynd throughout the whole length of the south-west side thereof commencing at the south-west corner of Redburn Wynd where it joins High Street and terminating at the south-east corner thereof where it joins Sands Road.
- (3) A widening of High Street on the north-west side thereof, commencing at a point 1·2 chains or thereabouts north-eastwards from the junction of Redburn Wynd with High Street, and terminating 2·35 chains or thereabouts north-eastwards from the same point.
- (4) A widening of High Street on the north-west side thereof, commencing at the north-east end of Elder's Brae, and terminating at a point 3·1 chains or thereabouts measured in a north-easterly direction therefrom.

To authorise the Corporation, for the purposes of the proposed Tramways hereinbefore described, and their Tramway undertaking and of the Street Improvements hereinbefore described, and of the Bill to purchase or acquire, by compulsion or agreement, and to hold lands, houses, buildings, and other property or easements or servitudes over lands, houses, buildings, and other property, 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, offices, buildings, and other conveniences, and in particular to acquire by compulsion or agreement and to hold and use for the purposes of constructing, and to construct, erect, and maintain thereon a station or stations for generating electric power, with all necessary buildings, engines, machinery, and other conveniences the lands hereinafter described, or some part or parts thereof (that is to say):—A piece of ground situate in the Parish and Burgh of Kirkcaldy, bounded on the north and

north-west by the Harbour Branch of the North British Railway and service road leading thereto, on the south-east by the road about to be formed by the Town Council leading from Dunnikier Road opposite Victoria Road to Nairn Street and on the south-west by Dunnikier Road.

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 land, house, building or manufactory when part only is required for the works proposed to be authorised by the Bill or any of them, or for any of the other purposes of the Bill.

To deviate in the construction of the proposed Tramways, or some or one of them, and of the Street Improvements herein before described, or any of them, 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.

To authorise the Corporation to take down and remove any houses or buildings on any of the lands to be acquired by them for the purposes of the street improvements hereinbefore described, or any of them, and to lay out such lands of new 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, or otherwise dispose of lands, houses, buildings, and other property which they may acquire and which may not be required for the said street improvements or any of the other objects and purposes of the Bill.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings which may be rendered insecure or affected by any of the intended street improvements, and which houses and buildings may not be required to be taken for the purposes thereof.

To authorise the Corporation from time to time, and either temporarily or permanently, to make, maintain, alter, or remove such crossings, passing places, sidings, junctions, turnouts, 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 roads, or for providing access to any works, stables, buildings, carriage sheds, or lands of the Corporation.

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, improve, enlarge, stop-up, remove, and otherwise interfere with, either permanently or temporarily, streets, roads, lanes, footpaths, places, bridges, railways, tramways, streams, sewers, drains, pavements, 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, and also to straighten or set back the edge or kerb of the footpath or pavement on both sides, or either side, of any streets and roads in or along which any of the proposed Tramways will be laid, and also to widen or strengthen, raise or lower any bridges, arches, and culverts to be crossed by the proposed Tramways so far as may be necessary or convenient for the purpose of constructing, maintaining, repairing, removing or altering the proposed Tramways and Works, or any of them, or for the other purposes of the Bill.

To empower the Corporation to remove or discontinue the use of any Tramway or any part thereof, 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 so to do, and to make in the same or any adjacent street, road or thoroughfare in any parish or place mentioned in this Notice, and to maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.

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 paving, metalling, or road materials 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.

To empower the Corporation themselves, or any Company, body or person to whom they may lease the same to work and use the said proposed Tramways, and any other Tramways for the time being belonging to the Corporation, and to place and run carriages and trucks on such Tramways, and also to work such Tramways, or any of them, or any part thereof, by animal power or by electricity, steam, pneumatic, gas, oil, or any other mechanical power, or partly by one such power and partly by another such power. In the case of electricity, such power is intended to be applied by means of fixed conductors in connection with a generating station or generating stations, such conductors being placed overhead or on or under the surface of the streets, or part of such conductors may consist of the rails of the tramways or other uninsulated return, or such power may be carried with the carriages; in the case of steam, such power is intended to be carried with the carriages or applied by means of locomotives, or by means of cables, wires, or ropes, placed under the surface of the streets or roads, and worked by and in connection with a stationary engine or stationary engines; and in the case of pneumatic, gas, oil, or other mechanical power, such power is intended to be carried with the carriages or applied by means of locomotives, or other engines, machinery or apparatus.

To empower the Corporation to lay down, construct, erect, and maintain on, in, under or over the surface of any street, road, or place, and to attach to any house or building such posts, brackets, conductors, wires, tubes, mains, plates, cables, ropes and apparatus, and to make and maintain such openings and ways in, on, or under, any such surface as may be necessary or convenient either for the actual working of the proposed tramways or for providing access to or in connection with any engines, machinery or apparatus, and to empower the Corporation for the purpose of working such tramways to utilise any electrical power for the time being generated by the Corporation under any powers from time to time conferred on them for the purpose, and to contract with any persons for the supply to them of electricity for such purpose.

To enable the Corporation to acquire, hold, and use in connection with their Tramway undertaking patent and other rights and licenses.

To authorise and empower the Corporation to lease the whole or any part of the proposed

tramways and tramway undertaking and lands and works to any Company, Corporation, or body, or to any person or persons, on such terms and conditions and for such considerations as the Corporation think fit, and to enter into agreements or leases with any Company, Corporation or body or person or persons, for the working, maintenance, and management of the proposed tramways and tramway undertaking, and to execute and carry into effect all such leases, deeds, or other documents as may be necessary for carrying out these purposes.

To reserve to the Corporation or their Lessees the exclusive right of using on the proposed Tramways carriages adapted or suited for running thereon.

To prohibit, except by agreement with the Corporation or their Lessees, the use of the proposed Tramways by persons or Corporations other than the Corporation or their Lessees, with carriages having flanged wheels or otherwise suitable or adapted to run on the Tramways, and to authorise and give effect to agreements between the Corporation or their Lessees, and any other person or Corporation, for the use of the said Tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

To authorise the Corporation or their Lessees to levy and recover tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same and for the conveyance of passengers 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.

To authorise the Corporation and their Lessees to provide and run omnibuses from and to and beyond any of the termini of the proposed Tramways or otherwise in connection therewith, and to levy and recover tolls and charges for the use of such omnibuses.

To make provision for regulating the passage of traffic along or across any streets, roads, or other places through or along which the proposed Tramways will be laid, or any part or parts thereof, and along, over, or across such Tramways, and for preventing obstructions to all or any such traffic or to such Tramways, and to enable the Corporation and their Lessees jointly or separately, or either of them, to make and enforce Bye-Laws, Rules, and Regulations with reference to all or any of the matters aforesaid, and to attach and recover penalties for the breach or non-observance of such Bye-laws, Rules, and Regulations, or any of the provisions of the Bill.

To authorise and empower the Corporation, and any Company, body, or person to enter into and carry into effect Contracts and Agreements for and in relation to the construction, working, repair, and lease of the whole or any part of the proposed Tramways for such consideration and upon such terms and conditions as may be agreed on between them.

To authorise the Corporation, and the Provost, Magistrates, and Town Council of the Royal Burgh of Dysart, as the Road Authority of that Burgh, to enter into agreements or arrangements with reference to the laying down of the intended Tramway No. 7, hereinbefore described, or some part thereof, within the Burgh of Dysart, and the maintenance of the road in that Burgh on or along which the same may be laid, and any matters connected therewith, and to confirm and

give effect to any such agreements or arrangements.

To incorporate in the Bill, whether with or without alteration, or with such alterations and amendments as the Bill may define, all or any of the provisions of the Tramways Act, 1870, and to confer on the Corporation in connection with their Tramway undertaking all the rights, powers, authorities, and jurisdictions, or some of them, conferred by that Act.

To make provision for any deficiency in the revenues or receipts arising from the working by the Corporation of their Tramway undertaking being made good out of the Burgh General Assessment, and any other rates or assessments leviable by them under the Burgh Police (Scotland) Act, 1892, or some or one of them.

To authorise the Corporation to borrow and re-borrow money for the construction of the proposed Tramways and street improvements and relative works, and the purchase of lands, houses, and other property, and for other purposes of the Bill, on Mortgage or Bond or by Annuity, or Cash Credit or otherwise on the credit and security of the tolls, rates, and charges to be authorised by the Bill and on any rates or assessments which the Corporation already have, or may hereafter have power to levy under any Act or Acts, and on any estates, undertakings, tolls, rates, rents, revenues, and other property of the Corporation or any of such securities, and to execute and grant Mortgages, Bonds, or other securities therefor, and to prescribe the form thereof; and to authorise the Corporation to apply any of the funds or any money borrowed, or which they have power to borrow, to all or any of the purposes of the Bill; and also to apply the tolls, rates, charges, and profits of the proposed Tramways to the general purposes of the Corporation.

To provide a Sinking Fund, or Sinking Funds, for the repayment of the moneys to be borrowed under the proposed powers of the Bill, and to make all necessary provisions in regard thereto.

To authorise payment by the Corporation out of the moneys to be borrowed and raised under the powers of the Bill of interest on the sums for the time being so borrowed and raised until the Tramways have been completed and opened by the Corporation for public traffic, or as shall be defined by the Bill.

To make provision for securing the present Mortgage debt of the Corporation on the Burgh General Assessment leviable by them under the Burgh Police (Scotland) Act, 1892, and to enable the Corporation from time to time to re-borrow money for paying off any such debt on the security of the said Assessment.

To empower the Corporation to assess, levy, and recover a rate not exceeding one penny in the pound, to be called the Library rate, from the same description of persons and property and with and under the like powers, provisions, and exceptions as the Burgh General Assessment is assessed and levied for defraying any deficiency in the annual sum required for the upkeep, maintenance, and management of the Library established by the Corporation under and in pursuance of the Will of the late Michael Beveridge, and of any branch or branches which the Corporation may from time to time establish in connection therewith or of any of them.

To authorise the Corporation to borrow, and from time to time to re-borrow further money for the purposes of the making and improvement of

the footways within the Burgh of Kirkcaldy, authorised by the Kirkcaldy Burgh and Harbour Act, 1876, on the security of the Special Footway Improvement Rate by that Act authorised, and to make and grant Mortgages or other securities for the moneys so to be borrowed; to define or to alter and vary the rights, privileges, and priorities of the present or any future holders of Mortgages or other securities granted, or to be granted, by the Corporation under the authority of the said Act and of the Bill, and to make new or altered provisions with respect to a Sinking Fund for the repayment of moneys borrowed, and to be borrowed, for the purposes aforesaid and the amount and application thereof.

To make further provision for the union of Municipal and Police administration in the Burgh of Kirkcaldy, and to provide that all dispositions, conveyances, and other deeds of land or property to be acquired by the Corporation under the Burgh Police (Scotland) Act, 1892, the Public Health (Scotland) Act, 1897, the Roads and Bridges (Scotland) Act, 1878, the Burial Grounds (Scotland) Act, 1855, and any Acts amending these Acts, or any other Acts, under which the Corporation have power to acquire land and property or otherwise, may be taken to and in favour of the Royal Burgh of Kirkcaldy, and that all Dispositions and Conveyances, Deeds, and Instruments affecting property belonging to the Corporation, which have been taken in name of the Corporation, or of the Police Commissioners of Kirkcaldy, or of the Commissioners of Kirkcaldy, or of the Clerk to the Police Commissioners of Kirkcaldy, or of the Local Authority of Kirkcaldy, or of the Parochial Board of Kirkcaldy or otherwise, under any of the said Acts, or of the previous Acts repealed by the said Acts or otherwise, shall be held and construed as if made to and in favour and in name of the Royal Burgh of Kirkcaldy, and to provide for the mode of execution of Dispositions, Conveyances, Deeds, Agreements, and other Deeds, by and on behalf of the Corporation, and as to the granting in name of the Royal Burgh of all Bonds and Mortgages under the Burgh Police (Scotland) Act, 1892, the Public Health (Scotland) Act, 1897, and the Roads and Bridges (Scotland) Act, 1878, and any other Acts under which the Town Council have power to borrow, and to make such provision as to the minutes of the meetings of the Corporation, and the Minute Books to be kept and used, and the mode of keeping the same, as the Bill may prescribe.

To confer upon the Corporation all such other powers, rights, and privileges as may be necessary or convenient for carrying into effect the objects and purposes of the Bill, and to vary and extinguish all existing powers, rights, and privileges which would in any manner impede or interfere with any of such objects, and to confer, vary, or extinguish other rights and privileges.

To incorporate, if thought fit, with the Bill, with or without modification or amendment, the provisions, or some of the provisions, of the Tramways Act, 1870, the Lands Clauses Acts, and the Burgh Police (Scotland) Act, 1892, and any Acts amending the said Acts, and if necessary to repeal, alter, amend, or enlarge the provisions, or any of them, of "The Kirkcaldy and Dysart Waterworks Act, 1867," "The Kirkcaldy and Dysart Waterworks (Amendment) Act, 1870," "The Kirkcaldy and Dysart Waterworks (Additional Powers) Act, 1881," "The Kirkcaldy and Dysart Waterworks

Act, 1886," "The Kirkcaldy and Dysart Waterworks Act, 1896," "The Kirkcaldy Burgh and Harbour Act, 1876," and "The North British, Edinburgh, Perth, and Dundee and West of Fife Railways Amalgamation Act, 1862," and the several other Acts relating to the North British Railway Company.

Duplicate plans and sections describing the lines, situations, and levels of the said proposed Tramways and Street Improvements, and the lands, houses, and other property which will or may be taken for the purposes thereof, and duplicate plans showing the other lands which may be taken or acquired under the powers of the Bill, together with books 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 property and other lands, 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 Cupar and Kirkcaldy respectively, of the Principal Sheriff Clerk of the County of Fife; and a Copy of so much of the said respective Plans, Sections, and Books of Reference as relates to each of the before-mentioned Parishes and Royal Burghs, together with a Copy of this Notice, as published in the "Edinburgh Gazette," will also, on or before the said 30th day of November instant be deposited for public inspection as follows (that is to say),—so far as respects each of the said Parishes, with the Clerk of the Parish Council thereof, at his Office, if he have an Office separate from his place of abode, or otherwise at his place of abode, and so far as respects each such Royal Burgh, with the Town Clerk of such Burgh at his Office.

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

Dated this 18th day of November, 1898.

WM. L. MACINDOE,  
Town-Clerk, Kirkcaldy,  
Solicitor for the Bill.

WM. ROBERTSON & CO.,  
45 Parliament Street, Westminster,  
Parliamentary Agents.

In Parliament—Session 1899.

#### MUIRKIRK, MAUCHLINE, AND DALMELLINGTON RAILWAY TRANSFER.

(Working Agreements with Caledonian and Glasgow and South-Western Railway Companies; Power to these Companies to raise and apply capital for Construction of Railways and Purchase and Transfer of Railways.)

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

To authorise the Muirkirk, Mauchline, and Dalmellington Railway Company on the one hand, and the Caledonian and Glasgow and South-Western Railway Companies, or either of them, on the other hand to enter into and carry into effect such arrangements and agreements as may be necessary or expedient for the con-

struction, maintenance, and working of the Railways authorised by the Muirkirk, Mauchline, and Dalmellington Railways Act, 1896, and the fixing, collecting, and appointment of the tolls or profits arising therefrom, and to enable the said Caledonian and Glasgow and South-Western Railway Companies or either of them to apply any portion of their capital or income to the purposes of any such arrangements or agreements, or to transfer to the said Caledonian and Glasgow and South-Western Railway Companies or either of them the powers conferred on the said Muirkirk, Mauchline, and Dalmellington Railway Company for the construction, maintenance, and using of such arrangements, and to confirm all such arrangements and agreements already made or which prior to the passing of the intended Act may be made relative thereto. To authorise and empower the said Caledonian and Glasgow and South-Western Railway Companies or either of them to subscribe or contribute sums for or towards the making and maintenance of said Railways, and to take and hold Shares, Stock Debentures, Debenture Stock, or other Securities of the Muirkirk, Mauchline, and Dalmellington Company, and to guarantee to pay for that Company interest, dividends, annual or other payments on shares or stocks, and the principal and interest on any loans of such Company, and subject to such terms and conditions as may have been or may be agreed to or as may be fixed by the intended Act, and for all or any of such purposes to apply their funds and revenue and to raise additional capital by the creation and issue of new ordinary preference shares or stock. To authorise the said Caledonian and Glasgow and South-Western Railway Companies or either of them to subscribe and contribute towards the cost and construction of the said Railways or to purchase the said Railways, and for those purposes to authorise the said Caledonian and Glasgow and South-Western Railway Companies or either of them to raise money by the creation or issue of new shares or stocks in their respective undertakings with or without such guarantee or preference or priority in payment of dividends and other privileges as may be thought expedient, or by borrowing on mortgage or bond or by any one or other of those means, and to create or issue the debenture stock to the amount so borrowed or authorised to be borrowed. To alter, amend, enlarge any Bill so far as may be necessary for the purposes of the intended Act, the provisions or some of them of the Caledonian Railway Act, 1845, and the Glasgow and South-Western Railway Company Consolidated Act, 1855, and the Muirkirk, Mauchline, and Dalmellington Railways Act, 1896, and the several other Acts relating to or affecting the Caledonian and Glasgow and South-Western Railway Companies and the said Muirkirk, Mauchline, and Dalmellington Railway Companies respectively, and any Agreements scheduled to or confirmed by said Acts.

Printed Copies of the Bill for 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 1898.

MITCHELLS, JOHNSTON, & CO.,  
160 West George Street, Glasgow,  
Solicitors for the Bill.

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

In Parliament—Session 1899.

## RENFREW BURGH AND HARBOUR EXTENSION.

(Extension of Municipal and Police Boundaries of Burgh of Renfrew; Disjunction of Added District from the County of Renfrew, from Jurisdiction of County Authorities, and Transference of their Powers; Extension to Added District of Franchises, Rights, Privileges, &c. of Existing Burgh; Management and Maintenance of Streets and Roads in Added District; other Incidental Provisions attending Extension of said Boundaries; Power to extend Renfrew Harbour and to Construct New Works; Powers of Deviation; Powers of Dredging; Purchase and Use of Dredgers and other Vessels; Purchase of Lands; Rates, Dues, Duties, and Charges; Borrowing of Money; Regulation of Harbour and making of Byelaws; Incorporation, Amendment, or Repeal of Acts; 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") to take the powers and effect the objects and purposes following, or some of them (that is to say):—

1. To alter, enlarge, extend, and define for Municipal and Police purposes respectively the Municipal Boundaries and the Police Boundaries of the Royal Burgh of Renfrew (hereinafter called "the existing Burgh"), and to include and incorporate therein the lands and territory (hereinafter called "the district to be added"), situate within the parish of Renfrew, in the county of Renfrew, and within the following limits (that is to say):—Commencing on the west at the point in the centre of the River Clyde, being the north-east corner of the boundary of the existing Burgh, thence in a south-easterly direction along the centre of the River Clyde for a distance of 500 yards or thereabouts, thence in a south-westerly direction for a distance of 120 yards or thereabouts, thence in a southerly direction for a distance of 390 yards or thereabouts, thence in a south-westerly direction for a distance of 170 yards or thereabouts, thence in a north-westerly direction for a distance of 580 yards or thereabouts to the boundary of the existing Burgh, thence in a northerly and north-easterly direction along the existing boundary of the Burgh to the point of commencement; and to provide that the Municipal Boundaries and the Police Boundaries, as so extended (hereinafter called "the extended Burgh"), shall or may be subject to the rules of construction laid down in the Representation of the People (Scotland) Act, 1832.

2. To separate, detach, and disjoin for all purposes the district to be added from the county of Renfrew, and from the jurisdiction of any County Council, County Road Board or Committee, District County Council or Committee, District Road Board or Committee, Commissioners of Supply, Road Trustees, Parish Council, and all other Local Bodies and Authorities, or some of them; and to exempt the district to be added from payment of county, highway, sanitary, district, local, and other tolls, rates, cess, and assessments, or

some or one of them, now leviable, or which might be levied under any existing Act, within the district to be added; and to transfer to the Provost, Magistrates, and Town Council of the Burgh of Renfrew as a municipal corporation, and as Trustees or Commissioners or Local Authority acting in the execution of the several public and local and personal Acts, by which any powers, jurisdiction, or authorities are conferred on them (hereinafter called "the Town Council"), all or some of the powers and authorities exercisable by any such County Council, County Road Board or Committee, District County Council or Committee, District Road Board or Committee, Commissioners of Supply, Road Trustees, Parish Council, or other local bodies or authorities within the district to be added.

3. To extend to and make applicable within the district to be added and to the inhabitants thereof, with such alterations, variations, modifications, and exceptions as the Bill may provide or Parliament prescribe, the Renfrew Police and Improvement Act, 1855, the Burgh Harbours (Scotland) Act, 1853, the Roads and Bridges (Scotland) Act, 1878, the Public Health (Scotland) Act, 1897, and the Burgh Police (Scotland) Act, 1892, as the same now stand or as these Acts may be altered or amended by the Bill, and all other laws, enactments, acts, statutes, charters, deeds, orders, bye-laws, and regulations in force within or applicable to the existing burgh or the inhabitants thereof.

4. To transfer to the Town Council all or some part or parts of the property and revenues, and the jurisdictions, rights, powers, privileges, interests, and authorities of every description of any County Council, County Road Board or Committee, District County Council or Committee, District Road Board or Committee, Commissioners of Supply, Road Trustees, Parish Council or other local body or authority, within the district to be added, and to provide for any obligations incurred by them, and to make such arrangements therefor as may be expedient.

5. To extend to the district to be added and the inhabitants thereof the same municipal franchises and all such rights, privileges and immunities, duties, and obligations as are enjoyed and possessed by or incumbent on the inhabitants of the existing burgh, and to make further or other provisions with reference thereto, and also provision with reference to the registration of births, marriages, and deaths in the district to be added.

6. To authorise the making up of a Valuation Roll or Rolls of the extended burgh, under or by virtue of the Lands Valuation (Scotland) Act, 1854, and Acts amending the same; and also to make up lists and rolls of persons entitled to vote in the election of Town Councillors under the Municipal Elections Acts in force for the time; and such other provisions will be made as to such lists and rolls as shall be necessary for the effectual carrying out of the Bill in regard to the exercise by the inhabitants of the district to be added of their rights of voting and other rights under the same.

7. To transfer to and vest in the Town Council or to empower the Town Council to take over and thereafter manage and maintain, out of their assessments, or any of them, or otherwise as the Bill may provide, the streets and roads, or some or any of them, within the district to be added, whether old turnpike, statute

labour, or other roads, and the sewers, drains, mains, and pipes therein or thereunder, or some or any of them, and to apply the powers of the Town Council to all public and private sewers and drains within such district; to separate such roads and all such sewers, drains, mains, and pipes from any Road Trust or Board, or other Authority, County Council, County Road Board, or District or other Boards, or Committees thereof, now charged, or charged at the passing of the Act to follow on the Bill, with the maintenance and management thereof, and to relieve the respective Road Trustees, Boards, or Authorities, County Council, County Road Board, or other Boards or Committees in charge of such roads, sewers, drains, mains, and pipes, from the future management and maintenance thereof, within the extended Burgh; and to sanction and confirm any agreement or agreements already made or which may be made between the Town Council and any such Trustees, Boards, or Authorities, County Council, County Road Board, or other Boards or Committees with reference to the management and maintenance of such roads; or to provide for the transfer, management, and maintenance, and to vest or provide for vesting in the Town Council the management, regulation, control, maintenance, and repair of all or some of the public streets, roads, lanes and bridges within the district to be added; and to make such other provisions with respect to roads and the matters aforesaid as the Bill may prescribe or Parliament may sanction.

8. To alter, extend, and enlarge the powers, authorities, jurisdictions, duties, rights, and privileges of the Town Council and of their respective officers; and to extend and make applicable, and to apply to the district to be added and to the inhabitants thereof all such powers, authorities, jurisdictions, duties, rights, and privileges, or any one or more of them, or the same as altered, extended, or enlarged as aforesaid, or any one or more of them, and particularly powers to the Town Council to make, levy, and collect within the district to be added the same tolls, rates, duties, and assessments as they now levy and collect, or are authorised to levy and collect, within the existing burgh, or such other or increased tolls, rates, duties, and assessments as the Bill may prescribe, and to confirm, vary, or extinguish exemptions from the payment of tolls, rates, duties, and assessments, or to make such other provisions with respect to the said, several matters as the Bill may define or Parliament may sanction.

9. To authorise the Town Council to make and maintain the works hereinafter described, or some of them, or some part or parts thereof, viz.:-

A tidal dock or basin, being an enlargement or extension of the existing Harbour of Renfrew, 15 acres or thereabouts in extent, commencing at a point 47 yards or thereabouts, measuring in a south-easterly direction from the north-east corner of Renfrew Ferry Inn on the south side of the River Clyde, and terminating on the north-east 403 yards or thereabouts, measuring in a south-easterly direction from the north-east corner of the said Ferry Inn, and terminating on the south-east 481 yards or thereabouts measuring in a southerly direction from the north-east corner of the said Ferry Inn, to-



gether with an improved and enlarged entrance to the said tidal dock or basin, commencing at a point 80 yards or thereabouts measuring in a northerly direction from the north-east corner of the said Ferry Inn, and terminating 197 yards or thereabouts measuring in a south-easterly direction from the north-east corner of the said Ferry Inn; a pier or jetty commencing at a point on the south side of the said intended tidal dock or basin, 120 yards or thereabouts measuring in an easterly direction from the junction of the centre lines of Meadowside Street and Ferry Road, Renfrew, and terminating in the intended tidal dock or basin 189 yards or thereabouts measuring in a northerly direction from the point of its commencement; and a graving dock commencing at a point on the east side of the said intended tidal dock or basin 330 yards or thereabouts measuring in an easterly direction from the junction of the centre lines of Meadowside Street and Ferry Road, Renfrew, and terminating 257 yards or thereabouts measuring in an easterly direction from the point of its commencement.

Which intended works will be situate in the Parish and County of Renfrew, and partly within the Royal Burgh of Renfrew, or on the foreshore of the River Clyde in or *ex adverso* of that parish.

10. To empower the Town Council from time to time to make and maintain on, in, over, or in connection with the said intended works, or any of them, all necessary and convenient railways, tramways, rails, sidings, junctions, turntables, stations, signals, bridges, roads, approaches, gates, warehouses, sheds, buildings, graving docks, timber ponds, gridirons, slipways, shipping places, sluices, jetties, quays, wharves, wharf walls, river walls, landing stages, coal tips, staiths, cranes, hydraulic and other lifts, hoists, drops, dolphins, moorings, buoys, beacons, lighthouses, slips, stairs, sewers, drains, culverts, pipes, and other works, machinery, and conveniences, or any of them.

11. To authorise the Town Council from time to time to take and divert into the existing harbour and into the intended works the waters of the Pudzeoch and of the River Clyde.

12. To empower the Town Council to deviate laterally and vertically from the lines and levels of the said intended works, as shown on the plans and sections hereinafter mentioned, to such extent as will be defined thereon, or be prescribed by the Bill; and to cross, stop up, alter, appropriate, and divert, temporarily or permanently, all roads, highways, streets, places, footways, railways, tramways, sidings, passages, sewers, drains, mains, pipes, rivers, streams, water-courses, telegraphic, telephonic, and electric apparatus, 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, or any of them or works connected therewith.

13. To enable the Town Council from time to time to deepen, dredge, scour, cleanse, widen, alter, and improve the harbour of Renfrew and the entrance and approaches to the harbour and the said intended works, and also the foreshore and bed or channel of the River Clyde at, adjoining, or near to and above and below the entrance channel to the harbour, and to remove

deposits of sand, silt, or other obstructions to navigation therein, for the purpose of affording a good and sufficient access to the harbour and the said intended works, and to use and appropriate the materials so removed.

14. To enable the Town Council to purchase, lease, provide, or hire from time to time such dredgers, engines, tugs, vessels, lighters, plant, or other appliances or materials as they think fit, and to demand and receive such sums for the use of the same as they may think proper.

15. To empower the Town Council to purchase, lease, feu, or otherwise acquire by compulsion or agreement, and to enter upon, take, and use and hold temporarily or permanently for the purposes of the said intended works or any of them, and works connected therewith, lands, houses, and other property in the parish and Royal Burgh of Renfrew or *ex adverso* thereof, and also rights of easement or servitude and other rights in or over lands, houses, and 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, leased, feued, or acquired as aforesaid.

16. To provide that for all purposes the intended works hereinbefore described shall form part of the Harbour of Renfrew.

17. To empower the Town Council to levy, demand, take, and recover for and in respect of the use of the harbour and of the intended works, accommodations, conveniences, machinery and appliances connected therewith, the existing rates, dues, duties, and charges authorised to be levied, demanded, and taken by them for and in respect of the harbour, under the provisions of "The Burgh Harbours (Scotland) Act, 1853," or otherwise to alter or repeal all or some of the said rates, dues, duties, and charges, and to empower the Town Council to levy, demand, take, and recover new or increased or other rates, tolls, dues, duties, rents, wharfages, and charges for or in respect of the harbour and the intended works, and upon, for, and in respect of vessels, boats, passengers, animals, fish, minerals, goods, wares, merchandise, commodities, materials, and things entering, departing from, using, landing, or landed, or shipped or unshipped at or within the harbour, and for the use thereof, and for the supply of water and the use of dredgers, engines, tugs, vessels, lighters, plant or other appliances or materials, and in respect of watching, lighting, and other services to be rendered or performed, and conveniences provided or accommodation afforded; to alter existing, and to confer, vary or extinguish exemptions from the payment of rates, tolls, dues, duties, rents, wharfages, and charges.

18. To authorise the Town Council to borrow, and from time to time to reborrow money for the construction of the several intended works hereinbefore described, and for the acquisition of lands and other property therefor, and the other purposes of the Bill, on mortgage, bond, assignment, or by cash credit or otherwise, on the credit and security of the rates, tolls, dues, duties, rents, wharfages, and charges presently leviable by the Town Council, and which they may be authorised to levy by or under the Bill, and their other harbour revenues or of some of them, and on the security of their harbour undertaking, and of the lands and property connected therewith, or upon the whole or one or more of said

securities (but excluding the common good property and assets of the Burgh), and to grant mortgages, bonds, assignments, cash credit bonds, or other deeds or securities for the same, and to provide the forms thereof, to remove any legal disability affecting any persons lending money to or entering into contracts with the Town Council, and also to make all provisions necessary or expedient with reference to sinking funds, and the repayment of moneys borrowed and to be borrowed by the Town Council.

19. To extend or vary the licences and duties of weighers and meters, to regulate the ballasting of and removal of ballast from vessels, and to make other provisions relative thereto, and to prohibit the deposit of explosives within the harbour or on the quays or wharves thereof, or to regulate the shipment or landing of the same.

20. To make provisions for the management, regulation, use, and protection of the harbour, and of the intended works, accommodations, conveniences, machinery, and appliances connected therewith, and the regulation and control of vessels and traffic resorting to or using the same, and for regulating vessels approaching or mooring near the said works or any of them, and all matters relating thereto, and to empower the Town Council to make, alter, vary, and rescind bye-laws, rules, and regulations for the management, use, and protection of the said works, vessels, and traffic, and to impose and recover penalties for the breach or non-observance of such bye-laws, rules, and regulations, or to make provisions in the Bill in relation to any of such matters.

21. 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.

22. To incorporate with and make applicable to the Bill (except in so far as may be expressly varied thereby) all or some of the powers and provisions of the Harbours, Docks, and Piers Clauses Act, 1847, the Lands Clauses Acts, the Railways Clauses Consolidation (Scotland) Act, 1845, the Railways Clauses Act, 1863, and the Commissioners Clauses Act, 1847; and to alter, vary, amend, extend or repeal, so far as may be necessary for any of the purposes of the Bill, the provisions or some of them of the following local Acts, viz.:—the Caledonian Railway Act, 1845, the Glasgow and South Western Railway Consolidation Act, 1855, and the Glasgow and Renfrew District Railway Act, 1897, and the several other Acts relating to the Railway Companies respectively, and the Clyde Navigation Consolidation Act, 1858, and all other Acts relating to the Clyde Trustees, or to or affecting the Clyde Navigation.

And notice is also hereby given that, on or before the 30th day of November instant, a map and a duplicate thereof showing as well the present Municipal and Police Boundaries of the Burgh of Renfrew as the boundaries of the proposed extension thereof will be deposited for public inspection with the Town Clerks of the said Burgh at their office in Renfrew, and that a copy thereof will also be deposited at the office of the Board of Agriculture.

And notice is hereby further given that duplicate plans and sections describing the lines,

situations, and levels of the said intended works hereinbefore described, 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, together with duplicate copies of the 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 of this notice as published in the Edinburgh Gazette, will be deposited for public inspection in the offices at Paisley and Greenock respectively of the Principal Sheriff Clerk of the County of Renfrew, on or before the 30th day of November instant; and that on or before the same date a copy of so much of the said plans, sections, and Book of Reference as relates to the parish of Renfrew and to the Royal or Parliamentary and Police Burgh of Renfrew respectively, together with a copy of this notice as published in the Edinburgh Gazette, will respectively be deposited with the Clerk of the Parish Council of the parish of Renfrew at his office if he has an office separate from his place of abode, or otherwise at his place of abode, and with the Town Clerks of the Royal or Parliamentary Burgh of Renfrew, and the Clerks to the Commissioners of the Burgh of Renfrew at their respective offices in Renfrew.

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

Dated this 17th day of November 1898.

WILLIAM HERRON,  
ANDREW R. HARPER,  
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In Parliament—Session 1899.

#### CLYDE NAVIGATION.

(Construction of Tidal Docks; Quay or Wharf; Diversion of Renfrew Road; Deviation of authorised Sewer No. 7 of Glasgow Corporation (Sewage, &c.) Act, 1898; Abandonment of portion of that Sewer rendered unnecessary; River Wall; Cross Ferry Recesses and other Works; Powers of Deviation; Dredging; Power to purchase Lands; to purchase parts only of Properties; Purchase of certain Lands from Owners under disability; Amendment of Glasgow and Renfrew District Railway Act, 1897; Stopping up Public Rights of Way; High Level Cross Ferries at Whiteinch and Govan, and Accesses thereto; Agreements; Extension of Harbour of Glasgow; Power to levy new and additional Tolls, Rates, Rents, and Duties, and to vary and grant exemptions from same; Amendment of Clyde Navigation Act, 1884, with reference to the dues on goods in vessels only partially discharging in Glasgow, and otherwise; Power to hire out Cranes and

other Appliances, and new provisions regarding same; to use Locomotives in Glasgow Harbour Tramways; Electricity for Glasgow Harbour; Watching, Lighting, and Cleansing Harbour; Further powers as to Removal of Wrecks; Powers to Borrow Money; Qualification of Trustees; Limitation of Clyde Pilots' Liability; Working Agreements with Railway Companies; Agreements with and by Railway Companies respecting Princes Dock Railway; Power to Railway Companies to raise and apply Capital for construction of that Railway; Incorporation, Amendment, or Repeal of Acts; and other Purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Trustees of the Clyde Navigation (hereinafter called "the Trustees") for an Act (hereinafter called "the intended Act") for effecting the objects and purposes aforementioned, or some of them, that is to say:—

1. To authorise the Trustees to make and maintain the works hereinafter described or some of them or some part or parts thereof, together with all necessary and proper approaches, communications, buildings and other works and conveniences connected therewith respectively, viz.:—

- (1) A Tidal Dock on the south side of the River Clyde, 45 acres or thereabouts in extent, situated partly in the Parish of Govan and County of Lanark and partly in the Parish and County of Renfrew, with an entrance thereto from the River Clyde, comprising an Outer Basin, a North Basin, and a South Basin, and extending in an easterly and southerly direction in or through parts of the lands of Braehead, Shiels, and Shieldhall, commencing on the north-west at a point 247 yards or thereabouts eastward from the northern extremity of the boundary fence between the lands of Elderslie and the lands of Braehead and 14 yards or thereabouts southward from and at right angles to the top of the south river wall, and terminating (1) on the north-east at a point 214 yards or thereabouts westward from the Shieldhall Branch Tramway belonging to the Trustees at a point on that Tramway 153 yards or thereabouts northward from the north face of the bridge carrying the Renfrew Road over the Shieldhall Branch Railway and 170 yards or thereabouts northward from the south side of the Renfrew Road at a point thereon 100 yards or thereabouts westward from the junction of that road with the east side of Maxwell Road, Shieldhall; (2) on the south-east at a point 328 yards or thereabouts westward from the junction of the east side of Maxwell Road, Shieldhall, with the south side of Renfrew Road, and 105 yards or thereabouts southward from the south side of the Renfrew Road at a point thereon 315 yards or thereabouts westward from the junction of that road with the east side of Maxwell Road, Shieldhall; (3) on the south-west at a point 70 yards or thereabouts southward from the north

side of Renfrew Road at a point 92 yards or thereabouts eastward from the southern extremity of the boundary fence between the lands of Braehead and Shiels, and 105 yards or thereabouts south-eastward from the southern extremity of the same boundary fence; and (4) on the north-west at the point of commencement before described.

- 2) A Quay or Wharf on the south side of the River Clyde, wholly situated in the Parish of Govan and County of Lanark, commencing at a point on the northern extremity of the boundary fence between the lands of Shiels and Shieldhall 24 yards or thereabouts southward from and at right angles to the top of the south river wall, and terminating at a point 500 yards or thereabouts westward from the said point of commencement and 14 yards or thereabouts southward from and at right angles to the top of the south river wall, with all necessary excavation and dredging in front of the said Quay or Wharf.
- (3) A Diversion of the Renfrew Road wholly situated in the Parish of Govan and County of Lanark, commencing by a junction with the Renfrew Road at its junction with the east side of Maxwell Road, Shieldhall, and terminating by a junction with the Renfrew Road at a point 100 yards or thereabouts westward from the southern extremity of the boundary fence between the lands of Braehead and Elderslie.
- (4) A Deviation of Sewer No. 7 authorised by the Glasgow Corporation (Sewage, &c.) Act, 1898 (hereinafter called the "Sewage Act of 1898"), wholly situated in the Parish of Govan and County of Lanark, commencing in or under the Renfrew Road at the junction of that road with Maxwell Road, Shieldhall, extending under a portion of the said intended Diversion of the Renfrew Road, and terminating at the point of termination of that Sewer shown upon the Plans deposited with reference to that Act with the Principal Sheriff-Clerk of the County of Lanark in November, 1897.
- (5) A Tidal Dock on the north side of the River Clyde, 19 acres or thereabouts in extent, situated partly in the Burgh of Clydebank, Parish of Old Kilpatrick, and County of Dumbarton, and partly in the Parish and County of Renfrew, with an entrance thereto from the River Clyde, and extending in a northerly and easterly direction in or through part of the lands of Barns of Clyde and Yoker Lodge, commencing on the south-west at the south-eastern corner of the Clydebank Engineering and Shipbuilding Works, and terminating (1) on the north-west at a point 140 yards or thereabouts eastward from and at right angles to the eastern boundary wall of the said Shipbuilding Works, at a point on that boundary 176 yards or thereabouts northward from the south-eastern corner of the said Shipbuilding Works; (2) on the north-east at a point 147 yards or thereabouts westward from the centre of Yoker Burn at a point therein 158 yards or thereabouts northward from its junction with the River Clyde, and 164 yards or thereabouts northward from the top of the north

river wall at a point thereon 110 yards or thereabouts westward from the junction of Yoker Burn with the River Clyde; (3) on the south-east at a point 83 yards or thereabouts northward from and at right angles to the top of the north river wall, at a point thereon 110 yards or thereabouts westward from the junction of the Yoker Burn with the River Clyde; and (4) on the south-west at the point of commencement before described.

- (6) A River Wall on the north side of the River Clyde, situated partly in the Burgh of Clydebank, Parish of Old Kilpatrick, and County of Dumbarton, and partly in the Parish and County of Renfrew, commencing at a point on the north river wall 305 yards or thereabouts eastward from the south-east corner of the Clydebank Engineering and Shipbuilding Works, and terminating on the east side of Green Road, Yoker, at a point 7 yards or thereabouts northward from the top of the north river wall, with all necessary excavation and dredging in front of the intended River Wall.
- (7) A Cross-Ferry Recess or Opening at Holmfauldhead on the south side of the River Clyde, wholly situated in the Parish of Govan and County of Lanark, commencing at a point on the south river wall 16 yards or thereabouts eastward from the northern extremity of the western boundary fence of the lands of Holmfauldhead, and terminating at a point on the south river wall 50 yards or thereabouts eastward from the point of commencement—the south face of the Recess being 17 yards or thereabouts southward, and the north face thereof 10 yards or thereabouts northward, from the top of the south river wall.
- (8) A Cross-Ferry Recess or Opening at James Street, Whiteinch, on the north side of the River Clyde, wholly situated in the Parish of Govan and County of Lanark, commencing at a point on the north river wall 62 yards or thereabouts eastward from the southern extremity of the eastern boundary wall of Clydeholm Shipbuilding Yard, and terminating at a point on the north river wall 50 yards or thereabouts eastward from the point of commencement—the south face of the Recess being 10 yards or thereabouts southward, and the north face thereof 17 yards or thereabouts northward, from the top of the north river wall.
- (9) A Cross-Ferry Recess or Opening at Govan Vehicular Ferry on the south side of the River Clyde, in the Harbour of Glasgow, wholly situated in the Burgh and Parish of Govan and County of Lanark, on the site of the lower portion of the existing South Slip for Govan Vehicular Ferry.
- (10) A Cross-Ferry Recess or Opening at Govan Vehicular Ferry on the north side of the River Clyde, in the Harbour of Glasgow, wholly situated in the City and County of the City of Glasgow, Parish of Govan, and County of Lanark, between the lower end of the existing North Slip for Govan Vehicular Ferry and the west end of Partick Wharf.

The works hereinbefore described will be situated partly in the City and County of the

City of Glasgow, the Burghs of Clydebank, Partick, and Govan, the Parishes of Govan, Renfrew, and Old Kilpatrick, and the Counties of Lanark, Renfrew, and Dumbarton, or on the foreshores of the River Clyde in or *ex adverso* of that city, and those burghs, parishes, and counties.

2. To empower the Trustees from time to time to make and maintain on, in, over, or in connection with, the said intended works or any of them, all necessary and convenient railways, tramways, sidings, rails, junctions, stations, bridges, crossings, turntables, roads, accesses, approaches, gates, retaining and other walls, sheds, buildings, offices, warehouses, stores, weighing machines, timber ponds, slipways, shipping places, sluices, jetties, quays, wharves, wharf walls, river walls, sheet and other piling, landing stages, staiths, cranes, coal tips, hydraulic and other lifts, hoists, drops, dolphins, buoys, moorings, beacons, lighthouses, slips, stairs, sewers, drains, water courses, culverts, pipes, and other works, machinery, and conveniences, or any of them; and to divert into the intended Tidal Docks and Recesses the waters of the River Clyde.

3. To authorise the Trustees to deviate laterally and vertically in the construction of the said intended works to such extent as may be defined on the Plans and Sections to be deposited, as hereinafter mentioned, or specified in or provided by the intended Act, and to cross, alter, stop up, interfere with or divert either temporarily or permanently any turnpike or other roads, streets, highways, lanes, paths, passages, railways, tramways, sidings, bridges, streams, water courses, sewers, drains, telegraphic or telephonic or electric apparatus, gas and water pipes, or other works within the city, burghs, parishes, and counties aforesaid.

4. To authorise the Trustees from time to time to deepen, dredge, scour, cleanse, widen, alter, and improve the entrances and approaches to the said intended Tidal Docks and other works, and also the foreshore and bed or channel of the River Clyde, at, adjoining, or near to, and above and below the entrances to the said Tidal Docks and other works; to remove deposits of sand, silt, or other obstructions to navigation therein, for the purpose of providing and maintaining sufficient access to the said Tidal Docks and other works, and to use and appropriate the materials so removed.

5. To authorise the Corporation of the City of Glasgow (hereinafter called "the Corporation"), to abandon so much of "the Sewer No. 7," authorised by the Sewage Act of 1898, as will be rendered unnecessary by the construction of the intended deviation thereof above described, and also the diversion of the Renfrew Road authorised by that Act; to release them from all obligations and liabilities in respect thereof; to declare null and void any contracts and agreements entered into in connection with the portion of that sewer to be abandoned, or the said road diversion, and to provide that, for all purposes, the said deviations, or either of them, shall be deemed to have been authorised by the Sewage Act of 1898.

6. To authorise the Trustees to purchase, take, and acquire, compulsorily or by agreement, lands, houses, and other property which will or may be required for the purposes of the intended works hereinbefore described, or for the general purposes

of their Undertaking, or rights of easement or servitude, or other rights, in or over such lands, houses, and other property.

7. To alter as respects the exercise of the powers of compulsory purchase for the purposes of the intended Act, or some of them, the provisions contained in Section 90 of the Lands Clauses Consolidation (Scotland) Act, 1845; to enable the Trustees to take compulsorily or by agreement part of any house, building, or manufactory which may be required for such purposes without being obliged to purchase the whole of such house, building, or manufactory, and to vary or extinguish all rights and privileges connected with such house, building, or manufactory which would or might interfere with or prevent the construction of the intended works, or the execution of the purposes of the intended Act.

8. To empower the owner or owners of the lands hereinafter described, although under legal disability, to sell or feu to the Trustees, all or some of the following lands or properties shown on the plan to be deposited as hereinafter mentioned, or some part thereof, namely:—

Certain lands, houses, and buildings in the Burgh of Partick, Parish of Govan, and County of Lanark, situated on the north side of the River Clyde, and bounded on the south by that River, on the east by Sawmill Road, on the north by South Street, and on the west by James Street, Whiteinch;

and in the case of a sale to apply the price in or towards repayment of debt affecting these lands, or other lands, belonging to such owner or owners; to empower the Trustees, for the general purposes of their undertaking, to purchase or acquire the said lands or properties, or some part thereof, by compulsion or agreement, by way of feu or otherwise, and to apply their funds for the purpose aforesaid, and to confirm any contract or agreement made or to be made for the purchase or acquisition of the said lands.

9. To authorise the stopping up and appropriation of the site and soil of so much of the Renfrew Road, or of the diversion thereof authorised by the Sewage Act of 1898, as will be rendered unnecessary by the intended diversion thereof under the intended Act; to extinguish all rights-of-way and other rights therein, and to provide that for all purposes the said diversion shall form part of the Renfrew Road, and shall be managed and maintained by the parties entitled to manage and liable to maintain the said road, and that the provisions of the Acts relating to the said road shall apply to the intended diversion.

10. To repeal or amend so much of the Glasgow and Renfrew District Railway Act, 1897 (hereinafter called "the Renfrew Railway Act"), as authorises the Company thereby incorporated (hereinafter called "the Renfrew Company"), to construct and maintain the Railway No. 6 therein described; to authorise the Renfrew Company to abandon the said Railway No. 6, or some part thereof; to provide for the release and payment to the Depositors of so much of the money deposit made with the Queen's and Lord Treasurer's Remembrancer as is applicable to that Railway; to release the Renfrew Company from all liabilities, obligations, and penalties in respect thereof; to render null and void any contracts and agreements entered into in connection with the Railway No. 6, or such part thereof as

may be authorised to be abandoned; to authorise the Trustees and the Renfrew Company to enter into agreements relating to the construction, diversion, abandonment, or alteration of the said Railway No. 6 or other works authorised by the Renfrew Railway Act, and to confirm any agreement so entered into.

11. To authorise the Trustees to stop up permanently and appropriate for the purposes of the intended Act, or of their Undertaking; (1) the public footpath or right of way along the southern bank of the River Clyde from the western boundary fence of Linthouse Shipyard to the eastern boundary fence of the lands of Elderslie; (2) the public right of way called Marlin Ford Road, extending from the Renfrew Road at a point thereon 315 yards or thereabouts eastward from the southern extremity of the boundary fence between the lands of Braehead and Elderslie to the southern bank of the River Clyde; (3) the public footpath or right of way along the northern bank of the River Clyde from Sawmill Road to James Street, Whiteinch; and (4) the public footpath or right of way along the northern bank of the River Clyde from Green Road to Yoker Burn or thereabouts.

12. To authorise the Trustees to provide, maintain, work, and use steam and other vessels, and all other appliances necessary for the establishment and working of a high level or other Cross Ferry for the conveyance of passengers, live stock, goods, vehicles, and other moveable property between the south bank of the River Clyde at Holmfauldhead and the north bank of the same at James Street, Whiteinch.

13. To authorise the Trustees to substitute a high level Cross Ferry, by means of steam or other vessels, for the present vehicular slip ferry boat, for the conveyance of passengers, live stock, goods, vehicles, and other moveable property between Govan on the south side of the River Clyde, and Pointhouse on the north side of the same.

14. To authorise the Trustees to enter into agreements with the Corporation, the Commissioners of the Burghs of Clydebank, Partick, and Govan, the County Councils of Lanark, Renfrew, and Dumbarton, and the District Committees and Parish Councils in the said Counties respectively, and any owners or occupiers of lands, houses, or other property, or any one or more of these parties, for any of the purposes of the intended Act, including the construction, maintenance, and user of James Street, Whiteinch, and of any roads or accesses deemed necessary or convenient on either side of the River Clyde for the intended Whiteinch Ferry or for the Govan Ferry, and to confirm any such agreements.

15. To authorise the Trustees from time to time to discontinue, for such period as they may deem necessary, the working of any of their vehicular or other ferries, while alterations, reconstruction, or repairs are being carried out on the ferry-boats or the recesses, quays, walls, or other conveniences connected therewith.

16. To provide that for all purposes the intended Works, Nos. 1, 2, 7, 8, 9, and 10, hereinbefore described, and also the waterway of the River Clyde between the River Kelvin and the western boundary of the lands of Braehead, and any lands abutting on the said river between these limits, acquired and which may be acquired, by the Trustees for the purposes of their Undertaking,

shall form part of the Harbour of Glasgow, and that those works and lands and the Works Nos. 5 and 6 shall form part of the Undertaking of the Trustees.

17. To authorise the Trustees to levy new and additional tolls, rates, rents, and duties for or in respect of the use of the intended Tidal Docks, Quay or Wharf, and Ferries, and the other works, docks, tramways, warehouses, stores, sheds, cranes, tips, hoists, staiths, weighing machines, or other works, machinery, and conveniences erected or constructed, or to be erected or constructed, by the Trustees; to repeal, or to extinguish, alter, or vary, the tolls, rates, rents, and duties, or some of them, which are or may be leviable by the Trustees in respect of their Undertaking, or any part thereof; to empower them to levy new or additional tolls, rates, rents, and duties; and to confer, vary, or extinguish exemptions from the payment of such existing or new tolls, rates, rents, and duties; and, in particular, to levy and recover new harbour tolls, rates, rents, and duties in respect of the use of the intended Tidal Dock, Work No. 5, hereinbefore described, and the works, machinery, and conveniences connected therewith, in addition to the existing tolls, rates, rents, and duties authorised to be levied by the Trustees.

18. To repeal, alter, or amend Section 10 of the Clyde Navigation Act, 1878, and the Schedule (A) in that Section referred to, and to make new provisions as to the tolls and rates to be hereafter leviable by the Trustees in respect of the conveyance, by the steamboats and other vessels and ferryboats of the Trustees, of passengers, live stock, goods, vehicles, and other moveable property upon, across, and along the existing ferries of the Trustees, and the ferries to be authorised by the intended Act, and from and to other places in the Harbour of Glasgow and adjacent thereto.

19. To amend Section 19 of the Clyde Navigation Act, 1884, to the effect of providing that that Section shall not apply to, or include, goods, animals, or carriages not unshipped in or at the Harbour of Glasgow, contained in any vessel which is brought to that Harbour to partially discharge its cargo; and also to authorise the Trustees in their discretion to remit wholly or partially the rates or dues payable upon goods, animals, or carriages contained in any vessel which is brought to the Harbour of Glasgow, but which, on account of exceptional circumstances, discharges no part of its cargo there, as well as upon such vessel itself.

20. To amend Section 8 of the Clyde Navigation Act, 1894, and the Second Schedule to that Act; to authorise the Trustees to hire out any of their cranes, hoists, tips, or other appliances for loading or discharging cargo, for such rents and on such terms and conditions as may be specified in the intended Act, and to enact that the men employed in connection with such appliances, whether hired or otherwise, though appointed and paid by the Trustees, shall, for all purposes, be the servants for the time being of the persons or companies hiring or using such appliances.

21. To repeal, alter, or amend all or some of the provisions of Sections 11 and 15 of the Clyde Navigation (Glasgow Harbour Tramways) Act, 1864, Sections 11 and 13 of the Clyde Navigation (Stobcross Dock) Act, 1870, and Sections

28, 38, 39, and 40 of the Clyde Navigation Act, 1883; and to authorise the use upon any of the tramways in the Harbour of Glasgow, as extended by the intended Act, of locomotives driven by steam or other power, subject to such regulations and restrictions as may be prescribed by the intended Act.

22. To authorise the Trustees to provide for and execute works for the generation, use, and application of electric energy for all purposes in and for the Harbour of Glasgow as extended by the intended Act, and in and for the intended Tidal Dock, Work No. 5, either by purchasing, erecting, or otherwise acquiring plant or apparatus for that purpose, or by contracting with any person, company, or corporation for the supply of such electric energy; to authorise the Trustees, or such contractors, to erect or lay down wires, poles, tubes, or other apparatus for or in connection with the same, in, through, under, or over the authorised area of supply of any other corporation or corporations having power to supply electric energy, and to confirm any agreements which may be entered into in relation thereto.

23. To provide for the watching, lighting, and cleansing by the Corporation and the Trustees, or either of them, or otherwise, of the quays, wharves, sheds, stores, tramways, roads, and streets (with the exception of public roads and streets) connected with the intended Tidal Docks, the intended Quay or Wharf, Shieldhall Wharf and Timber Stores, and the intended Whiteinch Ferry; for the use by the Trustees or other persons using the said works or the shipping therein or thereat of the fire-extinguishing appliances and staff of the Corporation; for fixing the amount of abatement of the assessment or charges for those purposes leviable by the authorities within whose jurisdiction such works are situated respectively upon the said works; for determining the time and manner in which the amount of such abatement shall be allowed or paid by such authorities to the Corporation and to the Trustees, or either of them, or otherwise in respect of the said services, and to confirm any agreements which may be entered into in relation thereto.

24. To enlarge the powers conferred on the Trustees and their Harbour Master by Section 119 of the Clyde Navigation Consolidation Act, 1858 (hereinafter called "the Act of 1858"), Section 33 of the Clyde Navigation (Amendment) Act, 1868, Sections 56 and 57 of the Harbours, Docks, and Piers Clauses Act, 1847 (hereinafter called "the Harbours Clauses Act"), and the Removal of Wrecks Acts, 1877 and 1889, to the effect of enacting that in these Sections and Acts respectively the word "expense" shall include any expenses incurred by the Trustees in lighting, watching, advertising, marking, buoying, raising, removing, breaking up, or selling any wreck, vessel, obstruction, or floating timber, or any part thereof, or otherwise for any purpose in respect of the same, and also any expenses incurred by the Trustees or their Harbour Master under Section 27 of the Harbours Clauses Act, or Section 4 of the Removal of Wrecks Act, 1877, and the word "owner" shall include the owner of the wreck, vessel, obstruction, or floating timber, at the time when the same shall first impede the navigation of the Harbour of Glasgow or the Undertaking of the Trustees, and also the owner of the same at any time thereafter.

25. To authorise the Trustees from time to time

to borrow and re-borrow, on the security of their Undertaking, lands, property, and works already acquired and constructed or to be acquired and constructed, and of the tolls, rates, rents, and duties which are or may be leviable by them, additional money for the purposes of the said intended works, for the purchase of lands, houses, and other property acquired and taken, or to be acquired and taken under the authority of their Acts or of the intended Act, and for the general purposes of their Undertaking, and to apply their funds and revenues for or towards those purposes.

26. To amend Section 28 of the Act of 1858, and to provide that no present or future Trustee shall vacate his office by reason of his being a shareholder in any Corporation or Joint-Stock Company with which the Trustees have contracted or may contract, or by reason of his being, either alone or as a member of a firm, or in conjunction with others, interested in any past or future sale or lease of any lands to or by the Trustees, or any loan of money to or by the Trustees, or otherwise as may be prescribed in the intended Act, but subject in other respects to the conditions of the said Section.

27. To amend Section 138 of the Act of 1858, to the effect of enacting that no pilot licensed by the Clyde Pilot Board, in terms of the Act of 1858, shall be responsible for any claims for loss of life or personal injury, or for any loss of, or damage to, any vessel, goods, or other moveable property, arising through his neglect or want of skill while navigating any vessel on the River or Firth of Clyde, to an amount exceeding, for each such casualty, the sum of £100 sterling, and the amount payable to him on account of pilotage in respect of the voyage on which he was then engaged, or such other amount as the Bill may prescribe.

28. To authorise the Trustees on the one hand, and the Caledonian, North British, Glasgow and South-Western, Lanarkshire and Dumbartonshire, and Renfrew Railway Companies, and the Glasgow and Paisley Joint Line Committee, or one or more of them, on the other hand, to enter into and carry into effect such arrangements and agreements as may be considered necessary or expedient with respect to the interchange of traffic passing over the respective railways and tramways of the Trustees and the above-named companies or bodies, or any of them, or any part thereof, and the fixing, collecting, and apportionment of the tolls, rates, or profits arising therefrom.

29. To authorise the Trustees on the one hand, and the Caledonian, North British, and Glasgow and South-Western Railway Companies (hereinafter called respectively the "Caledonian Company," the "North British Company," and the "South-Western Company"), or any one or more of them on the other hand, to enter into and carry into effect such arrangements and agreements as may be necessary or expedient for the construction, maintenance, and user of the railway, authorised by the Clyde Navigation Act, 1891, and the fixing, collecting, and apportionment of the tolls or profits arising therefrom, and to enable the said Companies, or one or more of them, to apply any portion of their capital or income to the purposes of any such arrangements or agreements, or to transfer to those Companies, or one or more of them, the powers conferred on the Trustees for the construction, maintenance, and user of said railway, and to confirm all such

arrangements and agreements already made, or which, prior to the passing of the intended Act, may be made relative thereto.

30. To authorise the Caledonian Company, the North British Company, and the South-Western Company, or any one or more of them by themselves, or others on their behalf, to subscribe and contribute towards the cost of construction of the said railway, or to purchase the said railway, and for these purposes to authorise the said Companies, or any one or more of them, to raise money by the creation and issue of new shares or stocks in their respective undertakings, with or without such guarantee, or preference, or priority in payment of dividends and other privileges (if any) as may be thought expedient, or by borrowing on mortgage or bond, or by one or other of these means, and to create or issue debenture stock in lieu of the amount so borrowed or authorised to be borrowed; and to provide for the appointment of a Joint Committee of the three Companies for any of the purposes aforesaid, and of a standing Arbitrator, and for the settlement of disputes arising between the three Companies, or any of them, by Arbitration or otherwise.

31. To authorise the Caledonian Company, the North British Company, and the South-Western Company to enter into and carry into effect such arrangements and agreements as may be necessary and expedient (1) for the construction, maintenance, and user of the said Railway, and (2) with respect to the interchange of traffic passing over the respective railways of the three Companies and the said Railway, and the fixing, collecting, and apportionment of tolls or profits arising therefrom, and confirmation of such arrangements and agreements already made, or which prior to the passing of the intended Act may be made, relative thereto.

32. To incorporate with and make applicable to the intended Act, with such additions and subject to such alterations or modifications as may be provided therein, all or some of the provisions of the Clyde Navigation Acts, 1858 to 1897, and the Acts recited in and incorporated with the said Acts, or any of them, and any other Acts relating to or affecting the Clyde Navigation or the Trustees.

33. To alter, amend, enlarge, or repeal, so far as may be necessary for the purposes of the intended Act, the following Acts of Parliament, or some of them, viz.:—The Clyde Navigation Acts, 1858 to 1897, and any other Acts relating to the Clyde Navigation; the Glasgow Corporation Acts, 1855 to 1898; the Glasgow Police Acts, 1866 to 1898, and any other Acts relating to the Corporation; the Burgh Police (Scotland) Act, 1892; the Local Government (Scotland) Acts, 1889 and 1894, and any Acts amending the same; the Govan Burgh Act, 1878; the Govan Burgh Amendment Act, 1888, and any other Acts relating to the Burgh of Govan; the Glasgow Electric Lighting Provisional Order, 1890, the Govan Electric Lighting Order Confirmation (No. 1) Act, 1892, the Partick Electric Lighting Order Confirmation (No. 1) Act, 1893, and any other Provisional Orders or Acts relating to the supply of electric energy in Glasgow, Govan, Partick, or the Counties of Lanark, Renfrew, or Dumbarton; the Glasgow, Renfrew, and Three-Mile House Turnpike Road Act, 1872, and any other Acts relating to the Renfrew Road; the Caledonian Railway Act, 1845, and



any other Acts relating to the Caledonian Railway Company; the North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862, and any other Acts relating to the North British Railway Company; the Glasgow and South-Western Railway Consolidation Act, 1855, and any other Acts relating to the Glasgow and South-Western Railway Company; the Glasgow and Paisley Joint Railway Act, 1864, and any other Acts relating to the said Joint Railway and branches thereof; the Lanarkshire and Dumbartonshire Railway Act, 1891, and any other Acts relating to the Lanarkshire and Dumbartonshire Railway Company; and the Renfrew Railway Act, and any other Acts relating to the Renfrew Company.

34. To incorporate with the intended Act, subject to such alterations or modifications as may be provided therein, all or some of the provisions of the Lands Clauses Acts, the Harbours Clauses Act, the Railways Clauses Consolidation (Scotland) Act, 1845, the Railways Clauses Act, 1863, and the Roads and Bridges (Scotland) Act, 1878; and any Acts amending the said Acts or any of them.

35. To vary or extinguish all rights and privileges which could in any manner interfere with, or prevent the execution of, the objects and purposes of the intended Act, or any of them, and to confer all such powers, rights, and privileges as may be necessary for carrying into effect the objects and purposes of the existing Acts relating to the Undertaking of the Trustees and of the intended Act.

And Notice is hereby further given that duplicate Plans and Sections describing the lines, situations, and levels of the said intended works hereinbefore described, and Plans of the lands, houses, and other property which will or may be taken for the purposes of the intended Act, or of the Undertaking of the Trustees, together with duplicate copies of the Book of Reference to the said Plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of all such lands, houses, and other property, and 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 on or before the same date copies of this Notice, as published in the Edinburgh Gazette, and copies of so much of the said Plans, Sections, and Book of Reference as relates to each of the several areas hereinafter mentioned, viz., as relates to any Royal or Parliamentary Burgh, with the Town Clerk of such Burgh at his office, as relates to any Police Burgh, with the Clerk to the Burgh Commissioners of such Burgh at his office, and as relates to any Parish, with the Clerk of the Parish Council of such Parish at his office.

Printed copies of the Bill for 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 this 15th day of November, 1898.

WRIGHT, JOHNSTON, MACKENZIE, &  
ROXBURGH,  
150 St. Vincent Street, Glasgow,  
Solicitors for the Bill.

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

In Parliament—Session 1899.

## GLASGOW AND SOUTH-WESTERN RAILWAY.

(Powers to construct New Railways and deviations of Railways, a Quay or Pier at Largs and other Works and acquire Lands in the Counties of Renfrew Ayr and Dumfries; Extension of Time for Sale of superfluous Lands; Vesting in Company of undertakings of Largs Harbour Company and Kilmarnock and Troon Railway Company and of Railway No. 3 authorised by Caledonian Railway Act 1896 and provisions relating thereto; Running Powers over portions of Caledonian Railway; Agreements amongst Company and Caledonian and North British Railway Companies as to Works authorised by Clyde Navigation Act 1891; Provisions as to election of Rothesay Harbour Trustees; 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):—

1. To empower the Company to make and maintain the new railways deviations of existing railways and the quay or pier hereinafter described together with all proper or convenient sea-walls embankments jetties wharves landing stages groynes moorings buoys cranes stations sidings buildings roads approaches and other works and conveniences connected therewith (that is to say):—

- (1) A Railway (No. 1) commencing by a junction with the Company's Greenock Branch at a point thereon five hundred and thirty yards or thereabouts measured in a south-easterly direction from Pennytersal farm steading and terminating in the field No. 1329 on the new twenty-five inch Ordnance map for the parish of Largs at a point one hundred and sixty yards or thereabouts measured in a westerly direction from Beithglass farm steading which intended Railway (No. 1) and the works and conveniences connected therewith are situate in the parishes of Kilmalcolm Greenock and Inverkip and county of Renfrew and in the parish of Largs and county of Ayr;
- (2) A Railway (No. 2) commencing by a junction with Railway (No. 1) at the point before described as the termination thereof and terminating in field No. 623 on the new twenty-five inch Ordnance map for the parish of Largs at a point one hundred and eighty-five yards or thereabouts measured in a south-westerly direction from Raillies farm steading which intended Railway (No. 2) and the works and conveniences connected therewith are situate in the parish of Largs and county of Ayr;
- (3) A Railway (No. 3) commencing by a junction with Railway (No. 2) at the point before described as the termination thereof and terminating in the bed or foreshore

- of the Firth of Clyde at a point one hundred and sixty yards or thereabouts measured in a westerly direction from the Royal Hotel Largs which intended Railway (No. 3) and the works and conveniences connected therewith are situate in the parish of Largs and in the police burgh of Largs and county of Ayr;
- (4) A Railway (No. 4) commencing by a junction with the Company's Greenock branch at a point thereon eighty yards or thereabouts measured in a southerly direction from West Kilbride farm steading and terminating by a junction with the intended Railway (No. 1) at a point thereon one hundred and ten yards or thereabouts measured in a southerly direction from North Priestside farm steading which intended Railway (No. 4) and the works and conveniences connected therewith are situate in the parish of Kilmalcolm and county of Renfrew;
- (5) A Railway (No. 5) commencing by a junction with the Company's Largs Line at a point thereon seventy yards or thereabouts measured in a north-westerly direction from the bridge carrying John Street Largs over the Company's Largs Line and terminating by a junction with the intended Railway (No. 3) at a point thereon sixty yards or thereabouts measured in a westerly direction from Largs Castle Largs;
- (6) A Railway (No. 6) commencing by a junction with the intended Railway (No. 3) at a point thereon one hundred and ten yards or thereabouts measured in an easterly direction from Gogo Mill Largs and terminating by a junction with the Company's Largs Line at a point thereon fifty yards or thereabouts measured in a southerly direction from the bridge carrying May Street Largs over the Company's Largs Line which intended Railways (Nos. 5 and 6) and the works and conveniences connected therewith will be situate in the parish and police burgh of Largs and county of Ayr;
- (7) A quay or pier for altering extending and improving the existing harbour and pier at Largs to be situate in the police burgh and parish of Largs in the county of Ayr and in or upon the foreshore and bed of the Firth of Clyde ex adverso that burgh and parish commencing on the foreshore and bed of the Firth of Clyde at a point one hundred yards or thereabouts measured in a southerly direction from the outer elbow of the existing pier at Largs and extending for a distance of two hundred and fifty yards or thereabouts measured in a northerly direction and there terminating;
- (8) A Railway (No. 7) commencing by a junction with the Company's Ardrossan and Fairlie Branch at a point four hundred and fifty yards or thereabouts measured in a north-westerly direction from Glenhead farm steading and terminating at a point two hundred and seventy yards or thereabouts measured in a westerly direction from Ardnell House at or near Portencross
- (9) A Railway (No. 8) commencing by a junction with Railway (No. 7) at the point before described as the termination thereof and terminating by a junction with the Company's said Ardrossan and Fairlie Branch at a point two hundred and twenty yards or thereabouts measured in a westerly direction from Southannan Mains farm steading which intended Railways (Nos. 7 and 8) and the works and conveniences connected therewith will be situate in the parish of West Kilbride and county of Ayr.
- (10) A Railway (No. 9) being a deviation of Railways (Nos. 1 and 2) authorised by The Glasgow and South Western Railway Act 1897 commencing by a junction with Railway (No. 1) authorised by the said last-mentioned Act at a point thereon five hundred and forty yards or thereabouts measured in a south-westerly direction from Newfaulds farm steading and terminating by a junction with Railway (No. 3) authorised by the said Act at a point thereon eight hundred yards or thereabouts measured in a north-easterly direction from Woodend otherwise Wardend House which intended Railway (No. 9) and the works and conveniences connected therewith are situate in the parishes of Lochwinnoch and Kilbarchan and county of Renfrew;
- (11) A Railway (No. 10) commencing by a junction with the Company's Glasgow Paisley Kilmarnock and Ayr Railway at a point thereon one hundred and twenty yards or thereabouts measured in a northerly direction from Swinlees Junction Signal Cabin and terminating by a junction with Railway (No. 1) authorised by the Glasgow and South Western Railway Act 1897 at a point thereon two hundred and fifty yards or thereabouts measured in a northerly direction from the centre of the bridge (No. 51) over the Company's Glasgow Paisley Kilmarnock and Ayr Railway which intended Railway (No. 10) and the works and conveniences connected therewith are situate in the parishes of Dalry and Kilbirnie and county of Ayr.
- (12) A Railway (No. 11) being a deviation of Railway (No. 1) authorised by the Glasgow and South Western Railway Act 1898 commencing by a junction with the said authorised Railway (No. 1) at a point thereon five hundred and ten yards or thereabouts measured in a south-easterly direction from Burnfoot farm steading and terminating by a junction with the said authorised Railway (No. 1) at a point one hundred and sixty yards or thereabouts measured in a south-westerly direction from Townhead farm steading;
- (13) A Railway (No. 12) commencing by a junction with the intended Railway (No. 11) at a point thereon one hundred and forty yards or thereabouts measured in a north-westerly direction from Blackbyrefarm steading and terminating by a junction with the Glasgow and Kilmarnock Joint Line at or near the bridge (No. 36) carrying the said joint line over the public highway at a point thereon five hundred and fifty yards or thereabouts.

measured in a south-easterly direction from Blackbyre farm steading and which intended Railways (Nos. 11 and 12) and the works and conveniences connected therewith will be situate in the parish of Paisley and county of Renfrew;

- (14) A Railway (No. 13) commencing by a junction with the Glasgow and Kilmarnock Joint Line at a point thereon fifty yards or thereabouts measured in a northerly direction from Townhead farm steading and terminating by a junction with Railway (No. 1) authorised by the Glasgow and South Western Railway Act, 1898, at a point thereon three hundred and fifty yards or thereabouts measured in a south-westerly direction from Townhead farm steading and which intended Railway (No. 13) and the works and conveniences connected therewith will be situate in the parish of Paisley in the police burgh of Barrhead and county of Renfrew;

- (15) A Railway (No. 14) 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 917 on the new twenty-five inch 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 which intended Railway (No. 14) and the works and conveniences connected therewith will be situate in the parish of Sorn and county of Ayr;

- (16) A Railway (No. 15) commencing at a point in the goods yard lying on the south side of and adjoining the Company's Glasgow Dumfries and Carlisle Railway two hundred and ten yards or thereabouts measured in a westerly direction from the booking-office of the Company's Annan Station, and terminating on the quay or harbour of Annan at the store-shed belonging to Carr and Company Limited on the east side of the River Annan, and which intended Railway (No. 15) and the works and conveniences connected therewith will be situate in the royal burgh of Annan and parish of Annan and county of Dumfries.

2. 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 and burghs hereinbefore mentioned for the purposes of the intended railways deviations quay or pier and other works including thirteen thousand four hundred square yards of certain lands at Largs reputed to be common or commonable lands situate in the police burgh and parish of Largs and known as the Broomfields of which it is estimated that five thousand five hundred square yards will be required for the purposes of the intended Railways (No. 3) and (No. 5) and also to purchase and acquire by

compulsion or agreement for the general purposes of their undertaking and also the lands next hereinafter described for the purpose of extending their station siding and other accommodation and to enable them to hold and use the same for the said purposes (that is to say):—

Certain lands in the parish of Kilmaurs in the county of Ayr lying on the south side of and adjoining the Company's Glasgow Paisley Kilmarnock and Ayr Railway at Woodhill near Kilmarnock:

Certain lands in the parish of Riccarton in the Parliamentary burgh of Kilmarnock in the county of Ayr lying on the north side of and adjoining Railway (No. 5) authorised by the Glasgow and South Western Railway Act 1897 now in course of construction.

3. To empower the Company to deviate laterally and vertically in the construction of the intended 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 works and the lands to be taken for the purposes hereinbefore mentioned the provisions of the said Act 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 watercourses sewers drains gas or water pipes or telegraphic telephonic or electric-lighting apparatus in or adjoining the parishes and burghs 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 thirty-ninth section of the Railways Clauses Consolidation (Scotland) Act 1845 to repair or maintain the surface of any road which shall be carried over any of the intended 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.

4. 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.

5. 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 intended 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 works.

6. To empower the Company to abandon and relinquish the construction of such portions of the said Railways (Nos. 1, 2 and 3) authorised by the Glasgow and South Western Railway Act 1897 and the said Railway (No. 1) authorised by the Glasgow and South Western Railway Act 1898 proposed to be deviated as will be rendered unnecessary by the construction of the intended deviations and also to abandon and relinquish the construction of Railways (Nos. 2 and 3) authorised by the said last-mentioned Act.

7. To empower the Company to levy and recover tolls rates and charges for the use of the intended railways deviations and 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.

8. To extend the time for the sale by the Company of all or any lands acquired by them which are not or eventually may not be required for the purpose of their undertaking and to confer upon the Company further powers in relation to the said lands and to enable the Company to sell dispose of lease or let the said lands or any part or parts thereof and so far as may be necessary to alter amend and extend with reference thereto the provisions of the Lands Clauses Consolidation (Scotland) Act 1845 with respect to the sale of superfluous lands.

9. To transfer to and vest in the Company or provide for the transfer to and vesting in the Company of the undertaking of the Largs Harbour Company (hereinafter called "the Largs Company") and their pier or harbour together with all their lands works estate plant and effects rights powers and privileges (all of which are included in the expression "the Largs Harbour" hereinafter used) upon such terms and subject to such conditions and from and after such period as may have been or may be agreed upon or as may be prescribed or provided for by the intended Act and to empower the Company to hold and maintain the Largs Harbour as part of their undertaking and to levy and recover tolls rates dues and wharfage and other charges for and in respect of the Largs Harbour and the said intended quay or pier for altering extending and improving the said harbour and for and in respect of vessels frequenting or using the said harbour and the said intended quay or pier and to alter existing tolls rates dues and charges and to confer vary and extinguish exemptions from the payment of tolls rates dues and charges.

10. To extend and make applicable to the said intended quay or pier at Largs and the works connected therewith with or without modification or alteration all or some of the provisions of the Act 2 and 3 Will. IV. cap. xlv and of any other Act or Acts relating to the Largs Company or the Largs Harbour and to empower the Company to exercise in relation to as well the said intended quay or pier and works as the Largs Harbour all or some of the powers by the said Acts or any of them conferred upon the Largs Company and to confer upon the Company further powers for the

management and control of the said harbour and works and the said intended quay or pier and works and the shipping and persons resorting to or using the same and all such powers as are usually conferred upon dock pier or harbour companies and to incorporate with the intended Act and make applicable to the Company in respect of the Largs Harbour and the said intended works all or some of the provisions of the Harbours Docks and Piers Clauses Act 1847.

11. To transfer to and vest in the Company or provide for the transfer to and vesting in the Company of the undertaking of the Kilmarnock and Troon Railway Company (hereafter called "the Kilmarnock Company") and all their railways works lands estate and effects rights powers and privileges (all of which are included in the expression "the Kilmarnock Railway" hereinafter used) upon such terms and subject to such conditions and from and after such period as may have been or may be agreed upon or as may be prescribed or provided for by the intended Act and to empower the Company to hold and maintain the Kilmarnock Railway as part of their undertaking and to confirm or give effect to any agreement or agreements entered into prior to the passing of the intended Act between the Company and the Kilmarnock Company or either of them and the Duke of Portland as heir of entail or otherwise and his successors any other person or persons with reference to or and in consideration of the said railway and the transfer and vesting thereof to and in the Company.

12. To provide for the winding-up and dissolution of the Largs Company and the Kilmarnock Company respectively and for the exercise by the Company in their own name and under the hands of their own directors officers and servants of the rights powers and privileges of the said Companies whether with reference to the acquisition of lands the construction and maintenance of works the levying of tolls rates and charges or otherwise.

13. To transfer to and vest in or authorise or provide for the transfer to and vesting in the Company of the Railway (No. 3) authorised by the Caledonian Railway Act, 1896, at such time upon such terms and subject to such conditions as may have been or may be agreed upon between the Company and the Caledonian Railway Company (hereinafter called "the Caledonian Company") or be prescribed or provided for by the intended Act and to explain alter amend extend enlarge or repeal or to make applicable all or some of the provisions relating to the said railway contained in Sections 35 to 40 of the Caledonian Railway Act 1896 or in the Agreement set forth in the First Schedule to that Act and if thought fit to enact that the cost to the Caledonian Company referred to in Section 40 of the said Act and in paragraph 2 of the said Agreement shall not include any costs or expenses incurred by the Caledonian Company in relation to the said railway without the consent of the Company after the nineteenth day of November 1898 or such other date as may be prescribed by the intended Act.

14. To empower the Company to run over and use with their engines carriages waggons and trucks and their officers and servants for the purposes of traffic of every description and portions hereinafter described of the railways of the Caledonian Company (that is to say):—

So much and such portions of the existing and authorised railways of the Caledonian Company as lie between the junction of Railway (No. 4) authorised by the Caledonian Railway Act 1896 with the Stonehouse Branch Railway of the Caledonian Company and the stations of that Company at Motherwell including the said stations and the Dalzell Steel and Iron Works Motherwell and the branch railways or sidings leading to or connected with the said works.

Together with the stations roads signals water watering-places engine-sheds warehouses branches sidings junctions works and conveniences connected with the said portions of railways upon the payment of such tolls rates charges or other remuneration and upon such terms and conditions as shall be agreed upon between the Company and the Caledonian Company or as failing agreement shall be determined by arbitration or be otherwise prescribed or provided for by the intended Act and if thought fit to extend and make applicable to the said portions of railways stations sidings and works all or some of the provisions contained in the said Act of 1896 with respect to the running powers and facilities by that Act conferred upon the Company and the railways over which such powers and facilities are thereby conferred and so far as may be necessary or expedient to alter amend extend enlarge or repeal all or some of such provisions.

15. To empower the Company the Caledonian Company and the North British Railway Company (hereinafter referred to as "the three Companies") to enter into and carry into effect agreements with reference to the cost of the construction and completion of the railway dock tramway and sidings authorised by the Clyde Navigation Act 1891 and with reference to the cost of any new additional or altered works sidings and land required in connection therewith with reference to the use by the three Companies respectively of the said railway dock tramway and sidings and the mode of working the traffic thereon and the payment of the expenses of the working management and maintenance thereof and with reference to the tolls dues rates and charges to be taken by the three Companies respectively in respect of the said railway dock tramway and sidings and with reference to the appointment of a joint Committee of the three Companies for any of the purposes aforesaid and of a standing arbitrator and for the settlement of disputes arising between the three Companies or any of them by arbitration or otherwise and to confirm or give effect to any agreement or agreements with reference to the matters aforesaid which may have been or may be entered into prior to the passing of the intended Act.

16. To alter amend and extend the provisions of the Rothesay Harbour Act and Orders 1831 to 1898 with respect to the qualification of owners of ships or vessels electing or to be elected trustees to act under the provisions of the said Act and Orders and to make provision for enabling the Company and any other company registered as owners of such ships or vessels as are referred to in the said provisions or some person or persons on their behalf or as their representatives to take part in the elections of such trustees and to enable such person or persons to be elected a trustee or trustees and to confer upon the Company and any such other

company and such person or persons all such powers rights and privileges as may be necessary or expedient for giving effect to the objects aforesaid or any of them.

17. 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 preference or ordinary (preferred or deferred) new shares or stock with or without such guaranteed or preference dividends or other rights or privileges attached thereto and by borrowing and by the creation of debenture stock and generally by such means and in such manner and on and subject to such terms and conditions as may be prescribed or authorised by the intended Act and to apply to all or any of such purposes any capital or funds belonging to the Company and to empower the Caledonian and North British Companies respectively to apply their funds to any of the purposes of the intended Act in which they are interested and for such purposes to authorise the said Companies or either of them to raise money by the creation and issue of new shares or stocks in their respective undertakings with or without such guarantee or preference or priority in payment of dividends and other privileges (if any) as may be thought expedient or by borrowing on mortgage or bond or by one or other of these means and to create or issue debenture stock in lieu of the amount so borrowed or authorised to be borrowed.

18. 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.

19. To repeal vary alter amend and extend so far as may be necessary for all or any of the purposes aforesaid all or any of the several Acts and Orders hereinbefore mentioned or referred to and the Glasgow and South Western Railway Consolidation Act 1855 and the several other Acts relating to the Company the Caledonian Railway Act 1845 and the several other Acts relating to the Caledonian Company the Act 48 Geo. III. cap. 46 and the several other Acts relating to the Kilmarnock Company the Act 25 and 26 Vic. cap. 189 and the several other Acts relating to the North British Railway Company and the Clyde Navigation Act 1858 and the several other Acts relating to the Clyde Navigation.

20. Plans and sections describing the lines and levels of the intended 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 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 1898 as follows (that is to say) As regards the works lands houses and property in the county of Ayr and the works lands houses and property partly in that county and partly in the county of Renfrew in the offices at Ayr and Kilmarnock of the principal sheriff clerk of the county of Ayr and as regards the last-mentioned works lands houses and property and the works lands houses and property wholly in the county of Renfrew in the offices at Paisley and Greenock of the principal sheriff clerk of the county of Renfrew and as regards the works lands houses and property in the county of Dumfries in the office at Dumfries of the prin-

cial 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 burgh of Annan and to the parliamentary burgh of Kilmarnock and to the police burghs of Largs and Barrhead together with a copy of this Notice will be deposited for public inspection on or before the same day with 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 and parliamentary burghs with the town clerks of such burghs at their offices in Annan and Kilmarnock respectively and as respects such police burghs with the clerks to the burgh commissioners of said burghs at their offices in Largs and Barrhead respectively.

21. Printed copies of the intended Act will on or before the 21st day of December 1898 be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November 1898.

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

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

In Parliament—Session 1899.

#### LANARKSHIRE (MIDDLE WARD DISTRICT) WATER.

(Power to construct Railways and Additional Waterworks Acquisition of Lands Working and other Agreements with the Caledonian Railway Company Incorporation of Acts and variation of provisions of Railways Clauses Consolidation (Scotland) Acts and Land Clauses Acts Modification of requirements or regulations of Board of Trade with respect to intended Railways Increase or Alteration of Rates and Assessments Alteration or Repeal of Provisions of the Lanarkshire (Middle Ward District) Water Acts 1892 and 1896 with respect to the domestic Water Rate and Additional Powers to County Council in relation thereto Borrowing Powers Alteration or Repeal and Amendment of Acts Costs of Act 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:—

1. To enable the District Committee of the Middle Ward of the county of Lanark (hereinafter called "the District Committee") to make and maintain in connection with their Water Undertaking or other purposes of the District Committee:—

A Railway No. 1 (hereinafter called "Railway No. 1") commencing by a junction with Railway No. 1 authorised by the Cale-

donian Railway Act 1896 at a point on the said authorised Railway three hundred and four yards or thereabouts measured along the same in a south-westerly direction from the centre of the bridge carrying the same over the public highway leading from Snabe to Geil Bridge by way of Torfoot and terminating at a point in the enclosure numbered 2764 on the  $\frac{1}{2500}$  Ordnance Survey map of the parish of Avondale published in 1897 sixty-three yards or thereabouts measured in a north-westerly direction from the extreme northern corner of the enclosure numbered 2800 on the said Ordnance Survey map and two hundred yards or thereabouts measured in a north-easterly direction from the extreme southern corner of the said enclosure number 2764;

A Railway No. 2 (hereinafter called "Railway No. 2") commencing by a junction with Railway No. 1 at a point one hundred and sixty-eight yards or thereabouts measured in a northerly direction from the said extreme northern corner of the said enclosure numbered 2800 and two hundred yards or thereabouts measured in a westerly direction from the extreme western corner of the enclosure numbered 2796 on the said Ordnance Survey map and terminating at a point at or near the southern bank of the stream called or known as the Glengavel Water two hundred yards or thereabouts measured in an easterly direction from the point at which the bye-wash channel from the Spoutloch Burn enters the said Glengavel Water;

A Railway No. 3 commencing by a junction with Railway No. 2 at the point hereinbefore described as the point of termination of that Railway and terminating at a point on the fence forming the southern boundary of the property of the District Committee one hundred yards or thereabouts measured in a south-westerly direction from the point at which the Patrick Water enters the said Glengavel Water:

together with all necessary stations junctions sidings approaches bridges roads communications and other works and conveniences connected therewith and to provide all necessary rolling stock engines trucks carriages and equipment;

Which said intended railways and works connected therewith will be wholly situate in the parish of Avondale and county of Lanark.

2. To authorise the District Committee to make maintain and use the waterworks herein-after described (that is to say):—

A service reservoir (H) in the parish of Shotts to be situate at or near the centre of the enclosure numbered 1733 on the  $\frac{1}{2500}$  Ordnance Survey map of the parish of Shotts published in 1898;

A service reservoir (I) in the parish of Shotts to be situate in the eastern corner of the enclosure numbered 1326 on the  $\frac{1}{2500}$  Ordnance Survey map of the parish of Shotts published in 1898;

A service reservoir (K) in the parish of Cambusnethen to be situate in the enclosure numbered 184 on the  $\frac{1}{2500}$  Ordnance Survey map of the parish of Cambusnethen

published in 1891 at or near the middle of the southern boundary thereof:

together with all proper and convenient embankments approaches ways wells tanks basins gauges aqueducts byewashes conduits drains mains junctions valves buildings pumping engines apparatus and conveniences connected with the said works or any of them.

3. To authorise the District Committee to deviate laterally from the lines of the intended railways and works to the extent shown on the plans hereinafter mentioned or as may be provided by the Bill and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

4. To empower the District Committee to stop up alter divert or otherwise interfere with temporarily or permanently all such roads streets footpaths highways bridges railways tramways canals rivers and streams pipes sewers drains telegraphic or electric wires posts and apparatus within the aforesaid parishes as it may be necessary to cross stop up alter divert or otherwise interfere with for the purposes of the said intended railways and works.

5. To authorise the District Committee to purchase and take either compulsorily or by agreement lands houses and other property for the purpose of the said intended Railways and works and also servitudes and rights in or over or upon lands and other property.

6. 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 railways and 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 railways and works or any of them and to confer on the District Committee all usual and necessary powers in connection with the construction maintenance working and use of the said intended railways and works.

7. To modify or dispense with or empower the Board of Trade to modify or dispense with in respect to the said intended railways and works 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.

8. To authorise the District Committee to purchase and take by compulsion notwithstanding Section 90 of the Lands Clauses Consolidation (Scotland) Act 1845 a part of any house building or manufactory without being required or compelled to purchase the whole thereof.

9. To authorise the District Committee to underpin secure and strengthen any houses or buildings which may be rendered insecure or defective by any of the intended works and which houses and buildings may not be required for the purposes thereof.

10. To provide that the said intended railways and works shall for all purposes whatsoever unless otherwise provided by the Bill be deemed part of the works and undertaking of the District Committee.

11. To authorise the District Committee to establish and maintain posts wires and telegraphic telephonic or other apparatus either upon their

own undertaking or in or upon any public road adjacent thereto or leading to or from the same for the transmission of messages and other communications wholly or partially by means of electricity to along and through their works.

12. To authorise the District Committee and the Caledonian Railway Company to enter into and carry into effect contracts agreements and arrangements for or with respect to the construction working use management and maintenance of the said intended railways or any of them and the payments to be made and the conditions to be performed with respect thereto the supply of working and rolling stock plant and machinery the appointment payment and removal of officers and servants the accommodation and delivery of traffic and the exercise of all such powers as may be necessary or convenient in reference to the purposes aforesaid or any of them and to sanction and confirm any such contracts agreements or arrangements or to make provision in the Bill with respect to any of the matters aforesaid.

13. To authorise and require the County Council of the county of Lanark (hereinafter called "the County Council") to borrow and from to time reborrow money for the several purposes hereinbefore mentioned and of the Bill on mortgage annuity cash credit stock or otherwise upon the security of the rates leviable by the County Council under the provisions of the Public Health (Scotland) Act 1897 and any Act or Acts amending the same (hereinafter 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") the Lanarkshire (Middle Ward District) Water Act 1892 (hereinafter called "the Act of 1892") and the Lanarkshire (Middle Ward District) Water Act 1896 (hereinafter called "the Act of 1896") 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 and to authorise the County Council to apply for the purposes of the Bill or any of them any of their existing or authorised capital and funds.

14. To alter increase or diminish the existing rates assessments rents and charges authorised to be imposed and levied under the Acts of 1892 and 1896 and to enable the County Council to levy the same or to levy new or additional rates assessments rents and charges and 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.

15. To authorise the County Council to impose and levy the domestic water rate authorised by the Acts of 1892 and 1896 or such other rate or assessment as may be authorised by the Bill upon all lands and heritages within the limits of the said Acts notwithstanding that the works authorised by the said Acts have not been completed and to repeal or alter or amend so much of section 23 of the Act of 1892 (as



amended by section 18 of the Act of 1896) as restricts the amount of the domestic water rate in any of the special water supply districts in the said section 23 mentioned until the water from the Glengavel Reservoir authorised by the Act of 1896 shall have been brought to the parish in which any such special water supply district is situate or otherwise to alter or amend the provisions of the said last-mentioned section.

16. 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 out of the rates which they 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 the Act of 1896 or of the Bill or in such manner as shall be provided in the Bill.

17. 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.

18. To incorporate with and make applicable to the Bill except so far as may be expressly varied thereby all or some of the provisions of 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 the Waterworks Clauses Acts 1847 and 1863 and any Acts amending any of those Acts.

19. 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 the Act of 1892 and the Act of 1896 and of the Act 8 & 9 Vict. cap. 162 and any other Act relating to the Caledonian Railway Company and their undertaking.

And notice is hereby given that plans and sections describing the lines situation and levels of the railways and of the other works hereinbefore described 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 together with an Ordnance or published map with the line of the intended railways delineated thereon so as to show their general course and direction and a copy of this Notice as published in the Edinburgh Gazette will on or before the thirtieth day of November instant be deposited for public inspection in the offices at Glasgow Hamilton 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 will on or before the said thirtieth day of November be deposited for public inspection with the clerk of the Parish Council of each such parish at his office if he has an office separate from his place of abode or otherwise at his place 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 15th day of November, 1898.

W. ALSTON DYKES,  
County Clerk, Hamilton.

J. B. FERGUSON,  
District Clerk, Hamilton.

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

In Parliament—Session 1899.

## COATBRIDGE AND AIRDRIE ELECTRIC TRAMWAYS.

(Construction of Tramways in the Burghs of Coatbridge and Airdrie, and the Parishes of New Monkland and Old Monkland; Interference with Streets and Roads; Electrical or other Motive Power; Gauge; Generating Station; Compulsory Purchase of Lands, &c.; Posts, Overhead Wires; Agreements with Local Authorities, &c.; Tolls, Rates, and Charges; Bye laws and Regulations; Payment of Interest during Construction; Acquisition of Tramways by Local Authorities; Amendment or Repeal of Section 43 and other Sections of the Tramways Act, 1870; Incorporation, Amendment, Application or Repeal of other Acts; other Powers and Purposes.)

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

1. To authorise the New General Traction Company, Limited, of 35, Parliament Street, Westminster, or a company to be incorporated by the Act (hereinafter called "the Promoters") to make and maintain, work, and use all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turn-outs, crossings, cross-overs, passing places, triangles, waiting rooms, stables, carriage houses, engine houses, stations, sheds, buildings, works, and conveniences connected therewith respectively:—

(In the following descriptions of the proposed tramways the distances and lengths given for the purposes of describing the commencement or termination of any tramway or narrow place are to be read as if the words "or thereabouts" had been inserted after each such distance or length, and the places (if any) where any tramway will be laid along any street or road 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 and the nearest rail of the tramway are described as regards each tramway under the heading "Narrow Places.")

The tramways proposed to be authorised are the following:—

### TRAMWAY NO. 1.

Situate wholly in the Parish of Old Monkland,

commencing in Bank Street, at a point in line with the western side of Woodside Street, passing thence in a north-easterly direction along Bank Street and Main Street, and terminating in that street at the Municipal Boundary of the Burgh of Coatbridge, at a point opposite the eastern side of Quarry Row.

#### TRAMWAY No. 2.

Situate wholly in the Parish of Old Monkland, commencing in Main Street by a junction with Tramway No. 1, at a point 34 yards north-eastwards from the east side of the Whitelaw Fountain, passing thence in a north-westerly direction into and along Sunnyside Road and terminating there at a point 12 yards eastwards from the eastern side of Dunbeth Street.

#### TRAMWAY No. 3.

Situate wholly in the Parish of Old Monkland, commencing in Bank Street by a junction with Tramway No. 1 at a point 17 yards south-westwards from the south-western corner of the Whitelaw Fountain, passing thence in a north-easterly direction into and across the open space in front of the Central Passenger Station of the North British Railway Company into Sunnyside Road and terminating in that road by a junction with Tramway No. 2, at a point 25 yards north-westwards from Main Street.

#### TRAMWAY No. 4.

Situate wholly in the Parish of New Monkland, commencing in Deedes Street, at the Municipal Boundary of the Burgh of Airdrie by a junction with Tramway No. 1 at its termination and passing thence in a north-easterly direction, along Deedes Street, Alexander Street, Stirling Street, New Cross, Graham Street, Clark Street, Forrest Street, and terminating in the last-named street at a point opposite the eastern side of Motherwell Road.

#### TRAMWAY No. 4a.

Situate wholly in the Parish of New Monkland, commencing in Deedes Street by a junction with Tramway No. 4 at a point 10 yards south-westwards from the Rochsolloch Road, passing thence into and along Rochsolloch Road, and terminating in that Road at a point 66 yards southward from the south side of Rochsolloch Place.

#### TRAMWAY No. 5.

Situate wholly in the Parish of New Monkland, commencing in Forrest Street by a junction with Tramway No. 4 at its termination, passing thence in a north-easterly direction along the said street and terminating therein at a point 10 yards southwards from the southern side of the gateway leading to Clarkston Church.

The Tramways will be made and pass from, in, through, or into the Parishes of New Monkland, and Old Monkland, and the burghs of Coatbridge and Airdrie in the County of Lanark.

(Narrow Places).

#### TRAMWAY No. 2.

In Sunnyside Road on both sides throughout—

(a) From a point opposite the north-eastern corner of Gartsherrie Street to a point in line with the eastern side of Crichton Street.

(b) From a point in line with the western side of Dunbeth Street, to a point 66 yards westwards from the western side of that Street.

#### TRAMWAY No. 4.

In Deedes Street, on both sides throughout, between points respectively 27 yards and 59

yards south-west from the corner of Aitchison Street and Alexander Street.

In Clark Street, on both sides throughout from a point in line with the western side of Motherwell Road, to a point 66 yards westwards from the western side of Motherwell Road.

#### TRAMWAY 4a.

In Rochsolloch Road on both sides throughout for a distance of one hundred and sixty yards from Deedes Street.

#### TRAMWAY No. 5.

In Forrest Street, on both sides throughout between points respectively 32 yards and 98 yards southward from the south side of the gateway to Clarkston Church.

2. The tramways are intended to be constructed on a gauge of 4 feet 8½ inches or such other gauge as may be authorised, with such grooves, plates, or tubes as may be necessary to work the same.

3. It is not intended to run on the tramways carriages or trucks adapted for use on railways.

4. To authorise the Promoters to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, highways, public and private roadways, footpaths, pavements, watercourses, bridges, sewers, drains, waterpipes, gaspipes, and electric telegraph and telephonic tubes, posts, wires, and apparatus within all or any of the parishes or places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed tramways and works, or substituting others in their place, or for other the purposes of the Bill.

5. To enable the Promoters for all or any of the purposes of the Bill to purchase or acquire by compulsion or agreement lands, houses, buildings, and other property, or to take easements over or in connection therewith, and to erect and hold offices, buildings, engine-houses, generating stations, stables, and other conveniences on any such lands or property, and to sell, lease, or dispose of any such lands, houses, buildings, and property, and in particular to enable the Promoters to purchase or acquire by compulsion or agreement the following lands for the purposes of a generating station or other the purposes of the undertaking, namely:—

That portion of land in the Parish of New Monkland bounded on the east by Rochsolloch Road, on the south by a line running parallel with Deedes Street 150 yards southward therefrom, on the west by the South Burn, on the north by the property of the Airdrie Town Council, being a portion of that field numbered 3230 on the 25" ordnance map.

6. To exempt the Promoters from the operation of Section 90 of the Lands Clauses Consolidation (Scotland) Act, 1845, so as to enable them to purchase compulsory parts only of certain properties.

7. To empower the Promoters from time to time, and either temporarily or permanently, to make, maintain, alter, remove, or abandon such tramways, crossings, passing-places, deviations, sidings, junctions, curves, turnouts, turntables, and other works in addition to those particularly specified in this Notice, as may be necessary or convenient for the efficient working of the Promoters' Tramways or any of them, or otherwise, in the interests of the Promoters, or for facilitating the passage of traffic along streets or roads,

or for providing access to any stables or carriage houses, engine houses, generating stations, stationary engines, works, or buildings of the Promoters.

8. To empower the Promoters to work and use the proposed tramways, or any of them, by means of engines, carriages, trucks, and vehicles propelled (in addition to, or in substitution for, animal power) by:—

- (1) Electrical power applied on the overhead system or otherwise by means of the rails of the tramways, and of conductors placed under, on, or above the surface of the streets in connection with the generating station or stations, or to be carried with the carriages.
- (2) Steam power to be applied by means of cables, wires, or ropes placed under the surface of the streets or roads, and in connection with a stationary engine or engines.
- (3) Pneumatic, gas, and oil, or other mechanical power to be carried with the carriages, or applied by means of locomotives.

And for that purpose or any purpose appurtenant or ancillary thereto, to confer on the Promoters such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the Bill, and in particular power to enter upon and open the surface of, and to lay down, on, in, under, or over the surface of any street, road, or place, such posts, wires, tubes, mains, plates, or apparatus, and to make and maintain such openings, posts, wires, tubes, or ways on, in, under, or over any such surface, and to attach to any house or building such supports, brackets, and fittings as may be necessary or convenient either for the actual working of the tramways, or for providing access to, or in connection with, any engines, machinery, or apparatus, and to empower the Promoters, for the purpose of working the tramways, to erect engines and machinery, and to empower the Promoters to acquire and hold patent and other rights and licenses, and to use patent and other rights and licenses in relation to such electrical or other mechanical power.

9. To enable the Promoters to levy tolls rates and charges for the use of the tramways and for the conveyance of passengers and traffic thereon, and to confer, vary or extinguish exemptions from the payment of such tolls, rates and charges, and to alter existing tolls, rates or charges and any exemptions therefrom.

10. To provide for and regulate the user by the Promoters for the purposes of the Bill of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed tramways and other works, and the ownership and disposal of any surplus paving, metalling or materials.

11. To authorise the Promoters when, by reason of the execution of any work affecting the surface or soil of any street or road, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street or road, and maintain, work, and use so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway, or part of a tramway, so removed or discontinued to be used or intended so to be.

12. To make provision for preventing injury

to any tramways of the Promoters, and to any works, carriages, and electrical and other machinery or apparatus connected therewith, and for preventing danger to passengers thereon, and if and so far as may be thought fit to extend and apply to injuries to, interference with, and obstruction of the tramways, works, and property of the Promoters all or any of the provisions of the Malicious Damage Act, 1861, and to impose in respect of any such injury, interference, or obstruction, any punishment or penalty prescribed by that Act, or such other punishment or penalty as the Bill may define.

13. To reserve to the Promoters the exclusive right of using the proposed tramways, engines, and carriages with flange wheels or wheels specially or particularly adapted to run on a grooved edge or other rail.

14. To empower the Promoters on the one hand, and the Corporations of the Burghs of Coatbridge and Airdrie, and any local authority or other bodies corporate, or persons having respectively the control or management of the duty of directing the repairs of the said streets, roads, and places, on the other hand, to enter into contracts or agreements with regard to all or any of the purposes of the Bill with respect to the alteration of the widths or levels of any of the said roads or streets, and as to the laying down, altering, maintaining, renewing, repairing, and working, and the using by the Promoters of the proposed tramways and the rails, plates, sleepers, tubes, wires, posts, brackets, ways, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same, and the acquisition of the proposed tramways or any of them by such corporations or local authorities, and to confirm any agreements entered into or to be entered into with such corporation, local authorities, bodies corporate, or persons with respect to any of the aforesaid purposes.

15. To extend the time limited by Section 43 of the Tramways Act, 1870, within which the Promoters may be required to sell their Undertaking, or any part thereof, to any local authority, and the terms and price thereof, and so far as necessary for such purpose, and for determining the purchase price, to alter, amend, extend, or to repeal that section.

16. To empower the Promoters to enter into and carry into effect agreements with any company, body, or person, for the supply by such company, body, or person of electrical energy for the purposes of the Bill.

17. To empower the Board of Trade from time to time to make, and the Promoters to enforce, bye-laws and regulations for regulating the use of electrical power, and for ensuring the protection and accommodation of passengers in the tramcars and traffic in and along the street in which the tramways are laid, and to attach penalties to the breach or non-observance thereof or of the provisions of the Bill.

18. To enable the Promoters, out of moneys to be raised by them under the powers of the Bill, to pay interest to shareholders on the sums which may be from time to time paid on the shares in the undertaking allotted to them, anything in the Companies Clauses Consolidation (Scotland) Act, 1845, or any other Act to the contrary notwithstanding.

19. To enable the Promoters to sell or to lease either in perpetuity or for a limited period, their

undertaking and works, or any part thereof, to any local authority, public body, company, or person, and to transfer to and vest in the purchaser or lessee all or any of the powers of the Promoters.

20. To incorporate in the Bill and extend and apply to the intended tramways and works all or some of the powers and provisions of the Tramways Act, 1870, and so far as may be deemed expedient to alter, amend, repeal, render inapplicable or extend all or some of the provisions of that Act, and of any Acts of Parliament and Orders of the Board of Trade relating to the Burgh of Coatbridge or the Burgh of Airdrie, and any other Acts or Orders relating to or which may be affected by or interfere with the objects of the Bill.

21. And notice is hereby further given that plans and sections in duplicate of the proposed tramways and works, and showing the lands which may be taken under the compulsory powers of the Bill, with a book of reference to such plans, together with a copy of this Notice as published in the Edinburgh Gazette, will be deposited on or before the 30th day of November instant for public inspection with the Principal Sheriff Clerk for the county of Lanark, at his offices in Glasgow and Airdrie respectively, and that on or before the same day a copy of so much of such plans, sections, and book of reference as relates to the burghs of Coatbridge and Airdrie and the parishes of New Monkland and Old Monkland respectively, and also a copy of this Notice as published in the Edinburgh Gazette, will on or before the same day be deposited with the Town Clerk of each such burgh at his office, and with the Clerk of the Parish Council of each such parish at his office, or if he have no office, at his residence.

22. 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 15th day of November, 1898.

MOTHERWELL AND MCMURDO, 10 Bank-street, Airdrie, Solicitors for the Bill.

JOHN KENNEDY, W.S., 25 Abingdon-street, Westminster, S.W., Parliamentary Agent.

In Parliament—Session 1899.

#### PAISLEY AND BARRHEAD DISTRICT RAILWAY.

(New Railways and Works and Deviations of Railways and Works in the County of Renfrew; Abandonment of Portions of Authorised Railways Deviated from and Release of Parliamentary Deposit applicable thereto; Lateral and Vertical Deviations; Stopping up and Diversions of Roads and Streets; Powers to Purchase Parts of Properties; Acquisition of Lands; Underpinning; Appropriation of Subsoil and Under-surface of Roads and Streets; Tolls; Powers to Apply Funds and Revenues; Additional Capital; Payment of Interest during Construction; Power to Caledonian Railway Company to Subscribe and Contribute Money towards the Under-

taking; Traffic and Other Facilities with Caledonian and Glasgow and South-Western Railway Companies, and with the Glasgow and Paisley Joint-Line Committee; Working and other Agreements; Application of Existing Agreement with Caledonian Railway Company to Present Undertaking; 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 Paisley and Barrhead District Railway Company (hereinafter called "The Company") for an Act (hereinafter called "the intended Act") for the following or some of the following among other purposes:—

1. To authorise the Company to make and maintain the Railways and Works hereinafter described, with all necessary and convenient stations, sidings, junctions, approaches, viaducts, bridges, tunnels, and other works, and conveniences connected therewith or incidental thereto, or some of them or some part or parts thereof, that is to say—

(1) A Railway (No. 1) wholly situate in the Parish of Paisley, being a deviation of a portion of the Railway No. 1, authorised by the Paisley and Barrhead District Railway Act, 1897 (hereinafter called "the Act of 1897"), commencing by a junction with the Greenock Section of the Railway of the Caledonian Railway Company (hereinafter called the "Caledonian Company") at a point thereon 69 yards or thereabouts measuring in a north-westerly direction from the centre of the footbridge over the said Greenock Section at St. James' Station, and terminating at a point 257 yards or thereabouts measuring in a south-south-westerly direction from the centre of the bridge carrying the Canal line of the Glasgow and South-Western Railway Company (hereinafter called "the South-Western Company") over the Chain Road.

(2) A Railway (No. 2) being a deviation of portions of the Railways Nos. 1 and 2 authorised by the Act of 1897 commencing in the Parish of Paisley at a point 147 yards or thereabouts measuring in a north-westerly direction from the north end of the culvert carrying the Glen Burn under the Public Road at Glenfield Scouring Works and terminating in the Parish of Neilston at a point 188 yards or thereabouts measuring in a southerly direction from the south-east corner of the Fereneze Inn in Carlibar Road, Barrhead.

(3) A Railway (No. 3) wholly situate in the Parish of Paisley, being a deviation of a portion of the Railway No. 3 authorised by the Act of 1897 commencing at a point 127 yards or thereabouts measuring in a south-westerly direction from the northmost corner of Blackbyres Farm Buildings and terminating at a point 360 yards or thereabouts measuring in a south-westerly direction from the south-west corner of Low Old Bar Farm Steading.

(4) A Railway (No. 4) wholly situate in the Parish of Paisley, commencing by a junction with the intended Railway No. 1, at a point 382 yards or thereabouts, measuring in a west north-westerly direction from the centre of the said footbridge at St. James' Station, and terminating at a point 90 yards or thereabouts, measuring in a south easterly direction from the eastmost corner of

Craigielee School Building in Blackstone Road, Paisley.

(5) A Railway (No. 5) wholly situate in the Parish of Paisley, commencing by a junction with the intended Railway No. 1 at a point 757 yards or thereabouts, measuring in a westerly direction from the centre of the said footbridge at St. James' Station, and terminating by a junction with the said Greenock Section of the Caledonian Railway at a point 6 yards or thereabouts measuring in a south westerly direction from Walkinshaw signal cabin situated at the junction of the sidings into the Hermand Oil Works with the said Greenock Section.

(6) A Railway (No. 6) wholly situate in the Parish of Paisley, commencing by a junction with the intended Railway No. 1, at a point 110 yards or thereabouts, measuring in a westerly direction from the centre of the said bridge over the Chain Road, and terminating at a point 177 yards or thereabouts, measuring in a north-easterly direction from the centre of the said bridge.

(7) A Road (No. 1) wholly situate in the Parish of Paisley, commencing by a junction with the said Chain Road at a point 356 yards or thereabouts, measuring in a southerly direction along that Road from the centre of the said Bridge over the Chain Road and terminating by a junction with the said Chain Road at a point 503 yards or thereabouts measuring in a southerly direction along that Road from the centre of the said Bridge over Chain Road.

(8) A Road (No. 2) wholly situate in the Parish of Paisley, commencing by a junction with the road leading from Paisley to Beith by Stanely Reservoir at a point 29 yards or thereabouts, measuring in a southerly direction from the south-east corner of Stanely Cottage, and terminating by a junction with the said Road leading from Paisley to Beith at a point 245 yards or thereabouts measuring in a south-westerly direction from the said south-east corner of Stanely Cottage.

(9) A Road (No. 3) wholly situate in the Parish of Paisley, commencing by a junction with the Road leading from the Barrhead and Paisley Road near Blackhall, Paisley, to the Hawkhead Road at a point 226 yards or thereabouts, measuring in a southerly direction from the southmost corner of Blackhall Works Buildings and terminating by a junction with the said Road leading from Blackhall to the Hawkhead Road at a point 244 yards or thereabouts, measuring in a south-westerly direction from the said southmost corner of Blackhall Works Buildings.

2. To authorise the Company to relinquish and abandon the construction of so much of the Railways Nos. 1, 2, and 3, authorised by the Act of 1897, as will be rendered unnecessary by the construction of the intended Railways Nos. 1, 2, and 3, 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 portions of the authorised Railways Nos. 1, 2, and 3 to be abandoned, and from all contracts and agreements in relation thereto, and to release so much of the deposit mentioned in the Act of 1897 as applies to the portions of Railways so to be abandoned, or to retain the same for the purposes of the intended Works.

3. To empower the Company to deviate laterally and vertically from the lines and levels of the intended Works, as shown on the plans and sections hereinafter mentioned, to the extent

shown thereon, or as may be prescribed by the intended Act.

4. 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 roads and highways, streets, lanes, footways, paths, streams and watercourses, railways, sidings, tramways, passages, sewers, drains, bridges, telegraphs, telegraphic, telephonic, or other electric apparatus, cables, gas and water mains, pipes, and works of every description, within the parishes before mentioned so far as may be necessary in constructing, maintaining or using the intended Works, or for the other purposes of the intended Act, and to provide that any altered or diverted portions of road, which may be constructed by the Company, under the powers of the intended Act, shall in all respects form 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 as shall be specified in the intended Act, and that the abandoned portions of road shall be vested in the Company.

5. To vary, alter, or repeal certain of the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, relating to the purchase of lands, houses or other premises, and to provide that notwithstanding Section 90 thereof, 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 intended Act, and to confer on the Company all usual and necessary powers in connection with the construction, maintenance, working, and use of the intended Works.

6. To empower the Company to enter upon, purchase, take, lease, feu, or otherwise, acquire and use, either temporarily or permanently, by compulsion or otherwise, as may be necessary or convenient for the purposes of the intended Works and of the intended Act, lands, houses, waters, and other property, in the parishes aforesaid, and also to acquire all rights of easement and servitude and other rights in, over, or under lands, houses, or waters, and other property, and to purchase other lands, houses, and property by agreement, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and other property, so to be taken or acquired that would interfere with or prevent the carrying into execution of any of the purposes of the intended Act, and to confer, vary, or extinguish other rights and privileges.

7. To authorise and provide for the underpinning or otherwise securing or strengthening of any houses, buildings, bridges, or other premises, which may be rendered insecure or affected by any of the intended Works, and which houses, buildings, and premises may not be required to be taken for the purposes thereof.

8. To enable the Company to appropriate and use with or without compensation the subsoil and undersurface, and to alter the lines and levels of any streets, roads, squares, passages, or places under or along which the intended Works will be made, or near thereto within the parishes aforesaid, and any sewers, drains, mains, pipes and other works in or under the same, so far as may be necessary for the purposes of the intended Works.

9. To empower the Company to levy and recover tolls, rates, duties, and charges upon, for and in respect of the use of the intended Railways and Works, and the conveyance and accommodation of passengers, animals, minerals, goods and other traffic thereon, and for the use of the warehouses, sheds, weighing machines, cranes, and other conveniences in connection therewith, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges and to confer, vary, or extinguish other rights and privileges.

10. To empower the Company for all or any of the purposes of the intended Act, to apply any capital or funds now belonging to them or which they are authorised to raise or for all or any of those purposes and the general purposes of their undertaking to increase their capital, and to raise further money by the creation and issue of new shares or stock, ordinary or preference, or both, and by borrowing upon mortgage, or by the creation and issue of debenture stock, or by any of such means, or as the intended Act may prescribe; and notwithstanding anything contained in the Companies Clauses Consolidation (Scotland) Act, 1845, to pay interest and dividends on any shares or stock of the Company during the construction of the intended Works and until the completion thereof respectively or until such other time as may be prescribed by the intended Act.

11. To constitute the intended Railways and Works part of the undertaking of the Company, and to extend and apply thereto all the powers, rights, and privileges of the Company, in connection with their existing or authorised Railways and Works.

12. To authorise and empower 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 purposes 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.

13. To require and empower the Caledonian Company, the South-Western Company, and the Joint Committee having the Management of the Glasgow and Paisley Joint Line (hereinafter called "the Joint Line Committee"), or one or other of them, upon such terms and conditions as shall be agreed on or settled by arbitration, or provided by the intended Act, to receive, book through, forward accommodate, transmit, and deliver all passengers, goods, animals, minerals, carriages, and traffic of whatever description, to or from, or over the whole or any part of the Railways belonging to the Company, the Caledonian Company, and the South-Western Company, or Joint Line Committee respectively, or belonging to the Caledonian Company and the South-Western Company jointly, or leased to them respectively,

or under their respective management or control from and to the Railways of the Company, or any part or parts thereof respectively, so as to prevent undue interruption, diversion, or delay in the passage of the said traffic; and to provide full and proper facilities of all kinds for the traffic of the Company, and to provide for the effectual and speedy delivery and interchange of traffic to and with the Company in such manner as the intended Act may define, and (if need be) to alter and vary the tolls and charges which the Caledonian Company and the South-Western Company separately or jointly, or the Joint Line Committee are now authorised to receive and take upon their respective or joint Railways, or the Railways leased to them or under their management or control, and to confer, vary or extinguish exemptions therefrom.

14. To empower the Company to enter into agreements with the Caledonian Company and the South-Western Company or either of them with reference to the construction of the intended Works.

15. To extend and make applicable to the intended Railways and Works or some of them, any agreement or agreements between the Company and the Caledonian Company, under which the authorised portions of the undertaking of the Company are now worked, or are contracted to be 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 intended Act.

16. To authorise the Company and any Companies or Corporations or Commissioners, County Councils, District Committees, or other bodies or persons, to enter into and carry into effect such arrangements and agreements already made, or which, prior to the passing of the intended Act, may be made.

17. To alter, amend, enlarge, or repeal, so far as may be necessary for the purposes of the intended Act, the provisions, or some of them, of the Paisley and Barrhead District Railway Act, 1897, and all other Acts affecting the Company, the Caledonian Railway Act, 1845, and all other Acts affecting the Caledonian Company, the Glasgow and South-Western Railway Consolidation Act, 1855, and all other Acts affecting the South-Western Company.

18. Plans and sections in duplicate describing the lines and levels of the intended Railways, Roads, and other works, and the lands and property which may be required to be taken for the purposes thereof or for the purposes of the intended Act, together with books of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, and also an Ordnance map with the lines of the intended 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 1898, in the offices at Paisley and Greenock, of the principal Sheriff Clerk for the County of Renfrew, and a copy of so much of the said plans, sections and books of reference as relates respectively to the Burghs of Paisley and Barrhead, and to the said parishes of Paisley and Neilston, together with a copy of the said Gazette notice, will on or before the same day be deposited with the Town Clerk of the Burgh of Paisley, the Clerk to the Burgh Commissioners of Barrhead, and with the Clerks

of the Parish Councils of each of said parishes respectively at their respective offices.

Printed copies of the Bill for 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 this 17th day of November 1898.

BROWNIE, WATSON & BECKETT,  
Glasgow and Barrhead,  
Solicitors for the Bill.

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

In Parliament—Session 1899.

### DOUGLAS AND SANQUHAR RAILWAY.

(Incorporation of Company; Construction of Railways in the Counties of Lanark and Dumfries; Acquisition of Lands and General Powers; Alteration of certain Provisions of Lands and Railways Clauses Consolidation (Scotland) Acts, 1845; Power to purchase parts of Properties; Tolls, Rates and Charges; Working and Traffic Agreements and Traffic Facilities with the Caledonian and Glasgow and South-Western Railway Companies; Power to those Companies to subscribe Money towards, and to take and hold Shares in, and appoint Directors of the Company, and to Purchase and take over the Undertaking; Interest during Construction; Agreements with other Companies, Corporations, Bodies and Persons; Powers to landowners having limited interests; Incorporation and Amendment of Acts; and other Purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill (hereinafter called "the intended Act") to incorporate a Company (hereinafter called "the Company") and to authorise the Company to make and maintain the Railways hereinafter mentioned, or some or one of them or some part or parts thereof respectively, with all necessary and convenient stations, sidings, junctions, approaches, viaducts, bridges, roads, tunnels, and other works and conveniences connected therewith or incidental thereto (that is to say):—

- (1) A Railway (No. 1) commencing in the parish of Sanquhar at a point 300 yards or thereabouts, measuring in a south-south-easterly direction from the south-east corner of the Parish Church at Sanquhar, and terminating in the Parish of Douglas by a junction with the Douglas and Muirkirk Branch of the Caledonian Railway at a point 760 yards or thereabouts measuring in a south-westerly direction from the south-west corner of the farm buildings of Hazelside Mains, near Douglas,
- (2) A Railway (No. 2) commencing in the Parish of Kirkconnel by a junction with the said intended Railway No. 1 at a point 450 yards or thereabouts measuring in a north-easterly direction from the

centre of the viaduct carrying the Main Line of the Glasgow and South-Western Railway over the Crawick water near Sanquhar and terminating in the Parish of Sanquhar by a junction with the said Main Line of the Glasgow and South-Western Railway at a point 140 yards or thereabouts measuring in a south-easterly direction from the centre of the said viaduct.

- (3) A Railway (No. 3) wholly situated in the Parish of Douglas, commencing by a junction with the said intended Railway No. 1 at a point 466 yards or thereabouts, measuring in a south-westerly direction from Earl's Mill near Douglas and terminating by a junction with the said Douglas and Muirkirk Branch Railway at a point 486 yards or thereabouts, measuring in a north-easterly direction from the north-east corner of the Mansion House of Carmacoup.
- (4) A Railway (No. 4) commencing in the parish of Douglas by a junction with the said intended railway No. 1 at a point 1,200 yards, or thereabouts, measuring in a south-easterly direction from the said Earl's Mill and terminating in the parish of Lesmahagow by a junction with the Muirkirk and Lesmahagow branch of the Caledonian Railway at a point 1,160 yards or thereabouts, measuring in a north-north-westerly direction from the centre of the bridge carrying the said Muirkirk and Lesmahagow Branch Railway over the Coal Burn.
- (5) A Railway (No. 5) wholly situated in the Parish of Douglas, commencing by a junction with the said intended Railway No. 4 at a point 560 yards or thereabouts measuring in a south-westerly direction from the westmost corner of the Farm Buildings of Newtonfoot near Douglas, and terminating by a junction with the Lanark and Douglas branch of the Caledonian Railway at a point 87 yards, or thereabouts measuring in an easterly direction from the eastmost corner of the Farm Buildings of Wolf Crooks near Douglas.

Which intended railways and works connected therewith will be situate in or pass through or into the parishes or places following or some or one of them, that is to say, the parishes of Sanquhar, Kirkconnel, Crawfordjohn, Douglas and Lesmahagow and the royal burgh of Sanquhar and the counties of Dumfries and Lanark, or one of them.

To empower the Company to deviate in the construction of the intended railways and other works from the lines and levels thereof delineated on the plans and sections to be deposited as hereinafter mentioned; and to cross, alter, divert and stop up, or otherwise interfere with, either temporarily or permanently, all roads, highways, streets, lanes, passages, footways, lakes, lochs, rivers, weirs, streams and watercourses, railways, tramways, sidings, sewers, drains, bridges, telegraphs, telegraphic, telephonic and electric apparatus, gas and water mains, and other pipes of every description, within the parishes and places hereinbefore mentioned, for the purposes of the intended Act; and to exercise all other



usual and necessary powers for carrying into effect the objects of the intended Act.

To empower the Company to enter upon, purchase, take, lease, feu, or otherwise acquire and use, either temporarily or permanently, by compulsion or otherwise, as may be necessary or convenient for the purposes of the intended railways, and other works, and of the intended Act, lands, houses, waters, and other property, in all or some of the several parishes and places aforesaid, and easements, servitudes, and other rights in or over lands, houses, waters, and other property, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, waters, and other property so to be taken or acquired, that would interfere with or prevent the carrying into execution of any of the purposes of the intended Act, and to confer, vary, or extinguish other rights and privileges.

To alter, extend, 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 railways and other works, the temporary use of lands, crossing and alteration of roads or other interference therewith, and works for the accommodation and protection of lands adjoining the railways; also certain of the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, relating to the purchase of lands, houses, buildings, or manufactories, the settlement of questions of disputed compensation and the sale of superfluous lands, and to provide that it shall not be necessary for the Company to purchase the whole of any lands, houses, or other buildings or manufactories where part only is required for the purposes of the intended Act.

To vest in the County Councils, or other proper authority, any roads substituted for roads stopped up or altered, and to provide for the maintenance and repair thereof by such Councils or other proper authority.

To empower the Company to levy and recover tolls, rates, duties, and charges upon, for and in respect of the use of the intended railways and works connected therewith, and the conveyance and accommodation of traffic thereon and thereat, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges.

To authorise the Company, on the one hand, and the Caledonian Railway Company (hereinafter called the Caledonian Company), and the Glasgow and South Western Railway Company (hereinafter called the South Western Company) or either of them on the other hand, from time to time to enter into and carry into effect, vary and rescind contracts, agreements, and arrangements in perpetuity or otherwise with respect to the construction, leasing, working, use, management, and maintenance of the railways and works of the Company, or any part or parts thereof, and of the railways, stations, sidings, tramways, buildings, works, and accommodations of the Caledonian Company, and the South-Western Company respectively, or any parts thereof; the supply and maintenance of engines, rolling or working stock and plant, and of officers and servants; the construction of sidings, accommodation works, buildings, and conveniences, and the maintenance and repair thereof; the management, regulation, interchange, transmission and

delivery of traffic coming from or destined for or passing over the respective undertakings of the contracting Companies; the fixing, collection, payment, division, appropriation, and distribution of the tolls, rates, charges, revenue, and profits arising from the railways and works of the contracting Companies; the payments, allowances, drawbacks, or rebates to be paid, made, or allowed by any of the contracting Companies to the other or others of them, the appointment of joint committees, and the exercise of all or such other powers, as may be found desirable in reference to the purposes of the intended Act, or any of them, and the intended Act may sanction and confirm any such contracts or agreements as have been, or may, previous to the passing thereof, be entered into.

To require and empower the Caledonian Company, and the South-Western Company, or either of them, upon such terms and conditions as shall be agreed upon or settled by arbitration or provided by the intended Act to receive, book through, forward, accommodate, transmit, and deliver all passengers, goods, animals, minerals, carriages, and traffic of whatever description to or from, or over the whole, or any part of the railways belonging to the Caledonian Company, and the South-Western Company, or either of them, or leased or worked by them or under their respective management or control, from, and to or over the railways of the Company, or any part or parts thereof respectively, and from and to or over any railway which the Company is or may be empowered to run over, work, and use, so as to prevent any undue interruption, diversion, or delay in the passage of the said traffic; and to provide full and proper facilities of all kinds for the traffic of the Company, and to provide for the effectual and speedy delivery and interchange of traffic to and with the Company in such manner as the intended Act may define, and (if need be) to alter and vary the tolls and charges which the Caledonian Company, and the South-Western Company, or either of them are now authorised to receive and take upon their railways, or the railways leased or worked by them, or under their respective management or control, and to confer, vary, or extinguish exemptions therefrom.

To authorise and empower the Caledonian Company and the South-Western Company, or either of them, to subscribe and contribute funds for or towards the making and maintaining the said intended railways, and other works, and to take and hold shares, stock, debentures, debenture stock, or other securities of the Company, and to guarantee to or for the Company interest, dividends, annual or other payments on shares or stock, and the principal and interest of any loan of the Company, subject to such terms and conditions as may have been or may be agreed on, or as may be fixed by the intended Act; and for all or any of such purposes to apply their funds and revenues and to raise additional capital by the creation and issue of new ordinary or preference shares or stock, on such terms and conditions, with such preferences, priorities, and privileges, if any, *inter se* and in respect to their other shares and stock, and subject, as regards preference shares, to such powers of redemption (by the substitution of ordinary shares or stock to be created under the powers of the intended Act or otherwise) as may be considered expedient, or by borrowing on mortgage, or by the

issue of debenture stock, and either as part of their general share and loan capitals, or wholly or partially as a separate share and loan capital charged primarily or exclusively on the railways and works, or any part or parts thereof, and the tolls, fares, rates, duties, and charges received upon or in respect thereof, and to ratify and confirm all such agreements as may have already been or may hereafter be made by and between the Company and the Caledonian Company and the South-Western Company, or either of them, in relation to the objects aforesaid, or any of them; and to empower the Caledonian Company and the South-Western Company, or either of them, to appoint directors of the Company.

To provide for the transfer to and vesting in the Caledonian Company or the South-Western Company, or in those Companies jointly, or the acquisition by such Companies, or either of them, either during the progress of the intended Act through Parliament, or at such other time and under such circumstances thereafter as may be provided in the intended Act, and as if those Companies or either of them had been named in the intended Act as the promoters of the intended undertaking instead of the Company, of the undertaking of the Company, including all the rights, powers, privileges, and authorities to be conferred upon the Company, and any lands and other property to be acquired by or on behalf of the Company, subject to the debts, obligations, and liabilities affecting the same.

To enable the Company, notwithstanding anything contained in the Companies Clauses Consolidation (Scotland) Act 1845, to pay interest and dividends out of capital on any shares or stock of the Company during the construction of the said intended railways and other works, and until the completion thereof respectively, or until such other time as may be prescribed by the intended Act.

To authorise the Company, the Caledonian Company or the South-Western Company and any Companies or corporations or commissioners, County Councils or road or bridge trustees, or other bodies or persons, to enter into and carry into effect such arrangements and agreements with each other as may be necessary or expedient for making, maintaining, working, or using the intended railways, and other works, and for the construction and maintenance of any roads, weirs, sewers, drains or works which may be interfered with or rendered necessary in carrying into effect the objects of the intended Act, and to confirm all such arrangements and agreements already made, or which, prior to the passing of the intended Act, may be made.

To enable any trustees, corporations, heirs of entail, life renters, or other persons holding any partial or other qualified estate or interest in any lands which would, or might be, benefited or improved or would derive facilities or accommodation from the construction or working of the intended railways and works, or any of them, or any part or parts thereof respectively, or any station, siding, road, approach, building, works, or conveniences connected therewith, to subscribe to and hold shares in the undertaking of the Company; and to raise the moneys necessary for that purpose by mortgage of, and to charge the same upon such lands, and to grant and

convey to the Company any lands required for the construction of the intended railways, and works or conveniences, either with or without consideration, or for such consideration, whether in money or shares or otherwise, and upon such terms and conditions as may be agreed upon, or to accept payment of compensation for injury to their lands or property in shares or stock of the Company, and to sanction and confirm any agreements which may have been or may during the progress of the Bill for the intended Act be made with respect to any of the matters aforesaid.

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

To incorporate with the intended Act (except so far as may be expressly varied thereby) the whole or such of the powers and provisions as may be necessary 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, The Railway Companies (Scotland) Act 1867, and any Acts amending any of the said Acts.

To alter, amend, and enlarge or repeal, so far as may be necessary for the purposes of the intended Act, the provisions, or some of them, of the Caledonian Railway Act 1845, The Glasgow and South Western Railway Consolidation Act 1855, and the several other Acts relating to or affecting the Caledonian Company, and the South Western Company respectively, and any agreements scheduled to or confirmed by such Acts.

Plans and sections in duplicate, describing the lines and levels of the intended railways, and other works, and the lands and property which may be taken for the purposes thereof, or for the purposes of the intended Act, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, as also an Ordnance Map with the lines of the intended 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, 1898, in the offices at Glasgow, Hamilton, and Lanark, of the principal Sheriff Clerk for the County of Lanark, and in the office at Dumfries, of the principal Sheriff Clerk for the County of Dumfries, and a copy of so much of the said plans, sections, and books of reference as relates to any parish and to the royal burgh of Sanquhar, together with a copy of the said Gazette 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 of such parish at his office if he have an office and if not at his residence and as respects such royal burgh with the Town Clerk of such Burgh at his office.

Printed copies of the Bill for 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 this 18th day of November, 1898.

KEYDENS, STRANG & GIRVAN,  
186 West George Street, Glasgow,  
Solicitors.

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

Board of Trade—Session 1899.

### MUSSELBURGH ELECTRIC LIGHTING.

(Electric Lighting in the Burgh of Musselburgh, in the County of Edinburgh; Production and Supply of Electricity; Acquisition of Lands; Breaking up and other Interferences with Streets; Transfer of Powers to Drake and Gorham's Electric Power and Traction Company, Limited; Arrangements with Local Authorities; Levying of Rates and Charges; Construction of Works and other Purposes.)

NOTICE is hereby given, That application is intended to be made to the Board of Trade on or before the 21st day of December Next by the Drake and Gorham Electric Power and Traction (Pioneer) Syndicate, Limited, being a Company registered under the Companies Acts, 1862 to 1893, with limited liability, and whose registered office is situate at No. 66 Victoria Street, Westminster, in the County of London (hereinafter called "The Company") for a Provisional Order under The Electric Lighting Acts, 1882 to 1890, for all or some of the following among other purposes (that is to say):—

(1) To authorise and empower the Company to produce, store, supply, and sell electricity and other like agency (all in this notice called electricity) for public and private purposes as defined by the Electric Lighting Acts, 1882 to 1890, within the Burgh of Musselburgh in the County of Edinburgh (hereinafter referred to as "the area of supply").

(2) To authorise the Company to acquire, construct, use, sell, let, and otherwise dispose of machinery, plant, and apparatus for the production, storage, regulation, measurement, distribution, and supply of electricity, and also to acquire, construct, maintain, and enlarge, and to discontinue, sell, or otherwise dispose of such lands, buildings, machinery, appliances, and other property as shall be required for the purpose of containing, manufacturing, and working the machinery, plant, and apparatus to be so used for the production, storage, regulation, measurement, distribution, and supply of electricity.

(3) To authorise the Company to place and lay down, maintain, alter, and renew electric lines, mains, and other works in, under, and along all public and private streets, roads, and other places within the area of supply.

(4) To authorise the Company to open and break up for the purposes of the said Order the soil and pavements of all public streets and thoroughfares within the area of supply, and to take up, relay, divert, or alter sewers, drains, mains, and all pipes therein, telegraphic, telephonic, and electric wires, posts, and pipes,

pneumatic tubes and apparatus within the said area, and to do all such other works as may be necessary to carry into effect the objects of the said Order.

(5) To authorise the Company to cross, break up, or interfere with the following Railway, so far as the same is situate within the area of supply, viz.:—

The level crossing of the North British Railway in Fisherrow.

(6) The following are the names of the streets within which the Company propose to lay electric lines within a specified period:—

Fisherrow High Street, Bridge Street, and Musselburgh High Street.

(7) To empower the Company to sell and transfer to the Drake and Gorham Electric Power and Traction Company, Limited, all the powers and obligations created by the Order.

(8) To authorise the Company and any local authority, body, company, or person to make and carry into effect agreements for the production and distribution of electricity, and for the performing of all acts incidental to public and private lighting.

(9) To authorise the Company to levy, make, and recover rates, rents, and charges in respect of electricity supplied by them, and in respect of the sale and hire of machinery, plant, apparatus, and instruments, and to confer, vary, and alter exemptions from the payment of such rates, rents, and charges, and to confer, vary, and extinguish other rights and privileges.

(10) To authorise the Company, their officers, servants, and workmen to enter upon lands, buildings, and other premises, and to examine any machinery, plant, apparatus, or instruments supplied by the Company, or used in connection with their lines or works, and to execute such works, and to do such things as may be necessary for the regulation or prevention of the use, misuse, or waste of electricity, and to impose and recover penalties for the fraudulent interference with any such machines and things as aforesaid.

(11) To confer upon the Company all the powers and privileges, exemptions and rights given, or proposed to be given to the Company by the Electric Lighting Acts, 1882 to 1890, and to authorise and enable them to exercise and enjoy the same throughout the said area of supply.

And notice is hereby given, that on or before the 21st day of December next, printed copies of the Draft Provisional Order will be deposited at the Office of the Board of Trade as aforesaid, and on and after that day copies may be obtained at the office of Mr. James Edward, situate at Newbigging, Musselburgh, and at the Office of the undersigned, on payment of One Shilling for each copy, and when the Provisional Order shall have been granted by the Board of Trade, printed copies thereof may be obtained at the same offices, on payment of One Shilling, or of such other sum as the Board of Trade may direct.

And notice is hereby further given, That a Map showing the boundaries of the proposed area of supply, and the streets in which it is proposed that electric lines shall be laid down within a specified time and a copy of this advertisement as published in the "Edinburgh Gazette" will be deposited on or before the 30th day of November 1898, for public inspection at the office of the principal Sheriff Clerk for the County of Edin-

burgh at his office at Edinburgh and at the Town Clerk's Office in the Borough of Musselburgh.

Every local or other public authority, company, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection representing the intended application must do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January 1899, and they must, within the same time, deliver copies of any clauses or amendments they desire to have inserted in the Order to the Board of Trade, and to the undersigned Solicitors for the Order, to whom also there must be sent at the same time copies of such objections and representations.

Dated this 16th Day of November 1898.

ASHWELL, BROWNING & TUTIN,  
79 Queen Street, Cheapside, London, E.C.;  
and  
REID & GUILD, W.S.,  
2 Thistle Court, Edinburgh,  
Solicitors for the Order.

#### LIGHT RAILWAY COMMISSION.

#### MUSSELBURGH LIGHT RAILWAY.

NOTICE is hereby given, that application is intended to be made to the Light Railway Commissioners on or before the 30th day of November 1898 by the Drake & Gorham Electric Power and Traction Company, Limited (hereinafter called "the Company"), for an Order under the Light Railways Act 1896, authorising the Company to make and maintain the Light Railway hereinafter described, and other works and conveniences in connection therewith.  
The Railways proposed to be authorised are:—

Railway No. 1 situate in the Parishes of Duddingston and Inveresk, partly in the Burgh of Musselburgh and wholly in the County of Edinburgh and following the Main Road between Portobello, Musselburgh, and Levenhall, commencing at the point where the Municipal Boundary of the City of Edinburgh crosses such road, passing along such road over Magdalene Bridge, along High Street, Fisherrow, Bridge Street, over New Bridge, along High Street, Musselburgh, and Linkfield, to Levenhall, and terminating on the main road leading to West Pans and Morrison's Haven, at a point 4 chains eastward from the western gable of the Public House opposite Pinkie Road, Levenhall.

Railway No. 2 situate in the Parish of Inveresk in the Burgh of Musselburgh in the County of Edinburgh commencing by a junction with Railway No. 1 at a point 4.2 chains west of the Ship Inn, passing along Market Street and Campie Road, and terminating in Campie Road at a point 22 feet to the south-west of the wall dividing Belfield from property belonging to Robert Cooper.

Railway No. 3 situate in the Parish of Inveresk in the Burgh of Musselburgh in the

County of Edinburgh commencing by a junction with Railway No. 1 at a point 118 feet in a south-easterly direction from the centre of the New Bridge passing along Mall Avenue and Inveresk Road, and terminating in Inveresk Road at a point opposite the south-west corner of proposed new street.

Railway No. 4 situate in the Parish of Inveresk in the Burgh of Musselburgh in the County of Edinburgh, commencing by a junction with Railway No. 3 at a point 80 feet south-west of the main entrance gate to the Free Church, passing along Mall Avenue and High Street, and terminating in High Street by a junction with Railway No. 1 at a point 90 feet north-east of the main entrance gate to the Free Church.

The proposed railway is intended to be constructed along the streets or roads above-mentioned, and for the purpose of the construction of the said Railway the Company do not seek to acquire any rights in such streets or roads other than a right to break up the surface of and utilise such streets and roads, and construct and maintain work, and use the Railway and works connected therewith, and for the purposes of said Railways to purchase and acquire by compulsion or agreement 3.063 acres of land or thereby lying in the Parish of Inveresk, Burgh of Musselburgh, and County of Edinburgh.

The proposed gauge of the said Railway is four feet eight and a half inches, and the motive power to be employed is electrical.

Dated this 16th day of November, 1898.

For the Drake and Gorham Electric Power and Traction Company, Limited (Promoters of the Order).

ROBERT DAND,  
Secretary.

ASHWELL, BROWNING & TUTIN,  
79 Queen Street, Cheapside, London, E.C.;  
and  
REID & GUILD, W.S.,  
2 Thistle Court, Edinburgh,  
Solicitors for the Order.

Light Railway Commissioners.  
November 1898.

#### GLASGOW AND SOUTH-WESTERN RAILWAY.

(CAIRN VALLEY LIGHT RAILWAY.)

NOTICE is hereby given that application is intended to be made to the Light Railway Commissioners by the Glasgow and South-Western Railway Company, under section 18 of the Light Railways Act, 1896, for an Order to authorise that Company to construct and work, as a Light Railway the Railway No. 6, authorised by and described in the Glasgow and South-Western Railway Act, 1897, being a Railway commencing in the Parish of Holywood, in the County of Dumfries, by a junction with the Company's Glasgow, Dumfries, and Carlisle Railway, and terminating in the Parish of Glencairn, in the same County, at a point seventy yards or thereabouts measured in a south-easterly direction from Moniaive Public School, and passing through the Parishes of Holywood, Dunscore, and Glencairn,

in the County of Dumfries, and Kirkpatrick Iron-gray, in the County or Stewartry of Kirkcudbright.

Dated this 17th day of November 1898.

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

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

#### BURGH OF GRANTOWN-ON-SPEY.

##### Notice of Change of Name of Burgh.

NOTICE is hereby given that, by Resolution of the Commissioners of the Burgh of Grantown-on-Spey (formerly Grantown), as set forth in their Minutes of Meeting, of date the 14 h day of November 1898, the name of said Burgh has been changed from "Grantown" to "Grantown-on-Spey."

W. FORSYTH, Clerk to Commissioners.

Town-Clerk's Office, Grantown-on-Spey,  
17th November 1898.

To the Creditors and other Persons interested in the Succession of the Deceased PATRICK PAUL, Solicitor Supreme Courts, Edinburgh.

WILLIAM GREENHILL, Chartered Accountant, 6A George Street, Edinburgh, Judicial Factor on the Estate of the deceased Patrick Paul, has presented a Petition to the Court of Session (Junior Lord Ordinary,—Mr. Antonio, Clerk), for his discharge of the office of Judicial Factor, of which notice is hereby given, and that the Petition will be again moved in Court on or after the 7th day of December 1898.

WM. GREENHILL.

6A George Street, Edinburgh,  
22nd November 1898.

#### THE KWALOE ASAHAN TOBACCO COMPANY LIMITED.

##### FINAL MEETING.

NOTICE is hereby given that the affairs of the Kwaloe Asahan Tobacco Company Limited having been fully wound up, a General Meeting of the Company will be held within 123 George Street, Edinburgh, upon the 19 h day of December 1898, at twelve o'clock noon, for the purpose of having an account showing the manner in which the winding up has been conducted and the property of the Company disposed of laid before it, and of hearing any explanations that may be given by the Liquidator; and Notice is further hereby given that, immediately after this Meeting has been held, a return thereof will be made to the Registrar of Joint Stock Companies, in terms of section 143 of the Companies Act, 1862, and that the Company will thereafter be dissolved.

FRANCIS A. BRINGLOE, Liquidator.

123 George Street, Edinburgh,  
16th November 1898.

A PETITION for Cessio has been presented in the Sheriff Court of Argyllshire at Inveraray by C. & M. Brodie, Bellanoch, by Lochgilphead, against CAPTAIN DONALD M'PHAIL, Alexander Villa, Ardrishaig, and formerly residing at Dunamuck, by Lochgilphead; and the Sheriff-Substitute has ordained the said Donald M'Phail to appear for public Examination within the Sheriff Court House, Inveraray, upon the 9th day of December 1898, at twelve o'clock noon, at which Diet all his Creditors are required to appear.

R. S. CORRIGALL, Solicitor, Inveraray,  
Agent for Petitioners.

A PETITION for Cessio, under the Cessio Acts, has been presented to the Sheriff of Dumfries and Galloway at Kirkcudbright, at the instance of H. & W. Green, 13 College Street, Rotherham, against GEORGE W. WHEELER, Photographer, Kirkcudbright; and the Sheriff-Substitute has ordained the said Debtor, George W. Wheeler, to appear for public Examination within the Court House, Kirkcudbright, upon the 2nd day of December 1898, at ten o'clock forenoon, at which Diet all his Creditors are required to appear.

WM. NICHOLSON, Jr., Solicitor, Kirkcudbright,  
Agent.

Kirkcudbright, 21st November 1898.

A PETITION for Cessio has been presented in the Sheriff Court of Renfrew and Bute at Paisley, at the instance of Robert Alexander Doak, Writer, 100 West Regent Street, Glasgow, against MRS. MARGARET STEEL or CRAIG, widow, Mayne Farm, Neilston; and the Sheriff-Substitute has ordained the said Mrs. Margaret Steel or Craig to appear for public Examination in Court, within the Sheriff Court Buildings, Paisley, on the 2nd day of December 1898, at 11.30 o'clock A.M., at which Diet all her Creditors are requested to attend.

BENJAMIN LANG, Writer, Paisley, Agent.

21st November 1898.

A PETITION has been presented in the Sheriff Court of Perthshire at Perth, at the instance of PETER TURNBULL, Farmer, Myreton, Logiealmond, for the benefit of Cessio bonorum and for the appointment of a Trustee; and the Sheriff-Substitute has ordained the Petitioner to appear within the Sheriff Court House, County Buildings, Perth, on Friday the 9th day of December 1898, at two o'clock afternoon, for public Examination, at which Diet all his Creditors are required to attend.

M'CASH & HUNTER, Solicitors,  
New Scott Street, Perth,  
Agent for Petitioner.

Perth, 19th November 1898.

THE Estates of GEORGE HENDRY & SON, Drapers and General Merchants, Forth, in the Parish of Carnwath, and George Hendry, the only known Partner of said Firm, have, in virtue of and for the purposes of the Cessio Acts, been transferred to James Robert Hodge, Chartered Accountant, 105 West George Street, Glasgow, as Trustee for behoof of his Creditors. Creditors must lodge their claims with the Trustee on or before 27th December 1898. The Creditors meet before the Sheriff, within the Sheriff Court House, Lanark, on Tuesday, 17th January 1899, at twelve o'clock noon.

JAMES R. HODGE, C.A., Trustee.

105 West George Street, Glasgow,  
19th November 1898.

THE Estates of JAMES THOMSON, Clothier, Hanover Street, Stranraer, have been transferred, in virtue of and for the purposes of the Cessio Acts, to Alexander M'Culloch Parker, Solicitor, Stranraer, as Trustee for behoof of his Creditors. Creditors must lodge their claims with the Trustee on or before the 5th day of January 1899. The Creditors meet before the Sheriff, within the Court House, Stranraer, on the 26th day of January 1899, at twelve o'clock noon.

A. M'C. PARKER, Trustee.

21st November 1898.

## NOTICE.

**THE** Estates of PETER BROWN, Butcher, 6 Dock-head Street, Saltcraig, have, in virtue of and for the purposes of the Cessio Acts, been transferred to George B. M'Kim, Chartered Accountant, 149 St. Vincent Street, Glasgow, as Trustee for behoof of his Creditors. Creditors must lodge their claims with the Trustee on or before 28th December 1898. The Creditors meet before the Sheriff, within the Sheriff Court House, Kilmarnock, on Wednesday, 18th January 1899, at eleven o'clock forenoon.

KERR & WYLIE, Solicitors, Kilmarnock,  
Agents for the Trustee.

**THE** Estates of JOHN KELLY, Achnahansaid, Braes, Portree, have been transferred, in virtue of and for the purposes of the Cessio Acts, to Alexander M. Murchison, Writer, Portree, as Trustee for behoof of his Creditors. Creditors must lodge their claims with the Trustee on or before the 23rd day of February 1899. The Creditors meet before the Sheriff, within the Court House, Portree, on Thursday the 16th day of March 1899, at eleven o'clock forenoon.

ALEX. M. MURCHISON, Trustee.

Portree, 19th November 1898.

**A** PETITION having been presented to the Sheriff of Ayrshire at Ayr, at the instance of Alexander Fergusson, Printer and Stationer, High Street, Ayr, for Sequestration of the Estates of JAMES YOUNG, Auctioneer, Ayr, his Lordship of this date granted Warrant for citing the said James Young to appear in Court on the seventh day next after citation if within Scotland, and on the twenty-first day next after citation if furth of Scotland, to show cause why Sequestration should not be awarded; of all which Intimation is hereby given.

J. M. & J. WATT, Solicitors, Ayr,  
Procurators for Petitioner.

Ayr, 21st November 1898.

**A** PETITION having been presented to the Sheriff of Ayrshire at Ayr, at the instance of Alexander Fergusson, Printer and Stationer, High Street, Ayr, for Sequestration of the Estates of ROBERT YOUNG, Auctioneer, Ayr, his Lordship of this date granted Warrant for citing the said Robert Young to appear in Court on the seventh day next after citation if within Scotland, and on the twenty-first day next after citation if furth of Scotland, to show cause why Sequestration should not be awarded; of all which Intimation is hereby given.

J. M. & J. WATT, Solicitors, Ayr,  
Procurators for Petitioner.

Ayr, 21st November 1898.

**THE** Estates of ALEXANDER M'LEAN, sometime Draper in Crieff, now residing at Carrington Terrace there, were Sequestrated on the 19th day of November 1898, by the Court of Session.

The first Deliverance is dated the 19th day of November 1898.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Wednesday the 30th day of November 1898, within the Sheriff Court House in Perth.

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 1899. The Sequestration has been remitted to the Sheriff Court of Perthshire.

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

THOS. J. COCHRANE, S.S.C.,  
2 Abercromby Place, Edinburgh, Agent.

**THE** Estates of JAMES KELLY, Coal and Mineral Merchant, Port-Glasgow, and carrying on business there under the name of JAMES KELLY & COMPANY, were Sequestrated on 19th November 1898, by the Sheriff of Renfrew and Bute.

The first Deliverance is dated the 19th day of November 1898.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Wednesday the 30th day of November 1898, within the Tontine Hotel, Ardgowan Square, Greenock.

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 1899.

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

MARSHALL & MACLACHLAN, Writers,  
Glasgow, Agents.

28 Renfield Street, Glasgow,  
21st November 1898.

**THE** Estates of ARCHIBALD ROSS, Writer, Glasgow, and residing at 2 Carment Drive, Shawlands, Glasgow, were Sequestrated on 19th November 1898, by the Court of Session.

The first Deliverance is dated the 9th November 1898.

The Meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on the 1st day of December 1898, within the Hall of the Faculty of Procurators at 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 March 1899.

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

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

CLARK & MACDONALD, S.S.C., Agents.

24 Hill Street, Edinburgh,  
21st November 1898.

**THE** Estates of JOHN WOOD NICHOLSON, Hotel Keeper, Strone Ferry, and Spirit Merchant, Plains, Airdrie, were Sequestrated on 21st November 1898, by the Court of Session.

The first Deliverance is dated the 10th November 1898.

The Meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Thursday the 1st of December 1898, 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 21st March 1899.

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

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

CLARK & MACDONALD, S.S.C., Agents.

24 Hill Street, Edinburgh,  
21st November 1898.

**THE** Estates of the Deceased THOMAS WHITE-LAW BARCLAY, who carried on business as a Funeral Undertaker and Carriage Hrier in Glasgow, under the Name of the GLASGOW FUNERAL, UNDERTAKING and CARRIAGE HIRING COMPANY, and who resided at No. 5 Trongate, Glasgow, were Sequestrated on the 22nd day of November 1898, by the Court of Session.

The first Deliverance is dated the 9th day of November 1898.

The Meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Tuesday the 29th day of November 1898, 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 22nd day of March 1899.

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.

HOSSACK & HAMILTON, W.S.,  
25 George Street, Edinburgh.

SEQUESTRATION of ALEXANDER MUNRO, Cycle Agent, Braemar, in the County of Aberdeen.

**W**ALTER MURRAY GALBRAITH, Accountant, Glasgow, has been elected Trustee on the Estate; and Charles Lochhead Millar, Cycle Agent, Glasgow, James Leechman Taylor, junior, Chartered Accountant, Glasgow, and John Gordon, Cycle Warehouseman, Banff, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, Aberdeen, on Wednesday the 30th day of November current, at twelve o'clock noon. The Creditors will meet in the Writing Chambers of Messrs. J. & J. S. Watt, Advocates, 26 King Street, Aberdeen, on Wednesday the 7th day of December next, at one o'clock afternoon.

WALTER M. GALBRAITH, Trustee.

107 Buchanan Street, Glasgow,  
21st November 1898.

SEQUESTRATION of ADAM STEELE, Cabinet-maker, 49½ William Street, Anderston, Glasgow.

**J**AMES ROBERT HODGE, Chartered Accountant, Glasgow, has been elected Trustee on the Estate; and John Meikle, Accountant, Glasgow, and Robert Smith, Writer, Glasgow, and Charles Hard, Glass Beveler, Glasgow, have been elected Commissioners. The Examination of the Bankrupt will take place within the Chambers of Mr. Sheriff Strachan, County Buildings, Wilson Street, Glasgow, on Monday the 28th day of November 1898, at twelve o'clock noon. The Creditors will meet in the Office of the Trustee on Friday the 9th day of December 1898, at twelve o'clock noon.

JAMES R. HODGE, Trustee.

Glasgow, 18th November 1898.

**A** PETITION has been presented to the Lords of Council and Session (First Division, — Mr. Couper, Clerk), at the instance of the Caledonian Banking Company Limited, Elgin, Edward Wiseman, Seadaman, Elgin, James Mutch, Merchant, Elgin, and Sutor & Scott, Solicitors Elgin, Creditors on the Sequestrated Estates of PETER GREEN, Farmer, Delmore, Aberlour, praying their Lordships, *inter alia*, to remit to the Lord Ordinary on the Bills to appoint a Meeting of the Creditors of the said Peter Green, to be held in Elgin or such other place as their Lordships might fix, and at such time as his Lordship may appoint, to elect a Trustee or Trustees in succession and Commissioners on the said Sequestrated Estates, and to appoint said Meeting to be advertised in the Edinburgh Gazette; on consideration of which Petition the Lord Ordinary on the Bills, in terms of a remit from the Lords of the First Division, has, by Interlocutor of 18th November 1898, appointed a Meeting of the Creditors in the said Sequestrated Estates to be held within the Fife Arms Hotel, Banff, on Wednesday the 30th November 1898, at eleven o'clock forenoon, to elect a Trustee or Trustees in succession and Commissioners in the said Sequestrated Estates, and he appointed said Meeting to be advertised in the Edinburgh Gazette; of all which Intimation is hereby given.

ALEX. MUSTARD, S.S.C.,  
Agent for Petitioners.

13 South Charlotte Street, Edinburgh,  
22nd November 1898.

SEQUESTRATION of JAMES ALEXANDER STILL  
188 Mid-Stocket Road, Aberdeen.

**T**HE Trustee hereby calls a Meeting of the Creditors on the Sequestrated Estates of James Alexander Still, to be held within the Writing Chambers of W. R. Reid, Advocate, 46A Union Street, Aberdeen, on Wednesday, 30th November 1898, at 2.30 o'clock afternoon, to appoint other two Commissioners on the Estate, and to confirm the sale by private bargain of the heritable subjects.

GEORGE GODSMAN, Trustee.

Aberdeen, 17th November 1898.

In the SEQUESTRATION of EDWIN DOUGLAS KERR, Timber Merchant, 117 High Street, Edinburgh.

**T**HE Trustee hereby calls a Meeting of the Creditors, to be held within his Office, 123 George Street, Edinburgh, on Friday, 16th December 1898, at two o'clock afternoon, to consider as to an application to be made for his discharge.

JAS. T. M. GREIG, C.A., Trustee.

123 George Street, Edinburgh,  
22nd November 1898.

In the SEQUESTRATION of JAMES PETERS Builder, sometime residing at Arthur House, Hilton, now at 15 Chestnut Row, Aberdeen, sole Partner of the Firm of PETERS & SONS, Furniture Dealers, 68 Loch Street, Aberdeen.

**A**LEXANDER BLACKLAW, Solicitor in Aberdeen, Trustee on the Sequestrated Estates of the said James Peters, hereby calls a Meeting of the Creditors, to be held in his Office, 12 King Street, Aberdeen, on Tuesday, 20th December 1898, at twelve o'clock noon, to consider as to an application to be made for the Trustee's discharge, and to resolve thereon.

ALEX. BLACKLAW, Trustee.

Aberdeen, 21st November 1898.

In the SEQUESTRATION of ARTHUR STURROCK, Solicitor and Banker, Kilmarnock.

**A**S Trustee on this Estate, I hereby intimate that accounts of my intromissions with the funds of the Estate, brought down to 7th instant, have been examined by the Commissioners in terms of the Statutes, and that an equalising Dividend, and also a second and final Dividend will be paid within the Office of Messrs. Dunlop & Murray, C.A., Glasgow, upon Monday the 9th day of January next, to those Creditors whose claims have been duly lodged and admitted.

WM. DUNLOP, C.A., Trustee.

Glasgow, 21st November 1898.

SEQUESTRATION of WILLIAM MULHOLLAND, Cycle Maker, Farie Street, Rutherglen, carrying on business there under the name of the RANGER CYCLE COMPANY, of which Company he is sole Partner.

**T**HE Trustee hereby intimates that the accounts of his intromissions with the funds of the Estate, brought down to 4th inst., have been examined by the Commissioners, and that a first Dividend will be paid within the Trustee's Chambers, 105 West George Street, Glasgow, on and after Thursday, 5th January 1899, to those Creditors whose claims have been lodged and admitted.

JAMES R. HODGE, C.A., Trustee.

105 West George Street, Glasgow,  
19th November 1898.



In the SEQUESTRATION of DAVID HAY WILSON,  
S.S.C., Edinburgh, now deceased.

THE Trustee hereby intimates that the Commissioners have postponed a Dividend till the recurrence of another statutory period.

JAMES WALKER, C.A., Trustee.

25 Frederick Street, Edinburgh,  
22nd November 1898.

JAMES ANDERSON M'CHLERY, Accountant in Glasgow, Trustee on the Sequestrated Estates of MRS. SARAH MURDOCH or BARCLAY, Contractor, carrying on business as a Funeral Undertaker and Carriage Hirer at 13 London Street, Glasgow, under the name of THE GLASGOW FUNERAL UNDERTAKING AND CARRIAGE COMPANY, and as a Carting Contractor at 10 South Albion Street, Glasgow, under the name of JAMES GRAY, of which Firms she is the sole Partner, hereby intimates that the Commissioners have postponed a Dividend until the recurrence of another statutory period.

J. ANDERSON M'CHLERY, Trustee.

Glasgow, 21st November 1898.

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

THE Trustee hereby intimates that the Commissioners have postponed the declaration of a Dividend until the recurrence of another statutory period.

R. A. MURRAY, Trustee.

SEQUESTRATION of JOHN STOKES, Coalmaster,  
Greenfield Colliery, Shettleston, trading there as JAMES STOKES & SON, of which Firm he is the sole Partner.

THE Trustee hereby intimates that the accounts of his intromissions with the funds of the Estate, brought down to 10th November 1898, have been audited by the Commissioners in terms of the Statute, and that the Commissioners have postponed the declaration of a Dividend until the recurrence of another statutory period.

DAVID W. KIDSTON, C.A., Trustee.

Glasgow, 18th November 1898.

In the SEQUESTRATION of JAMES MACKENZIE  
ILLINGWORTH SCOTT, Solicitor, No. 48A Union Street, Aberdeen.

ALEXANDER BLACKLAW, Solicitor in Aberdeen, Trustee, hereby intimates that the Commissioners have postponed the Dividend till the recurrence of another statutory period for making a Dividend.

ALEX. BLACKLAW, Trustee.

Aberdeen, 16th November 1898.

#### TO THE CREDITORS ON

The Sequestrated Estates of JOSEPH FREDERICK TURNER and MARIE HELENE STECHAN or TURNER, the Individual Partners of the now dissolved Firm of E. G. L. STECHAN, Picture Frame Makers, Elm Row, Edinburgh, and as such Partners, and as Individuals.

BY virtue of an Order of the Sheriff-Substitute of the Sheriffdom of the Lothians and Peebles, Joseph Frederick Turner and Marie Helene Stechan or Turner, above designed, hereby intimate that they have presented a Petition to the said Sheriff at Edinburgh, to be finally discharged of all debts contracted by them before the date of the Sequestration of their Estates, in terms of the Statutes.

F. LAMOND LOWSON, Solicitor,  
Petitioners' Agent.

19 Young Street, Edinburgh,  
22nd November 1898.

#### TO THE CREDITORS ON

The Sequestrated Estates of CHARLES MITCHELL, sometime Architect and Civil Engineer in Dundee, Edinburgh, and Kilmarnock, now residing at 57 Comely Bank Avenue, Edinburgh.

BY virtue of an Order of the Sheriff-Substitute of Ayrshire, Charles Mitchell, above designed, hereby intimates that he has presented a Petition to the Sheriff of Ayrshire at Kilmarnock to be finally discharged of all debts contracted by him before the date of the Sequestration of his Estates, in terms of the Statute.

MACKINTOSH & BAIN, Agents.

49 John Finnie Street, Kilmarnock,  
18th November 1898.

#### NOTICE.

THE Subscribers Valentine Arthur Rippon and Frank Blount, the Trustees and Executors acting under the last Will and Testament of the late Richard Michael William Hull, the sole Partner of the Firm of JAMES RITCHIE, SON, & COMPANY, Wholesale Stationers, 6 Picardy Place, Edinburgh, and who resided at 14 Radnor Park Crescent, Folkestone, have transferred the Business to Mr. James Watson, who has managed it for many years.

The Subscriber James Watson will continue to carry on the Business for his own behoof under the Firm name of JAMES RITCHIE, SON, & COMPANY, and will uplift and receive all debts due to, and discharge all liabilities of, the Firm.

VALENTINE A. RIPPON.

S. ENGLISH, Rogerley Hall, Frosterley,  
R.S.O., Domestic Servant,  
B. BURNETT, Rogerley Hall, Frosterley,  
R.S.O., Domestic Servant,  
Witnesses to the Signature of the said  
Valentine Arthur Rippon.

FRANK BLOUNT.

F. J. M. PYNE,  
H. W. GILL,  
Both of the National Provincial Bank  
of England Limited, Lincoln's Inn,  
London, W.C.,  
Witnesses to the Signature of the said  
Frank Blount.

JAS. WATSON.

THOS. S. STEWART, 12 Duke Street,  
Edinburgh, Law-Apprentice,  
GEORGE O. CUNNINGHAM, 12 Duke  
Street, Edinburgh, Law-Clerk,  
Witnesses to the Signature of the said  
James Watson.

## NOTICE.

THE Copartnership of M'NEILL & LIDDELL, Bakers, Dunblane, of which the Subscribers were the sole Partners, was DISSOLVED of this date, by mutual consent.

The Subscriber George M'Neill is continuing the Business in his own name, and is authorised to collect all debts due to the dissolved Firm.

Dunblane, 19th November 1898.

G. M'NEILL,  
JAMES LIDDELL.

W. M. JEFFRAY, Solicitor, Dunblane, Witness.

ALEXANDER M'NEILL, Storekeeper, 330 Springburn Road, Glasgow, Witness.

WALTER CULLEN, Executor of the Late JAMES HARKNESS, Muffin and Soda Bread Baker, 57 Grove Street, Glasgow, hereby intimates that he has of this date disposed of the Business of Muffin and Soda Bread Baking, carried on by the deceased, to his daughter, Miss Hannah Harkness, who will continue the said Business under the same name for her own behoof.

WALTER CULLEN.

HANNAH HARKNESS.

JOHN A. HEADRICK, Writer, 58 West Regent Street, Glasgow, Witness.

D. K. BARR, Law - Clerk, 58 West Regent Street, Glasgow, Witness.

Glasgow, 21st November 1898.

## NOTICE.

*All Notices and Advertisements are inserted in the Edinburgh Gazette at the risk of the Advertiser.*

## SCALE OF CHARGES FOR ALL ADVERTISEMENTS IN THE EDINBURGH GAZETTE.

For	100 words and under...	...	...	...	£0	10	0
Above	100 and not exceeding 150	...	...	...	0	15	0
"	150	"	"	200	1	0	0
"	200	"	"	250	1	5	0
"	250	"	"	300	1	10	0
"	300	"	"	350	1	15	0
"	350	"	"	400	2	0	0
"	400	"	"	450	2	5	0
"	450	"	"	500	2	10	0

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The dues paid on withdrawn Advertisements cannot be returned.

All Letters must be Post Paid.

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