William George Buswell, Fernside, Edgware, in the county of Middlesex, lately carrying on business at the Dog Inn, Cassio Hamlet, Watford, in the county of Hertford, late a licensed victualler.

Henry Roberts, 67 Harvey Clough Road, Norton, in the county of Derby, milkman.

Thomas Savage, Lark Hill Farm, Adswood, Stockport, Cheshire, farmer.

Stephen Rowe, 1 Prospect Terrace, formerly of 32 Coral Street, both in Lingdale, in the parish of Skelton, in the county of York, grocer and back bye deputy in mines.

Marc Solon, The Villas, Stoke-upon-Trent, in the county of Stafford, tile works manager.

John Lowry, 14 Northgate, and Durham Street, and Corporation Road, Hartlepool, in the county of Durham, linen and woollen draper.

Richard Eynon Lewis, 84 St. Helen's road, late of 2 Victoria Crescent, both in the county borough of Swansea, clothier's assistant.

Shadrach Ferris, 11 Broad Street, Swindon, in the county of Wilts, lately residing and carrying on business formerly at 25 Fleet Street, and then at 12 Wellington Street, Swindon aforesaid, electrician.

Frank Orton, 237 Stafford Street, Walsall, Staffordshire, grocer and provision dealer.

Walter Samuel Scott, in lodgings at 6 Hanch Place, and carrying on business at 29 Station Street, both in Walsall, Staffordshire, commission agent and factor.

Edward William Lintell, Park Cottage, Street, Somerset, builder and carpenter.

Gilbert Frederick Moon, Stratton-on-the-Fosse, Somerset, baker.

Francis Robert Hale, 61 High Street, Evesham, Worcestershire, fishmonger and poulterer.

Private Legislation Procedure (Scotland) Act, 1899. April 1906.

NORTH BRITISH RAILWAY.

(New Dock, Railway, and Works at Methil; Power to levy Tolls, Rates, and Charges for Dock and Railway; Agreements with Randolph Gordon Erskine Wemyss, Esquire, Coal Companies, and others; Allocation of Berths for use of particular Companies or persons; Special rate or payment for use of Dock Railways and Sidings; Power to Feu or Lease Lands; For Prevention of Working of Mines of Coal or other Minerals under or near Docks; Power to acquire any such Mines or Minerals for support of Docks; Freedom from or modification of Assessments for Docks; Water Supply for Docks; Power to provide, maintain, and let Steam Tugs, &c.; Payment of interest out of Capital during construction; New Railways, Widenings, Deviations and Road; Road at Sinclairtown to be stopped up; Abandonment of certain Railways; Additional Lands; Stopping up of Level Crossings; Extension of Time for purchase of Lands and Completion of certain Railway; Power to Company and Caledonian Railway Company to make and maintain a New Railway at Arbroath, and to acquire Lands; As to Underpinning Houses and Buildings; Confirmation of Agreement between Company and Caledonian Company, and Town Council of Arbroath; Power to Company and Caledonian Railway Company and Lanarkshire and Dumbartonshire Railway Company to acquire lands; Power to Burntisland Harbour Commissioners to lease additional lands for purposes of Graving Dock; Power to purchase parts only of Properties; Additional Capital; Amendment of Acts, &c.)

NOTICE is hereby given that the North British Railway Company (herein called "the Company") intend to apply in the month of April next to the Secretary for Scotland, under and in pursuance of the Private Legislation Procedure (Scotland) Act, 1899 (herein called "the Act of 1899"), for a Provisional Order for the following purposes, or some of them, that is to say:—

To empower the Company to make and maintain the Dock, Works, and Railway hereinafter described (that is to say):—

(1) A wet dock 15 acres in extent or thereabouts, to be situate immediately to the north-eastward of the northmost existing wet dock at Methil, in the County of Fife, bounded on the western side by a line commencing at a point 50 yards or thereabouts measuring in a northerly direction from the north-east corner of the said existing wet dock and terminating at a point 130 yards or thereabouts measuring in a south-easterly direction from the United Free Church at Innerleven; on the northern side by a line commencing at the last-mentioned point and terminating at a point 370 yards or thereabouts measuring in a south-easterly direction from the said Church; on the eastern side by a curved line commencing at the last-mentioned point and terminating at a point 180 yards or thereabouts measuring in an easterly direction from the before-mentioned north-east corner of the said existing wet dock; and on the southern side by a line commencing at the last-mentioned point and terminating at the point of commencement of of the western boundary of the proposed wet dock above described.

(2) An entrance to the said proposed dock 80 feet or thereabouts in width situate 130 yards or thereabouts measuring in an easterly direction from the before-mentioned north-east corner of the said existing wet dock.

(3) A quay (No. 1) commencing at the west side of the said proposed entrance passing along the south-west, west, north, east, and south-east sides of the said proposed wet dock and terminating at the east side of the said proposed entrance.

(4) and (5) Two quays or jetties (Nos. 2 and 3 each 500 feet in length, and 120 feet in breadth or thereabouts, projecting into the proposed dock on the north side thereof.

(6) A sea wall commencing in the bed or foreshore of the Firth of Forth by a junction with the existing east pier at Methil, at a point 250 yards or thereabouts from the outer end of the said pier, and terminating on the foreshore of the Firth of Forth at a point 380 yards