

The Edinburgh Gazette.

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FRIDAY, NOVEMBER 14, 1856.

FOREIGN-OFFICE, October 31, 1856.

THE Queen has been graciously pleased to appoint Charles Blunt, Esq., now Her Majesty's Consul at Salonica, to be Her Majesty's Consul at Smyrna.

The Queen has also been graciously pleased to appoint Charles John Calvert, Esq. now British Vice-Consul at Larissa, to be Her Majesty's Consul at Salonica.

DOWNING-STREET, November 8, 1856.

The Queen has been pleased to appoint Robert Bradshaw, Esq. to be a Member of the Council of Sierra Leone; Adams G. Archibald, Esq. to be a Member of the Executive Council of Nova Scotia; Edward Packer, Esq. to be a Member of the Council of Barbados; Isaac Farrington, Esq. to be a Member of the Executive Council of the Virgin Islands; and Augustus Benners, Esq. to be a non-elective Member of the Legislative Council of these last Islands.

The Queen has also been pleased to appoint George McFarquhar Lawson, Anthony Whitelock, and Alexander Cochrane Logan, Esquires, to be Members of the Legislative Council of Jamaica.

Board of Trade, Whitehall,
November 10, 1856.

The Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations have received, through the Secretary of State for Foreign Affairs, a copy of a Despatch from Her Majesty's Consul at Madrid, stating that an Order has been issued by the Government of Spain declaring rice not to be included in the list of articles exempted from duty by the Royal Decree of 20th August last.

WAR-DEPARTMENT, PALL-MALL,
November 11, 1856.

Royal Artillery.—Second Captain Alexander Henry Murray, from the Supernumerary List, to be Second Captain, vice Tomkinson, retired upon half-pay. Dated 31st October 1856.

To be Lieutenants.

Gentleman Cadet Edward Vicars Boyle. Dated 18th October 1856.

Gentleman Cadet Henry Martin Borton. Dated 18th October 1856.

Royal Engineers.—To be Lieutenants.

Gentleman Cadet George Edward Langham Somerset Sandford. Dated 18th October 1856.

Gentleman Cadet Shearman Godfrey Bird. Dated 18th October 1856.

Gentleman Cadet Edward Fraser Spearman Lloyd. Dated 18th October 1856.

ROYAL ENGINEER FIELD EQUIPMENT.

To be Veterinary Surgeon.

Thomas Walton Mayer, gent. Dated 10th October 1856.

DEPOT BATTALION.

For, Captain F. W. Gostling, from the 49th Foot, to be Assistant-Adjutant, vice King, appointed Adjutant, which appeared in the Gazette of 25th March 1856,

Read, Captain F. W. Gostling, of the 49th Foot, &c.

HOSPITAL STAFF.

Acting Assistant-Surgeon Andrew Robertson Smith to be Assistant-Surgeon to the Forces. Dated 21st February 1855.

BREVET.

Lieutenant-Colonel Benjamin Spicer Stebelin, of the Royal Engineers, having completed three years service in the rank of Lieutenant-Colonel, to be Colonel in the Army, under the provisions of the Royal Warrant of 3d November 1854. Dated 19th September 1856.

ADMIRALTY, November 7, 1856.

Corps of Royal Marines.

Second Lieutenant William Henry Speer to be First Lieutenant, vice Stokes, deceased.

NOTICE TO MARINERS.

(No. 31.) NORTH ATLANTIC—NEWFOUNDLAND.

Fixed Light on Cape Race.

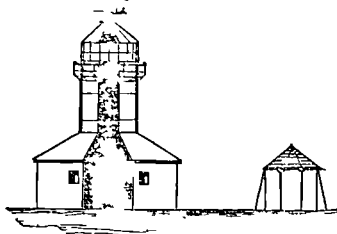
THE Lords of the Committee of Privy Council for Trade have given notice,—That on and after the 15th day of December next, a Light will be established in the Lighthouse recently erected on Cape Race, at the south-eastern extreme of Newfoundland.

The light will be a fixed light of the natural colour. The illuminating apparatus, consisting of by reflectors. The centre of the light will be elevated 180 feet above the mean level of the sea.



and should be seen from a ship's deck in clear weather at a distance of 17 miles, from N.E. by E. round by the south east and south to west.

The light tower is a circular structure of iron, and rises from the centre of the keeper's dwelling. It is 50 feet in height from base to vane, and is painted in red and white vertical stripes, in order that it may be more easily distinguished in foggy weather. It stands at 35 yards to the westward of the old beacon, which still remains, but which has been cut down to a height of 24 feet, covered with a pointed roof, and painted in red and white stripes.



Cape Race Light-house. Beacon.

The Light-house is in lat. $46^{\circ} 39' 12''$ N., long. $53^{\circ} 0' 0''$ West of Greenwich.

[All bearings are magnetic. Var. 28° W. in 1856. Increasing about $6'$ annually.]

By Command of their Lordships,
JOHN WASHINGTON, Hydrographer.
Hydrographic Office, Admiralty, London,
1st October 1856.

This Notice affects the following Admiralty Charts:—North Atlantic, Nos. 2059, 2061; North America, East Coasts, Sheets 1 and 3, Nos. 1213, 266; Newfoundland, Point Lance to Cape Spear, No. 299; North American Lighthouse List, No. 7.

NOTICE TO MARINERS.

(No. 33.) THE KATTEGAT—JUTLAND.

Partial Eclipse of Skagen or Skaw Light.

The Royal Navy Department of Copenhagen has given notice that the new Lighthouses building on Skagen or Skaw Point will attain such an elevation during the present year as will partially prevent the actual light on that point from being seen in the direction of the Skagen Spit, which extends from the Skagen Point to the eastward.

Mariners are hereby cautioned thereof.

By Command of their Lordships,
JOHN WASHINGTON, Hydrographer.
Hydrographic Office, Admiralty, London,
8th October 1856.

This Notice affects the following Admiralty Charts:—North Sea, General, No. 2339; North Sea, Sheet 3, No. 2248; Baltic, General, No. 2262; Skagerrak, No. 2289; The Kattegat, No. 2114; Danish Lighthouse List, No. 80.

NOTICE TO MARINERS.

(No. 34.) THE KATTEGAT—COAST OF JUTLAND.

Intermittent Light on Hielm Isle.

The Royal Navy Department at Copenhagen has given notice, that on the 15th day of November 1856, a new Light will be established on the Isle of Hielm, in the Kattegat, off the Coast of Jutland, in Denmark.

The light will be intermittent, with a flash every fourth minute. It will show a steady light of the natural colour for the space of 2 minutes, 55 seconds, be suddenly eclipsed for 25 seconds, then exhibit a bright flash for about 15 seconds, and be again eclipsed for 25 seconds, when the steady light will reappear.

The illuminating apparatus will be a catadioptric lens of the second order. The light will be placed at a height of 164 feet above the mean level of the sea, and will be visible all round the horizon; the steady light at a distance of 16 miles, and the flash at about 19 miles in clear weather. The eclipses will be scarcely observable when a vessel is within a distance of 8 miles from the light.

The light tower is a round brick tower 37 feet high. It stands in lat. $56^{\circ} 8' N.$ long. $10^{\circ} 48' 30''$ East of Greenwich.

By Command of their Lordships,
JOHN WASHINGTON, Hydrographer.
Hydrographic Office, Admiralty, London,
14th October 1856.

This Notice affects the following Admiralty Charts:—North Sea, General, 2330; Baltic, General, No. 2339; The Kattegat, No. 2114; also Danish Pilot, p. 56; and Danish Lighthouse List, No. 92 a.

NOTICE TO MARINERS.

(No. 35.) SAN FRANCISCO BAY, CALIFORNIA.

Fog Bell at Point Bonita.

The United States Lighthouse Board has given notice that a fog bell of 1,500 pounds has been placed on the bluff just in front of the light-house tower at Point Bonita, North Head, San Francisco Bay, California.

The Bell, with the machinery, is in a frame building, open in front on a level with the ground, and will be struck during foggy and thick weather, six blows at intervals of 16 seconds each, followed by a pause of 44 seconds. The bell is elevated 270 feet above the sea.

The firing of the fog gun will be continued as usual, until further notice.

By Command of their Lordships,
JOHN WASHINGTON, Hydrographer.
Hydrographic Office, Admiralty, London,
14th October 1856.

This Notice affects the following Admiralty Chart:—San Francisco, No. 591.

NOTICE TO MARINERS.

(No. 36.) UNITED STATES—MASSACHUSETTS.

Bell Buoy on Deep Hole Rock.

THE United States Lighthouse Board has given notice, that the Spar Buoy placed on the Deep Hole Rock off Cotuit, in Vineyard Sound, on the Coast of Massachusetts, has been removed, and in its stead a Can Buoy of the second class (red and black horizontal stripes), with a bell weighing 150 pounds, secured on the top in an iron frame, surmounted by a hoop iron day-mark, has been placed near this rock.

The bell is elevated $4\frac{1}{2}$ feet above the surface of the water; it is tolled by the action of the waves, wind, and tide, and can be heard in ordinary weather at the distance of about half a mile.

The day-mark is 16 inches in diameter, and is elevated 7 feet above the surface of the water.

By Command of their Lordships,
JOHN WASHINGTON, Hydrographer.
Hydrographic Office, Admiralty, London,
14th October 1856.

This Notice affects the following Admiralty Charts:—North America, East Coast, Sheet 5, No. 268; Bay of Fundy to Long Island, No. 2492.

NOTICE TO MARINERS.

(No. 37.) UNITED STATES—MAINE.

Fixed Light in Edgemoggin Reach.

THE United States Lighthouse Board has given notice that a light will be established on a tower now in course of erection on Fly or Green Island, near the eastern end of Edgemoggin Reach, on the coast of Maine.

The light will be a fixed light of the natural colour. The illuminating apparatus will be a Fresnel lens of the fifth order. The light will be placed at a height of 25 feet above the mean level of the sea, and will be visible in clear weather from the deck of a ship at a distance of about seven miles.

The light is intended as a guide to vessels running to and from Ellsworth, Blue Hill, and Mount Desert.

The light tower will be of brick, painted white, and will be attached to the keeper's house, which will be of wood, and painted brown. The lantern will be painted black.

The light will be lighted for the first time on the evening of Monday the 2d day of February 1857, and will be kept burning every night thereafter.

By Command of their Lordships,

JOHN WASHINGTON, Hydrographer.

Hydrographic Office, Admiralty, London,
14th October 1856.

This Notice affects the following Admiralty Charts:—North America, East Coast, Sheet 5, No. 268; Bay of Fundy to Long Island, No. 2492; also United States Lighthouse List, No. 12a.

NOTICE TO MARINERS.

(No. 38.) EAST COAST OF BRAZIL.

Intermittent Light at Maceio.

THE Brazilian Government has given notice, that on the 1st day of July last a new light was established in the port of Maceio, capital of the province of Alagoas, on the east coast of Brazil.

The light is intermittent, with a flash every second minute. It shows a steady light of the natural colour for 70 seconds, it is then eclipsed for 16 seconds, then a bright flash for 12 seconds, another eclipse for 22 seconds, and then again the steady light; thus completing its phases in an interval of 2 minutes.

The illuminating apparatus is a catadioptric lens of the third order. The light is placed at an elevation of 208 feet above the level of the sea, and should be visible in clear weather at a distance of 22 miles.

The light tower stands on the western point of the hill which overhangs the city of Maceio, on the spot where a powder magazine formerly stood, in lat. $9^{\circ} 39' 18''$ S., long. $35^{\circ} 41' 24''$ west of the meridian of Greenwich.

By Command of their Lordships,

JOHN WASHINGTON, Hydrographer.

Hydrographic Office, Admiralty, London,
21st October 1856.

This Notice affects the following Admiralty Charts:—South America, East Coast, Sheet 5, No. 529; Maceio Port, No. 539; also South American Lighthouse List, No. 14a.

NOTICE TO MARINERS.

(No. 39.) UNITED STATES OF AMERICA.

The United States Lighthouse Board has issued the following notices:—

Fixed Light at Absecum, New Jersey.

On and after the 15th day of January 1857, a light will be exhibited from the light Tower recently erected at Absecum, New Jersey.

The light will be a fixed white light. The illuminating apparatus will be a catadioptric lens of the first order. The light will have an elevation of 167 feet above the mean level of the sea, and should be visible from the deck of a ship in ordinary weather at a distance of about 20 miles.

The light tower is of brick, unpainted, and will be surmounted by an iron lantern, painted black. Its approximate position, as deduced from the coast survey charts, is in lat. $39^{\circ} 22' N.$, long. $74^{\circ} 25'$ west of Greenwich.

Beaver Tail Fixed Light Newport.

On and after the 20th day of October 1856, a light will be exhibited from the new tower recently constructed at Beaver Tail, on the South end of Conanicut Island, at the entrance to Newport Harbour, Rhode Island.

The light will be, as formerly, a fixed white light. The illuminating apparatus will be a Fresnel lens of the third order. The light will be placed at a height of 80 feet above the mean level of the sea, and should be visible from the deck of a vessel in ordinary weather at a distance of 14 miles.

The light tower is of granite, of the natural colour; it is square, and 55 feet high from base to vane, and stands 33 yards to the north of the old tower. The keeper's dwelling-house is of brick, whitewashed, of two stories in height, and joined to the tower by a one story connecting room.

On the same day the former light will be discontinued, and the old tower will be demolished.

By Command of their Lordships,

JOHN WASHINGTON, Hydrographer.

Hydrographic Office, Admiralty, London,
24th October 1856.

This Notice affects the following Admiralty Charts:—North America, East Coast, Sheets V and VI, Nos. 268, 269, Block Island to Great Egg Harbour, No. 2480; Bay of Fundy to Long Island, No. 2492. Also United States Lighthouse List, Nos. 178, 102.

NOTICE TO MARINERS.

(No. 40.) BLACK SEA.

The Director of Lights for the Turkish Government has recently issued the following notices:—

Fixed Light at the Sulina.

On and after the 15th day of September last, the harbour light provisionally exhibited at the entrance of the Sulina or Middle branch of the Danube would be replaced by a coast light of greater power.

The new light is a fixed light of the second order. It is to be placed at an elevation of 65 feet above the level of the sea, and should be visible from the deck of a ship in clear weather at a distance of 15 miles.

The light tower is of stone, circular, and coloured white. It stands on the south side of the entrance, in lat. $45^{\circ} 9' 0'' N.$, long. $29^{\circ} 41' 0''$ East of Greenwich.

Revolving Light on Fidonisi.

On and after the 15th day of October last, the harbour light provisionally exhibited upon Fidonisi or Serpents' Isle, off the mouths of the Danube, would be replaced by a coast light of greater power.

The new light is revolving, showing a bright face every half minute. It stands at a height of 195 feet above the level of the sea, and should be visible from the deck of a ship at a distance of 18 miles.

In clear weather the eclipses will not be total to an observer when within 8 miles of the light.

The lighthouse is a wooden structure, 70 feet, in height from base to vane, and is placed on the summit of the isle, in lat. $45^{\circ} 15' 30''$ N., long. $30^{\circ} 14' 54''$ East of Greenwich.

Red Lights at Kum Kaleh—Dardanelles.

On and after the 15th day of September last, two red lights would be established at Kum Kaleh, in the western battery of the First or New Castle of Asia, on the south side of the entrance to the Dardanelles.

The lights are placed in line one above the other, the elevation of the upper light being 50 feet above the level of the sea. At a distance of $1\frac{3}{4}$ miles the two lights will combine and form one light, the range of which will be about 4 miles.

By Command of their Lordships,
JOHN WASHINGTON, Hydrographer.
Hydrographic Office, Admiralty, London,
31st October 1856.

This Notice affects the following Admiralty Charts:—Black Sea, General, 2214; Cape Kaliakra to Odessa, No. 2231; River Danube with Fidonisi, No. 2207; Mediterranean Sea, No. 2158; Archipelago, General, and Sheet 4, Nos. 1650, 1654; Entrance to Dardanelles, No. 1608; Sea of Marmora, No. 224. Also Black Sea Pilot, pp. 22, 24; Dardanelles Pilot, p. 15; and Mediterranean Lighthouse List, Nos. 180*, 188, 189.

Commission signed by the Queen.

Royal Sherwood Foresters or Nottinghamshire Regiment of Militia.

John F. Girardot, Esq. late Captain in Her Majesty's 43d Light Infantry, to be Adjutant.
Dated 23d October 1856.

Commission signed by the Queen.

4th Regiment of Royal Lancashire Militia.

Thomas Bestland Knott, gent. to be Quartermaster, from the 17th of September 1856.
Dated 6th October 1856.

Commission signed by the Lord Lieutenant of the County of Bute.

Duncan Hoyle, Esq. to be Deputy Lieutenant.
Dated 8th August 1856.

Commission signed by the Lord Lieutenant of the County of Banff.

Alexander Morison, Esq. to be Vice-Lieutenant.
Dated 5th November 1856.

BANKRUPTS

FROM THE LONDON GAZETTE.

BANKRUPTCY ANNULLED.

Joseph Barnsley, of Old Hill, Rowley Regis, Stafford, publican and gas tube manufacturer, and of New Town, near Dudley, Worcester, gas tube manufacturer, trading as a gas tube manufacturer under the style or firm of Joseph Barnsley and Co.

BANKRUPTCIES AWARDED.

Abraham Lazarus, of No. 116, High Street, Whitechapel, Middlesex, trading under the name and style of Lazarus and Co., tailor and draper.

James Dellagana and Bartholomew Dellagana, of No. 61, Red Lion Street, Clerkenwell, Middlesex, stereotype foundry and artificial flower seeds manufacturers.

Thomas Prebble, of No. 1, Clover Hill, Camden Road, Ramsgate, Kent, plumber, painter, and glazier.

Benjamin Collins, of Toll End, Tipton, Stafford, boat builder.

William Robert Lewis, late of Birmingham, Warwick, baby linen dealer and laceman, but at present residing at Ealing, Middlesex.

Robert Marston and George Marston, of Leicester, manufacturers of hosiery.

James Barlow, of Bolton-le-Moors, Lancaster, paper-hanger and painter.

John Heron Mason, of Blaydon, Durham, glass bottle manufacturer, trading under the firm of The North Durham Bottle Company, lately in partnership with Thomas Burnett, trading there under the same firm, and previously in partnership with George Walker, trading there under the same firm.

MEDICAL, LEGAL, AND GENERAL MUTUAL LIFE ASSURANCE SOCIETY, AND THE NEW EQUITABLE LIFE ASSURANCE COMPANY—AMALGAMATION.

NOTICE IS HEREBY GIVEN, That application is intended to be made to Parliament in the ensuing Session for an Act for all or some of the following purposes:—

To amalgamate the Medical, Legal, and General Mutual Life Assurance Society and The New Equitable Life Assurance Company into a new Company.

To incorporate the new Company by a new name.

To authorise the increase of Capital.

To alter the nominal value of the existing Shares, and the terms upon which the Shares may be redeemed.

To alter the Bonuses to be paid by the new Company on the Policies issued by the existing Companies respectively.

To alter or annul all or some of the provisions of the Deeds of Settlement of the existing Companies respectively.

To make provision for the carrying on and regulation of the new Company.

To dissolve the existing Companies.

To authorise the new Company to borrow and lend money, and to purchase, hold, and dispose of lands, tenements, and hereditaments.

To limit the liability of the Shareholders of the new Company.

To provide for contribution by the Shareholders amongst themselves for discharging liabilities.

To authorise the new Company to effect in other Offices Assurances on lives assured with the new Company, and to assure lives for other Assurance Companies.

To confer, vary, and extinguish rights and privileges.

To make all such provisions as are incidental or accessory to those purposes.

To make all such other provisions as are usually made by Acts of the like nature, or which may be thought expedient for carrying out the objects of the Act.

Printed Copies of the Bill will, on or before the 31st day of December 1856, be deposited in the Private Bill Office of the House of Commons.—
Dated the 6th day of November 1856.

BELL, STEWARD, & LLOYD,
49, Lincoln's Inn-Fields, London,
Solicitors for the Bill.

BRITISH AND IRISH GRAND JUNCTION RAILWAY.

Incorporation of Company for making a Railway from Castledouglas to Portpatrick, with Branches. Powers to Glasgow and South Western, Caledonian, Lancaster and Carlisle, North Western, London and North Western, Midland, Great Northern, and Belfast and County Down Railway Companies.

NOTICE IS HEREBY GIVEN, that application is intended to be made to Parliament in the Session of 1857, for leave to introduce a Bill to incorporate a Company, and to confer upon such Company, and the other companies and parties hereinafter mentioned respectively, the following powers, or some of them, (that is to say), to enable the Company so to be incorporated,

To construct and maintain a railway, with all necessary works, stations and conveniences connected therewith, commencing by a junction with the line of the Castledouglas and Dumfries Railway authorised to be constructed by the "Castledouglas and Dumfries Railway Act, 1856," at a point distant about two hundred yards from the commencement of said railway at Castledouglas, being near the field marked No. 5 on the deposited plans of the said Castledouglas and Dumfries Railway, in the parish of Kelton, and stewartry of Kirkcudbright, and terminating at or near to Dinvin Mill, near the town of Portpatrick, in the parish of Portpatrick and county of Wigtown; which line of railway, stations, and works connected therewith, will be situate in, or will pass from, through, or into the parishes and places following, or some of them, viz.—The town of Castledouglas, the parishes of Kelton, Crossmichael, Parton, Balmaghie, Kells, Girthon, Kirkmabreck, Anwoth, and Minnigaff, all in the stewartry of Kirkcudbright, and the parishes of Penningham, Kirkcowan, Old Luce, Inch, and Portpatrick, all in the county of Wigtown.

To construct and maintain a railway or branch railway, with all necessary lifts, cranes, approaches and works, diverging from the above-described line of railway, at a point about three hundred yards in a southwesterly direction, from Rephad House, in the parish of Inch and county of Wigtown, and terminating at the west side of the quay of Stranraer Harbour, in the royal burgh and parish of Stranraer and county of Wigtown, and which will pass from, through or into the parish of Inch, and the royal burgh and parish of Stranraer, or some of them, all in the county of Wigtown.

To construct and maintain a railway or branch railway with all such works as aforesaid, diverging from the line of railway first above described, at a point about one hundred and fifty yards south from Dinvin Mill, in the parish of Portpatrick, and county of Wigtown, and terminating at or near the north pier of Portpatrick Harbour, in the said parish of Portpatrick, and passing through or into the said parish of Portpatrick and county of Wigtown.

The Bill will take powers to enable the Company, so to be incorporated, to purchase lands, houses, and other property compulsorily, for the purposes aforesaid, and to empower the said Company, and the owners of and other parties interested in the lands, houses, and other property required for the said intended railway and works, and any other companies, corporations, commissioners, trustees, or other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the Company so to be incorporated, of such lands, houses, and

other property in perpetuity, feu, lease in perpetuity, or otherwise, at such price, feu duty, ground, annual, or other rent, or for such consideration in shares, mortgages, or bonds of the said Company, or otherwise as may be agreed upon, and to execute all contracts, agreements, conveyances, and other deeds necessary for these purposes or otherwise; to extinguish any customs, duties, rights and privileges which may interfere with the said railway and branches, and to levy tolls, rates, and duties for the use thereof, and to grant certain exemptions from the payment of any such tolls, rates and duties.

The Bill will also take powers to enable the said Company so to be incorporated as aforesaid on the one hand, and the Glasgow and South Western, Caledonian, Lancaster and Carlisle, North Western, London and North Western, Midland, and Great Northern Railway Companies, or any or either of them on the other hand, to make contracts and arrangements for the following purposes or any of them, (that is to say):—The use, working, and maintenance of the said railway and branches, and the appointment and control of the officers and servants thereof, the division and apportionment of the traffic and of the receipts arising therefrom, or from the traffic destined to or coming from the intended undertaking, and passing over the undertaking of the said other Companies, or any of them, and also to authorise the said Glasgow and South Western, Caledonian, Lancaster and Carlisle, North Western, London and North Western, Midland, Great Northern, and Belfast and County Down Railway Companies, or any or either of them, to contribute money towards the making of the said railway and branches, and to hold shares in the said Company, and to guarantee such dividend, interest, or other payment as may be agreed on, and for the purposes aforesaid, or any of them, to apply any capital or funds now or hereafter belonging to them respectively, and under the control of their respective directors; or to raise additional capital by the creation of new shares or stock in their several undertakings, either with or without preference, or priority in payment of interest and dividends, or by borrowing on mortgage or bond, and to enable the said Companies, or any of them, to appoint directors, and to vote at meetings of the Company so to be incorporated.

And for the purposes aforesaid, or any of them, it is intended by the said Bill to amend the several Acts of Parliament relating to the several hereinbefore-mentioned Companies, so far as may be necessary for effectuating the same, and among them the Glasgow and South Western Railway Consolidation Act, 1855; the Caledonian Railway Act, 1845; the Act of 7 and 8 Vict., c. 37, incorporating the Lancaster and Carlisle Railway Company; the Act of the 9th and 10th Victoria, consolidating the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies; the Act 7 and 8 Vict., c. 18, incorporating the Midland Railway Company; the North Western Railway Act, 1852; the Great Northern Railway Act, 1846; and the Belfast and County Down Railway Act, 1855.

On or before the 29th day of November, 1856, duplicate plans and sections of the proposed railway and branches, a book of reference to the plans, a published map with the line of the said intended railway and branches delineated thereon, and a copy of this notice will be deposited for public inspection in the office at Kirkcudbright, of the principal Sheriff or Steward Clerk of the County, or Stewartry, of Kirkcudbright, and in the office at Wigtown, of the principal Sheriff Clerk of the County of Wig-

town; and on or before the said 29th day of November, a copy of so much of the said plans, sections and book of reference as relates to each of the said parishes, and to the said royal burgh of Stranraer, (in or through which the said proposed railway branches and works are intended to be made,) together with a copy of this notice, will be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster with the Session Clerk, of each such parish, at the usual place of abode of each such Schoolmaster or Session Clerk, and with the Town Clerk of the said royal burgh of Stranraer, at his office in Stranraer.

Printed copies of the said Bill will be deposited at the Private Bill Office of the House of Commons, on or before the 31st day of December, 1856.

Dated this 8th day of November, 1856.

JOHNSTON, FARQUHAR, AND LEECH,
65, Moorgate Street, and 4, Old Palace Yard, London.
BAXTER, ROSE, AND NORTON,
3, Park Street, Westminster.

AL. INGRAM,
Stranraer.

CARLISLE AND HAWICK RAILWAY.

(Incorporation of Company; Construction of Railway from the Caledonian Railway near Mossband Hall in Cumberland, to Hawick, with Lines therefrom to Canobie Colliery and to the Hawick Station of the North British Railway; Power to Caledonian Railway Company to raise and contribute Money, hold Shares, and maintain and work proposed Railways; Arrangements with Caledonian, North British, and Lancaster and Carlisle Railway Companies; and Amendment of Acts.)

NOTICE IS HEREBY GIVEN, That application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill to incorporate a Company, with powers to make and maintain the following Railways, or some of them, and all proper works and conveniences connected therewith respectively,—viz. *First*, A Railway commencing by a Junction with the Caledonian Railway at a point in the parish of Kirkandrews upon Esk and County of Cumberland, near to and on the north side of the point near Mossband Hall where the Caledonian Railway crosses the turnpike road leading from Glasgow to Carlisle, and terminating at a point in the parish of Hawick and County of Roxburgh on the Town-green or Common Haugh of Hawick, and near to the Gas-works of that Town; which proposed Railway, and Works connected therewith, will be situate in, and will pass from, through, and into the parishes and places following, or some of them; that is to say, the Parish of Kirkandrews upon Esk, and the Townships of Kirkandrews Nether and Kirkandrews Middle, all in the County of Cumberland; the Parishes of Canobie, Langholm, and Ewes, in the County of Dumfries, and the Parishes of Teviothead, Cavers, Hawick, and Wilton, and the Town of Hawick, all in the County of Roxburgh;—*Secondly*, A Railway commencing by a Junction with the proposed Railway above described, at a point in the Parish of Canobie and County of Dumfries about a quarter of a mile westwards from the farm-steading of Crossdykes, and terminating at a point in the same parish at or near to Canobie Colliery; which proposed Railway last described, and Works connected therewith, will be wholly situate in the said Parish of Canobie and County of Dumfries;—and *Thirdly*, A Railway commencing by a Junction with the proposed

Railway first above described at the aforesaid northern termination thereof on the Town-green or Common Haugh of Hawick, and terminating by a Junction with the Hawick Branch of the North British Railway at a point within the Hawick Station of that Railway in the parish of Wilton and County of Roxburgh; which proposed Railway last described, and Works connected therewith, will be situate in, and will pass from, through, and into the said Parishes of Hawick and Wilton and the Town of Hawick, all in the County of Roxburgh.

AND NOTICE IS FURTHER GIVEN, That Duplicate Plans and Sections, describing the Lines, situation and levels of the said proposed Railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said plans, or which may be required to be taken for the purposes of the said works, together with a Book of Reference to such plans, containing the names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of such lands, houses, and other property, and a published Map, to a scale of not less than half an inch to a mile, with the Lines of the proposed Railways delineated thereon, so as to shew their general course and direction, and a copy of this Notice as published in the London and Edinburgh Gazettes, will, on or before the twenty-ninth day of November current, be deposited for public inspection in the office at Carlisle of the Clerk of the Peace for the County of Cumberland, in the office at Dumfries of the principal Sheriff-Clerk of the County of Dumfries, and in the office at Jedburgh of the principal Sheriff-Clerk of the County of Roxburgh; and that a copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the parishes before specified respectively, with a copy of this Notice as published in the London and Edinburgh Gazettes, will also, on or before the twenty-ninth day of November current, be deposited for public inspection as follows: That is to say, in respect to such of the said parishes as are situate in the County of Cumberland, with the Parish-Clerk of each such parish at his usual place of abode; and in respect to such of the said parishes as are situate in the Counties of Dumfries and Roxburgh, with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such Parish, at the usual place of abode of such Schoolmaster or Session-Clerk.

AND NOTICE IS FURTHER GIVEN, That it is intended by the said Bill to apply for power to deviate, in the construction of the said proposed Railways, from the lines and levels delineated on the plans and sections intended to be deposited as aforesaid, to such an extent as will be defined on the said plans, and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, rivers, canals, streams, sewers, water-courses, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said Railways or any of the works and conveniences connected therewith.

AND it is further intended by the said Bill, to empower the Company so to be incorporated, to purchase compulsorily and otherwise the lands, houses, and other property required for the purposes aforesaid; to raise money by the creation and issue of shares, and by borrowing upon mortgage or bond or cash-credit; to fund the money so borrowed or authorized to be borrowed; to convey passengers, goods, and other traffic on the said pro-

posed Railways, and on the Railways communicating therewith ; to levy tolls, rates, and charges for the use of the said intended Railways and relative works, and the conveyance of such traffic ; to confer certain exemptions from the payment of such tolls, rates, and charges ; and to exercise all other usual and necessary powers.

AND it is further intended by the said Bill, to empower the Company proposed to be incorporated as aforesaid, and the owners of, and other parties interested in the lands required for the said proposed Railways and Works, and any other Companies, Corporations, Commissioners, Trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the said Company of such Lands in property, feu, lease in perpetuity or otherwise, at such price, and subject to such rent-charge, feu-duty, ground-annual or rent, or for such other consideration as may be fixed upon, and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect or be affected by the construction, maintenance, or use of the said proposed Railways and other works, and to execute all agreements, conveyances, contracts of feu, and of ground-annual, leases, and other deeds necessary for these purposes.

AND it is further intended by the said Bill to empower the Caledonian Railway Company, by themselves or others on their behalf, to subscribe and contribute towards the expense of the construction, maintenance and working of the said proposed Railways and relative works, and to take, purchase, and hold Shares in the Company to be incorporated as aforesaid, and to raise money for these purposes by the creation and issue of new Shares or Stock in their own undertaking, with such guarantee or priority of dividend or other privileges, if any, as may be thought expedient, and by borrowing on mortgage or bond or cash-credit, or by one or other of those means, and to fund the amount so borrowed or authorized to be borrowed.

AND it is further intended by the said Bill to empower the Caledonian Railway Company, by themselves or their Directors, and in perpetuity or for such limited period or successive periods as may be fixed by or under the provisions of the said Bill, to maintain and manage the said proposed Railways and other works, and to work the traffic thereon, and to fix, collect, and apportion the tolls, rates, and charges to be levied in respect of such traffic ; and to appoint certain of the Directors of the said proposed Company ; as also, if thought expedient, to provide for the appointment, by the Caledonian Railway Company and the said proposed Company or their respective Directors, of a Joint Committee for superintending or directing the construction, maintenance, management, and use of the said proposed Railways and other works, and the working of the traffic thereon, and for fixing, collecting and apportioning the tolls, rates, and charges to be levied in respect of the passage and conveyance of such traffic over the said proposed Railways, and over the Lines belonging to the Caledonian Railway Company which communicate therewith, or for some of the said purposes ; or to regulate and provide for the said matters or some of them by the said Bill ; as also to empower the said Companies or their respective Directors to enter into agreements with each other in relation to the several matters aforesaid or some of them, and generally in relation to their respective interests in the said proposed undertaking, and to confirm any agreements which may have been

or may be entered into in relation to the said several matters or any of them.

AND it is further intended by the said Bill to empower the Company proposed to be incorporated as aforesaid and the Caledonian Railway Company, or their respective Directors, or one of the said Companies or the Directors thereof on the one part, and the North British Railway Company or their Directors on the other part, to contract and agree with each other in relation to the construction, maintenance, management and use of the proposed Railway in the third place above described, and relative works, the working of the traffic thereon, the use for such traffic of the Hawick Station of the North British Railway and lines connected therewith, the fixing, collection, and apportionment of the tolls, rates, and charges to be levied in respect of such use, and of the passage and conveyance of traffic over the said proposed Railways and over the Lines belonging to the said several Companies which communicate therewith, and the interchange of traffic between their respective undertakings, or in relation to some of the said matters ; and to confirm any Agreements which may have been or may be entered into in relation thereto, and if thought expedient, to provide for the appointment of a Joint Committee for regulating the aforesaid matters, or some of them.

AND it is further intended by the said Bill to empower the Company proposed to be incorporated as aforesaid, the Caledonian Railway Company, and the Lancaster and Carlisle Railway Company, or the Directors of the said Companies respectively, to contract and agree with each other in relation to the use of the Citadel Station at Carlisle and the lines of railway connected therewith, for the traffic of the said proposed Railways or any of them, and the fixing, collection, and apportionment of the tolls, rates, and charges to be levied in respect of such use, and of the passage and conveyance of traffic over the said proposed Railways, and over the lines belonging to the said several Companies, and the interchange of traffic between their respective undertakings, or in relation to some of the said matters, and to confirm any agreements which may have been or may be entered into in relation thereto.

AND it is further intended by the said Bill to vary or extinguish all duties, customs, or other payments, and rights and privileges which may in any manner impede or interfere with the objects aforesaid, or any of them, and to confer all rights, privileges, and exemptions necessary or expedient for effecting the said objects, or in relation thereto.

AND, so far as necessary for these purposes, it is intended by the said Bill to amend "The Caledonian Railway Act 1845," and the several other Acts relating to the Caledonian Railway Company, passed respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, and the eighteenth and nineteenth years of the reign of Her present Majesty ; as also an Act passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for making a Railway from the "City of Edinburgh to the Town of Berwick-upon-Tweed, with a Branch to the Town of Haddington," and the several other Acts relating to the North British Railway Company, passed respectively in the seventh and in the tenth years of the reign of King George the Fourth, in the fourth and fifth years of the reign of King William the Fourth, and in the eighth and ninth, the ninth and tenth, the tenth and eleventh, the eleventh and twelfth,

the fourteenth and fifteenth, the sixteenth and seventeenth, and the nineteenth and twentieth years of the reign of Her present Majesty; as also an Act passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for making a Railway from the Lancaster and Preston Junction Railway at Lancaster, to or near to the City of Carlisle," and the several other Acts relating to the Lancaster and Carlisle Railway Company, passed respectively in the eighth and ninth, and the ninth and tenth years of the reign of Her present Majesty.

AND NOTICE IS FURTHER GIVEN, That printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December next.

MOUNSEY & SONS, Carlisle.
HOPE & MACKAY, W.S., Edinburgh.
GRAHAME, WEEMS, & GRAHAME,
30 Great George Street, Westminster.

7th November 1856.

CALEDONIAN RAILWAY BILL— RUNNING POWERS, &c.

(For empowering the Caledonian Railway Company to use the Scottish Central and Stirling and Dunfermline Railways; and requiring the Owners and Lessees of these Railways to afford facilities for conveying the Traffic of that Company.)

NOTICE IS HEREBY GIVEN, That application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill to empower the Caledonian Railway Company, and all Companies and persons lawfully using any part of the undertaking of that Company, to pass over and use, with their engines, carriages, and servants, the several Railways and Branch Railways belonging to or constructed by, or which may belong to or be constructed by the Scottish Central Railway Company, and the Stirling and Dunfermline Railway Company respectively, and the various Stations, Sidings, Watering-places, Booking-offices, and other Works and conveniences connected with the said several Railways and Branch Railways, upon such terms and conditions, and for payment of such tolls, rates, and charges, or other consideration as may be fixed by agreement between the Caledonian Railway Company or their Directors on the one part, and the Scottish Central Railway Company, and the Stirling and Dunfermline Railway Company, or the Edinburgh and Glasgow Railway Company as Lessees of the Stirling and Dunfermline Railway respectively, or the Directors of the said Companies respectively, on the other part; or failing such agreement as may be fixed by arbitration or otherwise, under the provisions of the said Bill.

AND it is further intended by the said Bill to require the Scottish Central Railway Company, and the Stirling and Dunfermline Railway Company, and also the Edinburgh and Glasgow Railway Company as and while they remain Lessees of the Stirling and Dunfermline Railway, and the Directors, officers, and servants of the said Companies respectively, to supply and run such engines, carriages, and trains, to perform such services, to provide such accommodation, to make and enforce such bye-laws and regulations, and generally to make such arrangements and afford such facilities upon, at, in, and in respect to the said several Railways and Branch Railways, and the stations, sidings, watering-places, booking-offices, and other works and conveniences connected there-

with, so far as under the control of the said Companies respectively, as may be necessary or expedient for receiving, forwarding over the said Railways and Branch Railways, and delivering, without obstruction, delay, diversion, or inconvenience, and by means of through booking, and at through rates, all passengers, goods, and other traffic that may have used, or be desirous or intended to use, any part of the undertaking of the Caledonian Railway Company,—all in such manner, upon such terms and conditions, and for payment of such tolls, rates, and charges, or other consideration as may be fixed by agreement, arbitration or otherwise, as aforesaid.

AND it is further intended by the said Bill to impose such penalties, and confer upon the Board of Trade or other authority such powers, as may be necessary for enforcing the fulfilment of the provisions of the said Bill.

AND it is further intended by the said Bill to alter, so far as necessary or expedient for the purposes aforesaid, the tolls, rates, and charges leviable upon or in respect of the said several Railways, Branch Railways, and relative works; to empower the Caledonian Railway Company to levy tolls, rates, and charges, in respect of the conveyance of traffic thereon; to confer certain exemptions from the payment of the said several tolls, rates, and charges; to vary or extinguish all rights and privileges which may in any manner impede or interfere with any of the objects aforesaid, and to confer all rights and privileges which may be necessary or expedient for effecting the said objects, or in relation thereto.

And, so far as necessary for the purposes aforesaid, it is intended by the said Bill to amend the following Acts, or some of them; that is to say, the Caledonian Railway Act 1845, and the several other Acts relating to the Caledonian Railway Company passed respectively in the ninth and tenth, the tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, and the eighteenth and nineteenth years of the reign of Her present Majesty; as also the Scottish Central Railway Act 1845; the Scottish Central Railway (Alloa Branch) Act 1846; the Scottish Central Railway (Perth Termini and Stations) Act 1846; the Scottish Central Railway (Denny Branch) Act 1846; the Scottish Central Railway (Crieff Branch) Act 1846; the Scottish Central Railway Amendment Act 1851; the Scottish Central Railway Act 1853; the Scottish Central Railway (Denny Branches) Act 1856; the Stirling and Dunfermline Railway Act 1846; the Stirling and Dunfermline Railway (Amendment and Deviations) Act 1848; the Stirling and Dunfermline Railway (Deviation, Extension of Time, and Amendment) Act 1849; the Stirling and Dunfermline Railway (Amendment) Act 1856; and the Edinburgh and Glasgow Railway Consolidation Act 1852, and the several other Acts relating to the Edinburgh and Glasgow Railway Company passed respectively in the ninth and tenth, the twelfth and thirteenth, the sixteenth and seventeenth, and the eighteenth and nineteenth years of the reign of Her present Majesty.

AND NOTICE IS FURTHER GIVEN, that printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons on or before the thirty-first day of December next.

HOPE & MACKAY, W.S., Edinburgh.
GRAHAME, WEEMS, & GRAHAME,
30 Great George Street, Westminster.

10th November 1856.

EDINBURGH, PERTH, AND DUNDEE, AND
SCOTTISH CENTRAL RAILWAY
COMPANIES.

(Joint Management and Working of Undertakings
and Traffic; Apportionment of Revenue; and
Amendment of Acts.)

NOTICE IS HEREBY GIVEN, That application is intended to be made to Parliament in the next Session for an Act to provide for the Joint Management and Working of the Undertakings and Traffic of the Edinburgh, Perth, and Dundee Railway Company and of the Scottish Central Railway Company, or such portions thereof as shall be specified in the said Act; and with that view to enable or require the said Companies, or the Directors thereof, respectively, from time to time, to appoint, or concur in the appointment of a Joint-Committee or Board of Directors; and to vest in such Joint-Committee or Board all or certain of the powers of the said Companies and of the Directors thereof, with regard to the superintendence, control, and management of the said Undertakings and Traffic, or of such portions as shall be specified as aforesaid; and with regard to the completion, maintenance, repair, improvement, management, regulation, control, and use of the several Railways, Stations, Junctions, and other Works and Ferries, for the time being, belonging to the said Companies respectively, or as to which, under any of the Acts hereinafter recited, or otherwise, they, or any of them, hold, or exercise any general management, regulation, and control, or right, or other authority, or of such portions thereof as shall be specified as aforesaid; and with regard to making such additions to the said Stations, Junctions, and other Works as may be necessary for the more effective working of the said undertakings and traffic; and with regard to the maintenance, repair, renewal, increase, and use of the Plant necessary to conduct the said Traffic; and the furnishing of funds for the purposes of the said Act, out of the capital or monies of the said Companies; and to grant power to the said Joint Committee or Board for fixing, regulating, and levying the Tolls, Rates, and Charges payable in respect of the said Traffic; for suing and being sued; for making and enforcing Bye-laws, Orders, and Regulations; for appointing Sub-Committees to aid in carrying out the purposes aforesaid, or any of them; for appointing, suspending, and removing Officers and Servants; and all other usual and necessary powers for the joint use, working, and management of the said undertakings; all to the extent and for the period or periods to be specified in the said intended Act: And farther, it is intended by the said Act to make provision for the regulation and control, and for the defraying, allocating, and apportioning of the expense to be incurred in relation to the several matters aforesaid; and for apportioning between the said Companies the tolls and other revenues of the said undertakings, or of such portions as shall be specified as aforesaid, in such modes and proportions, and subject to such burdens and payments, and for such period or periods, as shall be specified in the said Act: And it is farther intended by the said Act to vest in the said Joint Committee or Board, during the said period or periods, the whole or part of the Engines, Carriages, Waggon, Machinery, Tools, and other Plant on the said Railways, and at the said Stations, and the Steam Vessels, Dredger Boats, and other Appurtenances for working the said Ferries, and to

make provision for the use, for the purposes aforesaid, in whole or in part, of the Workshops, Engine-houses, Offices, and Works of the said Companies respectively; for Inventories and Valuations being from time to time made of said Plant, Steam-Vessels, and others, and for Surveys being made of the said undertakings; for maintaining the said Plant, Steam-Vessels, and others in a state of efficiency, and for regulating and securing the interests of the said Companies respectively therein: And it is also intended by the said Act to provide for the settlement, by arbitration or otherwise, of any differences that may arise in the said Joint-Committee or Board, or between the said respective Companies, in carrying the powers and provisions aforesaid, or any of them, into effect: And it is farther intended by the said Act to empower the said Companies, or the Directors thereof, respectively, from time to time, to enter into agreements or arrangements with each other in relation to the several matters before mentioned, or any of them, and to sanction and confirm any such agreements or arrangements which may have been entered into prior to the passing of the said intended Act: And it is also intended by the said Act to vary or extinguish all existing rights and privileges which may interfere with the objects aforesaid or any of them, and to confer all rights and privileges which may be necessary or expedient for effecting the said objects: And for these and other purposes it is intended by the said Act to alter, amend, extend, and, in so far as necessary, to repeal the powers and provisions of the Acts (Local and Personal) aftermentioned, or some of them, or some parts of them;—that is to say, the Edinburgh, Perth, and Dundee Railway (Consolidation) Act 1851, and the several Acts specified in the Schedule to that Act annexed, in so far as the same are not by that Act repealed—viz., the Acts (Local and Personal) 6 and 7 William IV., cap. 31; 2 and 3 Victoria, cap. 51; 7 and 8 Victoria, cap. 81; 8 and 9 Victoria, cap. 158; 9 Victoria, cap. 57; 9 and 10 Victoria, caps. 72, 79, 136, 138, and 139; 10 and 11 Victoria, caps. 151, 152, 192, 220, 239, 274, and 277; 11 and 12 Victoria, caps. 98 and 112; 12 Victoria, cap. 15; 12 and 13 Victoria, cap. 79; the Edinburgh, Perth, and Dundee Railway Company (Arrangements) Act 1853; the Scottish Central Railway Act 1845; the Scottish Central Railway (Alloa Branch) Act 1846; the Scottish Central Railway (Perth Termini and Stations) Act 1846; the Scottish Central Railway (Crieff Branch) Act 1846; the Scottish Central Railway (Denny Branch) Act 1846; the Scottish Central Railway (Amendment) Act 1851; the Scottish Central Railway Act 1853; the Scottish Central Railway (Denny Branches) Act 1856; and the Dunblane, Doune, and Callander Railway Act 1856; and all Acts recited in the said several Acts relating to or affecting the said Companies and several matters respectively; and so far as the provisions of the said Act may affect any of the powers, rights, or privileges of the Scottish North-Eastern Railway Company, to alter and amend the following Acts (Local and Personal), relating to that Company—viz., “The Scottish North-Eastern Railway Act 1856;” and the 8 and 9 Victoria, cap. 153 and cap. 170; 9 and 10 Victoria, cap. 75; 10 and 11 Victoria, cap. 39 and cap. 142; 11 and 12 Victoria, cap. 67 and cap. 72; 13 and 14 Victoria, cap. 78; and 16 and 17 Victoria, cap. 82 and cap. 101, or some of them.

AND NOTICE IS HEREBY ALSO GIVEN, That on or before the 31st day of December, next, copies of the Bill as proposed to be introduced into Parliament with a view to the said



posited in the Private Bill Office of the House of Commons.

Dated this 10th day of November 1856.

STODART MACDONALD,
1 Abercromby Place, Edinburgh.
BANNATYNES & KIRKWOOD,
Glasgow.
WEBSTER & WARDLAW,
31 Duke Street, Westminster.

DEESIDE EXTENSION RAILWAY,
(For making a Railway from the Deeside Railway
at Banchory to Charleston of Aboyne.)

NOTICE IS HEREBY GIVEN that application is intended to be made to Parliament, in the ensuing Session, for an Act to enable the Deeside Railway Company, or a Company to be incorporated for that purpose, as hereinafter mentioned, to make and maintain the following Railway, the same being an Extension of the present line of Railway, called the Deeside Railway, together with all necessary Stations, Approaches, Conveniences, and Works connected therewith, (that is to say)—

A Railway, commencing by a Junction with the rails of the main line of the said Deeside Railway, at a point thereon, at or near the West end of the Passenger Platform of the Banchory Station of said Railway, at the East end of the Village called Banchory, in the Parish of Banchory-Ternan, and County of Kincardine, and terminating in a Wood near the Mill of Aboyne, at a point about 50 yards or thereby East from the House, situated contiguous to the Turnpike Road leading from Kincardine-O'Neil to Charleston of Aboyne, and which House is now occupied by Robert Milne, Gamekeeper, in the Parish of Aboyne, and County of Aberdeen,—which said intended Railway and Works will be made, or pass in, or through, the several Parishes or places following, or some of them, (that is to say) the Parishes of Banchory-Ternan, in the said County of Kincardine, and Kincardine-O'Neil, Lumphanan, and Aboyne, in the said County of Aberdeen.

And, for carrying the said Undertaking into effect, it is intended, by the said Act, to confer on the said Deeside Railway Company, or Company to be incorporated, as aforesaid, the following powers, or some of them, (that is to say)—

To deviate from the line or lines laid down on the Plans to be deposited, as hereinafter mentioned, to such extent as shall be defined thereon; to purchase, compulsorily or by agreement, such Lands, Houses, and Hereditaments as may be necessary for the purposes of the said Undertaking; and to acquire and hold, if necessary, the whole or any part of such Lands, Houses, and Hereditaments by way of Feu, and to secure the Feu-duties, Ground Annals, and Casualties of Superiority, as preferable burdens upon the Rates, Revenues, and Property of the said Company, and to enable the Owners, Life-renters, and others having limited or fiduciary interests, to dispose of the same by way of feu or otherwise; to levy Tolls, Rates, and Duties for the use of the said intended Railway and Works, and to grant exemptions from the payment thereof, and other rights and privileges.

To enable the said Deeside Railway Company, in the event of their executing the said undertaking, or contributing thereto, to contribute and apply for the purposes of the said intended Railway and Works, any part of the funds which they are now by their Acts authorised to raise, or have raised, and which may not be required for the purposes of their original undertaking, to an extent

not exceeding £5000; and to raise a further sum of money for the purposes of the said intended Railway, to be called Postponed Stock, on the security of the new undertaking, or by borrowing, or by both or either of these means, such additional capital as may be necessary, and with such distinctive character and application as may be deemed expedient, for the purposes of the said intended Railway and Works, and for carrying the said undertaking into effect; and so far as may be necessary for these and other purposes, to alter, enlarge, and amend, or if necessary, in part to repeal, the powers and provisions of the Local and Personal Acts following, relating to the said Deeside Railway Company, that is to say, "The Deeside Railway Act, 1846," and "The Deeside Railway Act, 1852;" and the said intended Act will also contain such powers and provisions as may be necessary for regulating and managing, as they may think proper, the Capital and Shares, and the Revenue, Interest, and Dividends, and Debentures, Loans, and Liabilities, and other matters which may appertain and apply to the said intended Railway and Works, separately, and distinct from those appertaining and applying to the said Deeside Railway, as authorised by the said recited Acts; and further, to provide for the blending and uniting, in one Capital Stock, the Capital Stocks of the said two undertakings, if and when the same shall be deemed expedient by the said Deeside Railway Company; and also to enable the said Deeside Railway Company to increase the number of their Directors to such extent as may be expedient, in the event of such union.

Further, by the Act so to be applied for, a Company will, if deemed expedient, be incorporated for making and maintaining the Railway and Works above mentioned; and on the Company so to be incorporated will be conferred, so far as applicable to such Company, all the rights, powers, and privileges, above and hereafter mentioned, for fully and effectually carrying into effect the said undertaking; and power will further be taken to enable such Company to be incorporated as aforesaid, and the said Deeside Railway Company, to enter into Contracts and Agreements in respect to the working and management and maintenance, by the said Deeside Railway Company, of the said intended Railway and Works, and for the use reciprocally by the said Companies of their respective lines of Railway and Stations and other accommodations thereon, and for the fixing, division, or apportionment, between the said Companies of the Tolls, Rates, and Duties, leviable on their respective lines of Railway, on such terms and conditions as may be agreed on; and also to enable both Companies reciprocally to contribute to, and hold shares or stock in, their respective undertakings.

And with the said intended Act will be incorporated the powers and provisions, or some of them, of "The Companies' Clauses Consolidation (Scotland) Act, 1845,"—"The Lands' Clauses Consolidation (Scotland) Act, 1845," and "The Railway Clauses Consolidation (Scotland) Act, 1845."

And in the construction of the said intended Railway and Works, power will be taken to make all necessary Embankments, Cuttings, and Enclosures, and to alter, stop up, or divert all such Turnpike and other Roads, Streets, Highways, Railways, Rivers, and Water Courses, as may be necessary for the construction and maintenance of the said Undertaking; and to vary, repeal, or extinguish all rights, privileges, or exemptions, connected with the Lands and Houses to be taken, or which will impede or interfere with the execu-

tion of the Works, and to confer other rights and privileges.

AND NOTICE IS HEREBY FURTHER GIVEN, That duplicate Plans and Sections, together with Books of Reference to such Plans, and a published Map shewing the general line and direction of the proposed Railway and Works; and a Copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the 29th day of November instant, be deposited for public inspection, with the Principal Sheriff-Clerk of the County of Aberdeen, at his Office in Aberdeen, and with the Principal Sheriff-Clerk of the County of Kincardine, at his Office in Stonehaven; and on or before the said 29th day of November, a Copy of so much of the said Plans and Sections, and Books of Reference, as relates to each of the Parishes in or through which the said Railway and Works will be made or pass, and a Copy of the said Gazette Notice, will be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such Parish at his place of abode.

And on or before the 31st day of December next, printed Copies of the said intended Acts will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1856.

JOHN DUNCAN, Advocate, Aberdeen.
HOLMES, ANTON, & TURNBULL,
18, Fludyer Street, Westminster,
Parliamentary Agents.

BORDER COUNTIES RAILWAY, (TEVIOTDALE SECTION.)

EXTENSION TO BELSES.

(Powers for the Border Counties Railway Company to Construct Railway from The Belling to The Hawick Branch of The North British Railway, near Belses, with a Branch to The Jedburgh Railway;—to raise Additional Capital, &c., and increase their Directors;—Powers to authorize the North British, and The Newcastle-upon-Tyne and Carlisle, Railway Companies to Subscribe, &c., to the Undertaking;—Powers to make Working Arrangements with those Companies;—Amendment of Acts.)

NOTICE IS HEREBY GIVEN, That application is intended to be made to Parliament in the ensuing Session for an Act to alter, amend, enlarge, or repeal some of the powers and provisions of "The Border Counties Railway (North Tyne Section) Act 1854," or some part or parts thereof, or otherwise to repeal the said Act, and to consolidate all or some of the provisions thereof, and of the said intended Act into one Act.

And it is proposed by the said intended Act to apply for powers to enable the Border Counties Railway Company to make and maintain the Railway and Branch Railway following, or one of them, or some part or parts thereof, together with all proper and necessary works, approaches, stations, and conveniences connected therewith respectively, (that is to say)—

A Railway commencing by a Junction with the authorised line of the Border Counties Railway (North Tyne Section) at or near to the authorised termination thereof, as the same is shewn on the Parliamentary Plans of the said Border Counties Railway (North Tyne Section) deposited with the Clerk of the Peace of the County of Northumberland, in the month of November 1853, such termination being at or near to a certain dwelling-house or building called "The Belling," belonging to His Grace the Duke of Northumberland, and in the

occupation of James Hutton and John Thompson, and John Thompson, or one of them, in the Township of Plashet and Tynehead, in the Parish of Falstone, in the County of Northumberland, passing thence from, through, or into the several Parishes, Townships, and Extra-parochial or other places following, or some of them, that is to say, Falstone, Plashet, Tynehead, otherwise Plashet and Tynehead, Wellhaugh, The Belling, Lewisburn, Bewshaugh, Gowanburn, Keilder, and Deadwater, all in the Parish of Falstone, in the County of Northumberland, and Castle Town otherwise Castleton, Chesters or Southdean, Hobkirk, Bedrule, Jedburgh, Oxnam, Edgerston, Ancrum, Lilliesleaf, Cavers, Minto, Crailing, Kirkton, and Hawick, all in the County of Roxburgh or Roxburghshire, and terminating by a Junction with the Hawick Branch or portion of the North British Railway at or near a certain Bridge under or across the said Railway near Belses Mill, sometimes called or known as Belses Mill Bridge, in the Parish of Ancrum, in the County of Roxburgh aforesaid; such Bridge being situate 300 yards or thereabouts to the northward of a certain mile-post of the said Hawick Branch, indicating the distance to be $44\frac{1}{2}$ miles from Edinburgh.

Also a Branch Railway from and out of such intended Railway, commencing by a Junction therewith in or near a certain Field called Weaseldean, on a Farm called Timpendean, in the occupation of William Scott, and belonging to the Marquis of Lothian, and terminating by a Junction with the Jedburgh Railway at or near a certain mile-post thereon, indicating the distance from Edinburgh to be 54 miles, and which said last-mentioned intended Branch Railway will be wholly situate in the Parish of Jedburgh, and County of Roxburgh or Roxburghshire.

And it is proposed by the said intended Act to take powers to make lateral deviations from the line of the said proposed Railway, Branch Railway, and Works, or either of them, to the extent and within the limits defined upon the Plans hereinafter mentioned, and to cross, stop up, alter, or divert, either temporarily or permanently, all such turnpike and other roads and highways, streets, bridges, railways, tramways, mines, aqueducts, canals, towing-paths, streams, drains, pipes, rivers, brooks, sewers, reservoirs, navigations, waters, watercourses, and other works, within or adjoining the several parishes, and extra-parochial or other places, or some of them, as it may be necessary to cross, stop up, alter, or divert, by reason of the construction of the said intended Railway, Branch Railway, and Works, or either of them;—also to purchase lands, houses, and other property, compulsorily or otherwise, or to take leases thereof, and to enable the owners of any such lands, houses, and other property, to grant such leases, for the purpose or purposes of the said intended Railway, Branch Railway, and Works, or either of them, and to vary or extinguish all existing rights and privileges connected with or appertaining to such lands, houses, and other property, or which may in any manner impede or interfere with the construction, maintenance, or use of the said intended Railway, Branch Railway, and Works, or either of them, and also to levy tolls, rates, and duties, upon or in respect of the said intended Railway, Branch Railway, and Works, or either of them, and to alter, vary, or extinguish existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

And it is also proposed by the said intended Act to authorise the said Border Counties Railway Com-

pany to apply any capital or funds, now or hereafter belonging to them, or under the control of their Directors, to the purpose or purposes of the said intended Act, and also to authorise the said Company, for the several purposes aforesaid, or any or either of them, to raise money and to increase their capital, either by borrowing on mortgage or bond, or by the creation of new or additional shares or stock, or by any or either of such means, of such an amount, in such number, and with such preference or priority as to interest, dividends, or otherwise, and on such terms and conditions, and in such manner as Parliament shall authorise or direct: And also to empower the said Company to increase the authorised number of their Directors.

And it is also proposed by the said intended Act to authorise the North British Railway Company, and the Newcastle-upon-Tyne and Carlisle Railway Company, or either of them, to subscribe and contribute funds towards the said intended undertaking, or any part or parts thereof, and to guarantee to the Border Counties Railway Company, in respect of the said intended undertaking, or any part or parts thereof, such interest, dividend, annual or other payments as may be agreed upon between such Companies respectively and the said Border Counties Railway Company, and also to take and hold shares in the said intended undertaking, or any part or parts thereof, and to apply any capital or funds now or hereafter belonging to them respectively, or under the control of their Directors, or to raise additional capital by the creation of new shares in their respective undertakings, either with or without preference or priority, in payment of interest or dividend, or by borrowing on mortgage or bond, for the purposes aforesaid, or any or either of them, and to enable the said North British Railway Company, and the Newcastle-upon-Tyne and Carlisle Railway Company, or either of them, to vote at meetings of the said Border Counties Railway Company, and to appoint Directors of that Company.

And it is also proposed by the said intended Act to authorise the North British Railway Company and the Newcastle-upon-Tyne and Carlisle Railway Company, and any other Company or Companies already incorporated, or to be incorporated, or any or either of them, and the Border Counties Railway Company, to make, enter into, and carry into effect such contracts and arrangements, on such terms and conditions, and subject to such restrictions as may be, or may have been mutually agreed upon by or on behalf of those Companies, with reference to the working and use of the said intended Railway, Branch Railway, and Works, or either of them, and the conduct, management, and direction of the traffic, or any portion of the traffic, upon the same, and the division and apportionment of such traffic, and the tolls, rates, and charges arising therefrom, between and amongst the said Companies, or any or either of them, and for enabling such Companies, or any or either of them, to appoint a Joint-Committee for carrying into effect any such contracts or arrangements, and to exercise, by means of such Joint-Committee or otherwise, such of the rights, powers, or privileges, whether with reference to the levying of tolls, rates, and duties, or otherwise, now or hereafter vested in or belonging to the said Companies, or any or either of them, and all such other rights, powers, and privileges as may be necessary or expedient for more effectually carrying into effect any such contracts or arrangements.

And it is proposed by the said intended Act to alter, amend, extend, and enlarge all or some of the powers and provisions of the several Acts incorporating and relating to the following Companies

or undertakings, so far as those Acts will be affected by the grant or application to the same Companies or undertakings respectively, of the powers and provisions whereof Notice is hereby given, (that is to say), The Acts relating to The North British Railway Company and the Newcastle-upon-Tyne and Carlisle Railway Company respectively.

And Notice is hereby further given, that on or before the 29th day of November instant, Maps, Plans, and Sections describing the directions, lines, and levels of the said intended Railway, Branch Railway, and Works, or some or one of them, and the Lands which may be taken for the purposes thereof, together with a Book of Reference to such Plans, containing the names of the Owners or reputed Owners, Lessees or reputed Lessees, and the Occupiers of such Lands, and also a Copy of this Notice as published in the *London and Edinburgh Gazettes*, will be deposited for public inspection with the Clerk of the Peace for the County of Northumberland, at his Office at Newcastle-upon-Tyne, and in the Office of the Principal Sheriff-Clerk in Jedburgh, for the County of Roxburgh; and that on or before the said 29th day of November, a Copy of so much of the said Plans, Sections, and Book of Reference as relates to each Parish or extra-parochial place in or through which the said intended Railway, Branch Railway, and Works, or some or one of them, are proposed to be made, together with a Copy of this Notice published as aforesaid, will be deposited for public inspection as follows, that is to say,—in respect of such of the said Parishes as are situate in England, with the Parish Clerk of each such Parish at his residence, and in case of any extra-parochial place, with the Parish Clerk of some Parish immediately adjoining thereto, at his residence; and in respect of such of the said Parishes as are situate in Scotland, with the Schoolmaster, if any, and if there be no Schoolmaster, with the Session-Clerk of each of such last mentioned Parishes at the respective residences of such Schoolmasters or Session-Clerks.

And Notice is hereby further given, that on or before the 31st day of December next, printed Copies of the Bill relating to the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November 1856.

H. & W. TOOGOOD,
16, Parliament Street, London, } Solicitors
LAWS & GLYNN, } for
Newcastle-upon-Tyne, } the Bill.

FORMARTINE AND BUCHAN RAILWAY.

(Incorporation of Company for Making a Railway from the Great North of Scotland Railway to Oldmaud, and from thence to Peterhead and Fraserburgh, and arrangements with the Great North of Scotland Railway Company.)

NOTICE IS HEREBY GIVEN, that it is intended to apply to Parliament next Session, for leave to bring in a Bill to incorporate a Company, and to confer upon them all or some of the following, among other powers:—

1.—To make and maintain a Railway with all necessary Works, Stations, Approaches, and Conveniences connected therewith, commencing by a Junction or Junctions with the Great North of Scotland Railway, at or near to a point in the Parish of Dyce, about sixteen hundred yards south of the Booking-Office of the Dyce Station of the said Great

North of Scotland Railway, passing through or into the following Parishes, or some of them (that is to say), Dyce, New Machar, Udny, Foveran, Logie-Buchan, Ellon, Methlic, and New Deer, all in the County of Aberdeen; and Old Deer, partly in the County of Aberdeen, and partly in the County of Banff, and terminating in the said Parish of New Deer, on or near the Farm of Mains of Oldmaud, occupied by Isabella Kerr, Charles Gordon Kerr, George Morice Kerr, and Helen Rachel Mary Kerr, at a point two hundred yards or thereby North west of the Farm-Offices of Den Brae, also in said Parish of New Deer.

2.—To make and maintain an Extension of the said Railway, with all necessary Works, Stations, Approaches, and Conveniences connected therewith, commencing by a Junction with the said Railway, at its said proposed Terminus, on or near the said Farm of Mains of Oldmaud, in the said Parish of New Deer, and passing through or into the Parishes of New Deer and Longside, and the Burgh and Parish of Peterhead, all in the County of Aberdeen, and the said Parish of Old Deer, partly in the County of Aberdeen, and partly in the County of Banff, and terminating in the said Burgh and Parish of Peterhead, on an unoccupied triangular piece of Ground belonging to the Governors of the Maiden Hospital, founded by the Company of Merchants of the City of Edinburgh, and Mary Erskine, lying along the east side of Seagate Street, and adjoining the Quay of the North Harbour of Peterhead.

3.—To make and maintain another Extension of the said Railway, with all necessary Works, Stations, Approaches, and Conveniences connected therewith, commencing by a Junction with the said first-mentioned Railway, at its said proposed Terminus, on or near the farm of Mains of Oldmaud, in the said Parish of New Deer, and passing through or into the Parishes of New Deer, Strichen, Aberdour, Tyrie, Rathen, and Fraserburgh, all in the County of Aberdeen, and terminating at a point about eighty-three yards South, or South-west from the root or commencement of the South Pier of the South Harbour of Fraserburgh, in the said Parish of Fraserburgh, on a piece of garden ground belonging to Captain John Dalrymple, and occupied by Captain William Burnett.

4.—To stop up, alter, and divert all such Roads, Streams, Navigations, Railways, and Tramways, as may be necessary in making the said Railways.

5.—To purchase, by compulsion or otherwise, all such Lands, Houses, and other Property as may be required in the construction of the said Railways, or any of the Works connected therewith; and to vary and extinguish all existing rights or privileges, in any manner connected with such Lands, Houses, and other Property, and all such other rights or privileges as it may be necessary to vary or extinguish in carrying into execution any of the purposes of the said Bill.

6.—To levy Tolls, Rates, and Charges, in respect of the said intended Railways and Works; and to confer certain Exemptions from such Tolls, Rates, and Charges; and to confer other rights and privileges.

It is intended by the said Bill to take powers to form Junctions with any Railways or Tramways made, or to be made, upon the Quays connected with the Harbours of Peterhead and Fraserburgh, and to make communications between the same and the said intended Railways, to enable the said Company to pass their Carriages and Traffic over said Railways or Tramways.

The said Bill will also enable the said Company and the Great North of Scotland Railway Company to enter into mutual arrangements or agree-

ments with respect to the working, maintenance, and use of the said intended Railways and Works, and with respect to the division and apportionment of the Tolls and other Revenue arising from the Traffic of the said Railways; and also with respect to the conveyance of Passengers and Traffic common to the intended Railways and to the Great North of Scotland Railway, and the division and apportionment of the Tolls and Charges arising from such Traffic; and the said Bill will confirm any arrangements or agreements already made with respect to any of the matters aforesaid.

It is also intended by the said Bill to authorise the Great North of Scotland Railway Company to subscribe towards the said intended Railways out of any of the monies belonging to them, or which they now have, or which they may have, the power to raise; and the said Bill will, if necessary, enable such Company to raise additional Capital by Shares and Mortgage, for the purpose of enabling them so to subscribe; and the said Bill will, so far as it may affect or give any powers to the Great North of Scotland Railway Company, alter, amend, and enlarge the powers and provisions of the following Acts relating to that Company, namely—"The Great North of Scotland Railway Act, 1846;" "The Great North of Scotland Railway Amendment Act, 1851;" "The Great North of Scotland Railway Amendment Act, 1854;" and "The Great North of Scotland Railway Extension Act, 1855;" and the said Bill will, if necessary, alter the Tolls and Charges authorised by these Acts or some of them.

It is further intended to incorporate with the said Bill all or some of the provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845;" "The Lands Clauses Consolidation (Scotland) Act, 1845;" and "The Railways Clauses Consolidation (Scotland) Act, 1845."

AND NOTICE IS HEREBY FURTHER GIVEN, that Duplicate Plans and Sections, describing the line or situation, and levels of the proposed Railways, and the Lands, Houses, and other property which may be required to be taken for the purposes thereof, 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 other property; and also a published Map, with the Lines of Railway delineated thereon, so as to show their general course or direction, and a copy of this Notice as published in the *Edinburgh Gazette*, will, on or before the 29th day of this instant November, be deposited for public inspection with the principal Sheriff-Clerk of the said County of Aberdeen, at his Offices respectively in Aberdeen and Peterhead; and with the principal Sheriff-Clerk of the County of Banff, at his Office in Banff; and that a copy of so much of the said Plans, Sections, and Books of Reference, as relates to each of the several Parishes before specified, together with a copy of the said Gazette Notice, will, on or before the said 29th day of November, be deposited for public inspection with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of each such Parish, at the usual place of abode of such Schoolmaster or Session-Clerk.

Printed Copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 31st day of December next.

Dated this 7th day of November 1856.

ADAM & ANDERSON,
75, Union Street, Aberdeen.

DYSON & CO.
24, Parliament Street, Westminster.

PULTENEY TOWN HARBOUR.

Amendment of Acts : New Works and Regulation of Harbour.

NOTICE IS HEREBY GIVEN, That application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to amend the following Acts, or some of them ; that is to say, ' An Act passed in the twenty-sixth year of the reign of His Majesty King George the Third, intituled ' An Act for incorporating certain persons therein named by the name and stile of ' The British Society for extending the Fisheries and improving the Sea Coasts of this Kingdom,' and to enable them, when incorporated, to subscribe a Joint Stock, and therewith to purchase lands, and build thereon free towns, villages, and fishing stations in the Highlands and Islands in that part of Great Britain called Scotland, and for other purposes.' An Act passed in the fifty-fourth year of the reign of His said Majesty, intituled ' An Act to enable the Governor, Deputy-Governor, and Directors of the Society called ' The British Society for extending the Fisheries and improving the Sea Coasts of the Kingdom,' to levy certain rates and duties on vessels frequenting their Harbours ;' and another Act passed in the seventh and eighth year of the reign of Her present Majesty, intituled ' An Act to explain and amend the Acts incorporating ' The British Society for extending the Fisheries and improving the Sea Coasts of the Kingdom,' for enlarging and improving the Harbour of Pulteney Town, in the County of Caithness ; and for lighting, cleansing, and improving the said Town, and better supplying the same with water,' or to repeal the said Acts, or any of them, in whole or in part, and to re-enact and consolidate the provisions thereof, or some of them, with such new and additional provisions as may be necessary or expedient. By which Bill it is intended to incorporate the said Society, and to alter and define the qualifications of the Governor, Deputy-Governor, and Directors thereof, and to regulate the actings and proceedings of the said Society, and to transfer to, and vest in the said Society, the full and absolute right and property of and in the Harbours of Pulteney Town, and all lands, heritages, works, property, and appurtenances thereto belonging or connected therewith, and of and in all other estates, lands, and property, heritable or moveable, acquired, or to be acquired by the said Society under the powers, and for the purposes of the said Acts and the said Bill, or otherwise, and to confer on and vest in the said Society the sole power of managing and regulating the said Harbours and Works, and other lands and property, of supplying with water the said Harbours and Works, and vessels entering or using the same ; and of appointing and regulating the Police, and other matters relating to or connected with the said Harbours, Works, and Property, and of making Bye-Laws and Regulations for the several purposes aforesaid, and to exclude, so far as may be necessary or expedient, the powers, controul, and jurisdiction of all other persons in reference to the said Harbours, Works, and Property.

And it is intended by the said Bill to fix and regulate the capital stock of the said Society, to take powers to raise additional capital and funds ; to assign and pay preferential or guaranteed dividends on existing stock or shares, or to create or issue new stock or shares with guaranteed or preferential dividends, and to dispose of shares or stock of the said Society by public sale or otherwise, and

on such terms and conditions as may be expedient, and to borrow money for the purposes of the said Acts and the said Bill.

And it is also intended by the said Bill to take power to alter, deepen, improve, and enlarge the said Harbours of Pulteney Town and the entrances thereof, and to make and maintain the following works or some of them, that is to say :—First, A Pier or Breakwater extending from the land at or near the Crane Rock, which is situated about 460 yards or thereby south-east of the present south pier of Pulteney Town Harbour, and which Breakwater is to extend into the Bay of Wick 520 yards or thereby so as to terminate within 200 yards or thereby of the north-east end of the present south pier of Pulteney Town Harbour. Second, Quays, jetties, curing ground, and roads, extending between the landward end of the aforesaid new Breakwater, and the landward end of the present south pier of Pulteney Town Harbour, and such other piers, docks, breakwaters, quays, graving and dry docks, patent slips, cranes, warehouses, roads, and approaches, or such alterations, diversions, extensions, and improvements of the existing harbour, piers, and works as may be necessary ; and Third, To divert and alter the course of the River Wick ; to make a new cut, channel, or course for the said River, commencing 100 yards or thereby north-west of Port Dunbar, and terminating about 300 yards or thereby north-west of the said Port Dunbar, and to straighten, scour, deepen, embank, or widen and otherwise to improve the said River and the Navigation thereof ; as the said several Works are described and defined on the Plan and Sections to be deposited as hereinafter mentioned, and which Harbours and River, and the Works intended to be made and maintained as aforesaid, are or will be situated partly in the Royal Burgh of Wick, and all in the Parish of Wick, and County of Caithness.

And it is also intended by the said Bill to define the limits of the said Harbours, and to extend the said limits so as to include within the same the new or extended Harbour, Quays, channel or course of the said River, and other Works to be made and maintained as aforesaid, and all the lands and property acquired, or to be acquired for the purposes of the said Acts and of the said Bill ; and also to include in the limits of the said Harbours the whole of the Bay of Wick, or so much thereof as lies within a straight line drawn from the North-head to the South-head of the said Bay of Wick, as shewn on the said Plan.

And it is also intended by the said Bill to take power to deviate in the construction of the several Works to be made and maintained as aforesaid, to the extent defined in the said Plan, and to acquire, by compulsory purchase or otherwise, the lands, houses, and other property required for the purposes of the said several Works ; to cross, divert, or stop up, temporarily or permanently, Rivers, Streams, Streets, Roads, Sewers, and Watercourses ; to vary or extinguish all rights or privileges connected with the lands, houses, rivers, and other property or works so to be taken or interfered with, which would in any manner prevent the execution of the said several Works, or the carrying into execution of the purposes of the said Acts and the said Bill ; and to confer, vary, or extinguish other rights and privileges.

And it is also intended by the said Bill to continue or to alter the several existing tolls, rates, assessments, duties and dues leviable under the said Acts, or any of them, or to repeal the same, and to take power to levy new or increased and additional rates and duties, tonnage dues, anchorage dues, and pilot

dues, at and for the said Harbour, and on and in respect of ships and vessels entering or using the said Harbour or precincts thereof, or Quays, Piers, Landing-places, Works, or conveniences connected therewith, and on and in respect of all passengers, animals, goods, articles, and things landed at or shipped from the same, and to confer, vary, or extinguish exemptions from payment of such assessments, tolls, rates, duties, and dues.

And it is also intended by the said Bill to authorize and empower the said Society, and the Magistrates and Council of the said Burgh of Wick, to enter into all such agreements with respect to anchorage and other dues in the said Harbours, River, and Bay of Wick, as may be deemed expedient; and also to authorize and empower the said Society, and the Commissioners appointed and acting under the provisions of the said third recited Act, and any other person or persons, to make and enter into all such contracts and agreements as may be deemed expedient with reference to the execution of any of the purposes of the said Acts or the said Bill, and to confirm all such contracts or agreements as have been, or may be made by and between the said Society and the said several other parties, or any of them; and to confer on the said Society, and such other parties respectively, all powers, rights, and privileges which may be necessary for carrying into effect the several purposes of the said Acts and the said Bill.

AND NOTICE IS HEREBY GIVEN, that a Plan and Sections, and duplicates thereof, describing the lines, situation, and levels of the several Works intended to be made and maintained as aforesaid, and the lands, houses, and other property intended to be taken, or which may be taken under the powers of deviation before mentioned, with a Book of Reference to such Plans, containing the names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the said lands, houses, and other property, and a copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection on or before the twentieth day of November 1856, in the Office at Wick of the Principal Sheriff-Clerk of the County of Caithness; and that copies of the said Plan, Sections, Book of Reference, and *Gazette* Notice, will, on or before the same date, be deposited with the Schoolmaster of the said Parish of Wick, or if there be no Schoolmaster, with the Session-Clerk of the said Parish, at his residence, and with the Town-Clerk of the said Burgh of Wick, at his Office in Wick; and that copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 31st day of December next.

Dated this 1st day of November 1856.

HORNE & ROSE, W.S., Edinburgh.

RICHARDSON, LOCH, & MACLAURIN,
Fludyer Street, Westminster,
Parliamentary Agents.

TWEED FISHERIES.

Amendment of Acts, &c.

NOTICE IS HEREBY GIVEN, That application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to amend an Act passed in the eleventh year of the reign of His Majesty King George the Fourth, intituled 'An Act for the more effectual preservation and increase of the Breed of Salmon, and for better regulating the Fisheries in the River Tweed, and the Rivers and Streams running into

'the same, and also within the mouth or entrance of the said River,' and another Act passed in the sixth year of the reign of His late Majesty King William the Fourth, intituled 'An Act to alter, amend, and enlarge the powers of an Act passed in the eleventh year of the reign of His late Majesty, intituled 'An Act for the more effectual preservation and increase of the Breed of Salmon, and for better regulating the Fisheries in the River Tweed, and the Rivers and Streams running into the same, and also within the mouth or entrance of the said River;' or to repeal the said Acts, or either of them, in whole or in part, and to consolidate and re-enact the provisions thereof, or some of them, with such new and additional provisions as may be expedient: By which Bill it is intended to alter and vary the Annual Close Times, and Weekly Close Times, and other periods specified in the said Acts, or either of them, during which it is unlawful to fish for, take, or kill Salmon and other fish in the River Tweed, and the rivers and streams running into, or communicating with the same, or within the mouth or entrance of the said River; and to fix, define, and regulate, with regard to fishing by nets, and angling by rods respectively, the Annual and Weekly Close Times and other periods during which it shall not be lawful to fish for, take, or kill any Salmon, Grilse, Sea-Trout, Bull-Trout, Whiting, Smolts, or other fish of the Salmon kind, or any Trout or other fresh water fish in the said River Tweed and other rivers and streams as aforesaid, and within the mouth or entrance of the said River; and to provide for the preservation and increase of Salmon and other fish as aforesaid, and the improvement of the Fisheries therein; to regulate the times and manner of fishing by nets, and by rods, or otherwise, and to make such provisions as may be necessary for the prevention of illegal fishing for, killing, taking, selling, or having possession of Salmon and other fish as aforesaid, and to provide against the constructing, forming, or setting in the said River Tweed, or other rivers and streams as aforesaid, or within the mouth or entrance of the said River, of any erection or work, or any fixed net, boat, machinery, or apparatus for the purpose of taking or killing Salmon or other fish as aforesaid, or which may obstruct the fishing therein, and against the laying or placing in, or allowing to flow into the said rivers and streams of matters or things injurious to fish; and to take power to remove and take away all such erections, works, fixed nets, boats, machinery, apparatus, obstructions, matters, or things, which now are or may be constructed, formed, set, or placed in the said River Tweed, or other rivers and streams as aforesaid, or within the mouth or entrance of the said River; and also to provide for the detection and punishment, by penalties, imprisonment, or otherwise, of offenders against the enactments of the said Acts and the said Bill; and to extend to those parts of the said River Tweed, and other rivers and streams as aforesaid, and of the mouth or entrance of the said River which are situated in England, the provisions of an Act passed in the eighth and ninth year of the reign of Her present Majesty, intituled 'An Act to prevent fishing for Trout, or other fresh water fish by nets in the rivers and waters in Scotland,' and otherwise to regulate the fishing for trout and other fresh water fish in the said River Tweed, and other rivers and streams as aforesaid, and to apply thereto, so far as may be necessary, the provisions of the said Acts and the said Bill.

And it is also intended by the said Bill to continue or to alter the existing rates or assessments leviable under the said Acts, or either of them, or

to repeal the same, and to take power to levy new or additional rates or assessments for the purposes of the said Acts and the said Bill, on and from the proprietors and tenants or occupiers, or either of them, of Salmon Fisheries in the said River Tweed, or in any river or stream running into or communicating with the same, and in the mouth or entrance of the said River, and to confer, vary, or extinguish exemptions from payment of such rates or assessments; to make such provisions as may be necessary for the regulation of the meetings, actings, and proceedings of the Commissioners and Overseers appointed, or to be appointed, under and for the execution of the said Acts and the said Bill, and to vary or extinguish all rights and privileges which would in any manner interfere with the execution of the said Acts and the said Bill, and to confer all such powers, rights, and privileges as may be necessary or expedient for carrying the same into effect.

And copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the thirty-first day of December next.

Dated this 1st day of November 1856.

CURLE AND ERSKINE, Melrose.
 RICHARDSON, LOCH, AND MACLAURIN,
 Fludyer Street, Westminster,
 Parliamentary Agents.

TWEED RIVER FISHERIES.

(For more effectually preserving the Fisheries,
 Amendment or Repeal of Acts.)

NOTICE IS HEREBY GIVEN, That application is intended to be made to Parliament in the next Session, for leave to bring in a Bill, or for leave to introduce into any Bill brought into Parliament in the next Session for a like or similar purpose, provisions to alter, amend, and enlarge some of the powers and provisions of two several Acts, one passed in the eleventh year of the reign of His Majesty King George the Fourth (Local), chapter 54, intituled 'An Act for the more effectual preservation and increase of the Breed of Salmon, and for better regulating the Fisheries in the River Tweed, and the rivers and streams running into the same, and also within the mouth or entrance of the said River,' and the other passed in the sixth year of the reign of His late Majesty King William the Fourth (Local), chapter 65, to alter, amend, and enlarge the powers of the first mentioned Act, or to repeal such two several Acts, and grant further, better, and more effectual powers instead thereof; for the more effectual preservation and increase of the Breed of Salmon, and for better regulating the Fisheries in the River Tweed, and the Rivers and streams running into the same, and also within the Mouth or Entrance of the said River. And in which Bill provision is intended to be made for altering the time and mode of Fishing within the River Tweed, and the waters communicating therewith, as described in the said Acts or in the said Bill, for altering and extending the limits to which the provisions of the said Acts and Bill are to extend, in the direction of the Mouth or Entrance of the River Tweed, and the Coasts adjoining the same, in regard to the provisions of the said Acts and of the said Bill; for appointing or altering the appointment of Commissioners and Overseers for executing the provisions of the said Acts and of the said Bill; for fixing, altering, and regulating the qualification of the persons who are

to act as such Commissioners and Overseers; for regulating the proceedings of the Commissioners and Overseers at their meetings, and the mode of voting thereat; the appeals to be allowed from decisions and convictions under the provisions of such Acts, and of the said Bill; for altering the rates or assessments authorised to be collected by the said Acts; for authorising further and other rates or assessments to be levied on the several persons who are liable to be assessed to the rates or assessments granted by the recited Acts, or one of them, or who are or may be proprietors of fisheries affected by the said Acts, or the said Bill, and for authorizing money to be borrowed on the credit of such respective rates or assessments; and for altering existing rights and privileges, and for conferring, varying, and extinguishing other rights and privileges. It is intended to incorporate in the said Bill, "The Commissioners Clauses Act 1847," or some parts of such Act.

Printed copies of the intended Bill will, on or before the thirty-first day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November 1856.

MARSHALL & SANDERSON, Berwick,
 Solicitors for the Promoters.

DYSON & CO.,
 24, Parliament Street, Westminster,
 Parliamentary Agents.

WEST OF FIFE MINERAL RAILWAY.

Extension to Roscobie and Braehead; Additional Powers, and Amendment of Acts.

NOTICE IS HEREBY GIVEN—That application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to authorise the West of Fife Mineral Railway Company to make and maintain a Branch or Extension of the said West of Fife Mineral Railway, together with all proper Works and Conveniences connected therewith, commencing at a point on the Main Line thereof at or near to Lochend Toll-bar, in the Parish of Dunfermline, and terminating at or near to the Farm Steading of Bowleys, in the Parish aforesaid; as also a Branch Railway from a point on the first-mentioned proposed Branch or Extension Railway, at or near to Easter Craigduckie Brick and Tile Works, in the said Parish of Dunfermline, and terminating in a Field or Enclosure on the Farm of Braehead, commonly called Cuffaboutmeadow, in the Parish of Beath, all in the County of Fife; and which proposed Railways will be situate in, and pass from, in, through, or into, the said Parishes of Dunfermline and Beath, in the County of Fife.

AND IT IS ALSO INTENDED by the said Bill to take and confer the following Powers, or some of them, that is to say:

Powers for the compulsory purchase of Lands, Houses, and other Property necessary for the construction of the said Railways and Works, and to vary and extinguish all existing rights and privileges connected with the Lands, Houses, and other Property so to be purchased, which would in any manner impede or interfere with the construction, maintenance, or use of the said Railways and Works, and to confer other rights and privileges; to deviate in the construction of the said proposed Railways from the line and levels delineated on the Plans and Sections intended to be deposited as aforementioned, to such extent as will be defined on the said Plans, and provided by the said Bill; to cross, alter, divert, or stop up such Highways, Turnpike

or other Roads, Railways, Streets, Paths, Passages, Rivers, Mill Ponds, Brooks, Streams, Sewers, Waters, and Water Courses as it may be necessary or expedient to cross, alter, divert, or stop up, for the purpose of making, maintaining, and using the said Railways, or any of the Works, Approaches, Stations, or Conveniences connected therewith ;

Power to levy Tolls, Rates, and Duties on and for the use of the said Railways and Works, and for the conveyance of Passengers, Animals, and Goods thereon ; to alter the existing Tolls, Rates, and Duties of the West of Fife Mineral Railway ; to confer, vary, or extinguish exemptions from payment of such Tolls, Rates, and Duties ; and to confer, vary, or extinguish other rights, powers, and privileges ;

Power to the West of Fife Mineral Railway Company to raise additional Capital for the purposes of the said Bill by the creation of new Shares or by Borrowing on Mortgage or Bond : And to apply the Capital or Funds created and issued, or Borrowed under the provisions of the said Bill, or thereby authorised to be raised by the creation of Shares or Borrowing, or part of such Capital or Funds for the purpose of defraying the expense of the said new Railways and Works, and for the other purposes of the said Bill ;

Power to enter into and carry into execution with any Companies or Corporations, or any Commissioners, Road and Bridge Trustees, or other Persons, such Arrangements and Agreements as may be expedient or proper for making, maintaining, or using the said intended Railways and Works, or for the use of the same ;

Power to the West of Fife Mineral Railway Company to enter into and carry into effect, with any Owners or Lessees of Minerals, Arrangements and Agreements for the junction with the Railways of the said Company of all such connecting Railways or Tramways as may be laid down for the conveyance of Traffic from the Pits of such Owners or Lessees to the Railways of the said Company, and for the use and working by the said Company of such connecting Railways or Tramways, and the conduct and regulation of the Traffic thereupon.

AND IT IS ALSO INTENDED by the said Bill, so far as may be necessary for the purposes aforesaid, to alter, amend, extend, and enlarge the powers and provisions of the ' West of Fife Mineral Railway Act, 1856.'

AND NOTICE IS FURTHER GIVEN—That duplicate Plans and Sections, describing the line, situation, and levels of the said intended Railways and Works, and the lands, houses, and other property intended to be taken, and within the limits of deviation as defined on the said Plans, or which may be required to be taken for the purposes of the said Works, 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 other property ; and a published Map, to a scale of not less than half-an-inch to a mile, with the lines of the said proposed Railways delineated thereon, shewing the general course and direction thereof ; and a Copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the Thirtieth day of November eighteen hundred and fifty-six, be deposited for public inspection with the principal Sheriff-Clerk of the County of Fife, in his Offices at Cupar and Dunfermline respectively ; and that a Copy of so much of the said Plans, Sections, and Books of Reference, as relates to each of the Parishes before specified respectively, with a Copy of this Notice, as published in the *Edinburgh Gazette*, will also be deposited, on or before the Thirtieth day of

November aforesaid, with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of each such Parish, at the usual place of abode of such Schoolmaster or Session-Clerk ; and that printed Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the Thirty-first day of December next.

Dated, at Dunfermline, this Eighth day of November 1856.

JAMES M'FARLANE.
ADAM JOHNSTONE.

TAYPORT AND CRAIGHEAD RAILWAY, PIER, AND FERRIES ON TAY.

(Incorporation of Company for making a Railway from the Edinburgh, Perth, and Dundee Railway at Ferry-Port-on-Craig, or Tayport, to Craighead on the River Tay, with a Pier at the latter place, powers to purchase the Tay Ferries between Craighead, Newport, and Dundee, and places adjacent, and Piers, Wharves, Buildings, and others therewith connected, and to work the said Ferries, and alter the Line thereof, and arrangements with The Edinburgh, Perth, and Dundee and Scottish Central Railway Companies, Ferry Trustees, and Others, in respect of such several matters.)

NOTICE IS HEREBY GIVEN, that it is intended to apply to Parliament next Session for leave to bring in a Bill to incorporate a Company, and to confer upon them all, or some, of the following, among other, Powers :—

1. To Make and Maintain a Railway, with all necessary Works, Stations, Approaches, and Conveniences connected therewith (including a Pier or Jetty in the River Tay, at the Craighead Terminus, in the Parish of Forgan and County of Fife, as a part of the said Railway), such Railway being to commence by a Junction with The Edinburgh, Perth, and Dundee Railway, at or near to a point thereon in the Parish of Ferry-Port-on-Craig and County of Fife, within or near to the Passenger Station of the said Edinburgh, Perth, and Dundee Railway in Ferry-Port-on-Craig, otherwise Tayport, passing through or into the Parish of Ferry-Port-on-Craig and Parish of Forgan, in the said County, and to terminate at or near to Craighead, on the said River Tay, in the last-mentioned Parish, in or upon a certain Piece of Property belonging to the Eastern Bank of Scotland.

2. To Make a Pier or Jetty in and upon the Alveus of the said River Tay, with all Works and Conveniences necessary therefor, in connection with, and as a part of, the said intended Railway, and Works at the Terminus thereof at Craighead aforesaid, such Pier or Jetty and Works and Conveniences being to be made in the said Parish of Forgan.

3. To stop up, alter, and divert all such Roads, Rivers, Streams, and Railways as may be necessary in making the said intended Railway and Works, and Pier and Jetty.

4. To purchase, by compulsion or otherwise, all such Lands, Houses, and other Property as may be required in the construction of the said intended Railway and Works and Pier or Jetty, or any of the Works connected therewith respectively, and to vary and extinguish all existing Rights or Privileges in any manner connected with such Lands, Houses, and other Property, and such other Rights or Privileges, and of Levying Tolls on such Ferry between Newport and Dundee, or Craighead aforesaid and Dundee or places adjacent



thereto respectively, as it may be necessary to vary or extinguish in carrying into execution any of the Purposes of the said Bill.

5. To levy Tolls, Rates, and Charges in respect of the said intended Railway, and Works and Pier or Jetty, and Works thereof, and to confer certain exemptions from such Tolls, Rates, and Charges, and to confer other Rights and Privileges.

The said Bill will also enable the Edinburgh, Perth, and Dundee Railway Company to work and maintain and furnish Plant, or otherwise enable the Company to be Incorporated by the said Bill and the said Edinburgh, Perth, and Dundee Railway Company to enter into mutual arrangements with respect to the working and maintaining of and furnishing Plant for the said intended Railway and Works, and Pier or Jetty, as well as of any other Piers or Jetties or Ferry or Ferries in this notice mentioned or referred to as being intended to be purchased, and as required by the Company so to be Incorporated, and for the purchase or hire by the said Companies, or either of them, of Steam and other vessels to ply to and from the said Pier or Jetty or other Piers or Jetties, purchased under the powers of the said Bill, and with respect to the division and apportionment of the Tolls and other monies between the said two Companies, arising from the said intended Railway and Pier, or Jetty or other Piers or Jetties, Ferry or Ferries to be so purchased, or for or in respect of Steam or other Vessels plying as aforesaid, and the charges to be paid for such working and maintenance and Plant, and the priority of the payment of such charges, and will confirm any agreements or arrangements between the said Companies in any of the matters aforesaid, or with respect to the conveyance of passengers and traffic common to the lines of the said two Companies, and so far as the said Bill may give any powers to or affect the said Edinburgh, Perth, and Dundee Railway Company it will also amend and enlarge the powers and provisions of the following Acts relating to that Company, viz.:—"The Edinburgh, Perth, and Dundee Railway (Consolidation) Act, 1851," and the several Acts specified in the Schedule to the said Act annexed, so far as the same may not be by the said Act repealed, and "The Edinburgh, Perth, and Dundee Railway Company (Arrangements) Act, 1853."

The said Bill will further enable the said Company so to be incorporated, to purchase or acquire from the Scottish Central Railway Company, the Trustees of the Ferries and Passages across the River Tay, in the Counties of Fife and Forfar, under the three Acts last hereinafter recited, or from any other Company, Corporations, Bodies, or Persons, or any of them, all or any of the Rights, Property, and Interests they, or any of them, may respectively possess in or to any Rights of Ferry or Ferries upon the said River Tay, between Craighead or Newport, in the Parish of Forgan and County of Fife, and Dundee, in the County of Forfar, and places adjacent thereto respectively, vested by or under such last three hereinafter recited Acts, in such Trustees, or their Assigns, or others, together with all or any part of the Works connected therewith, or belonging thereto, and the Rights of Working the said Ferry or Ferries, or any of them, and of taking Tolls, Rates, and Charges therefor, or for any of them, or for any Ferry established by the so to be incorporated Company, in lieu of the present Ferry between Newport and Dundee, and will enable the so to be incorporated Company to remove such last mentioned Ferry, and to Establish and Work, in lieu thereof, another Ferry between Craighead aforesaid and Dundee, and will enable

the said Scottish Central Railway Company, Trustees, other Company, Corporations, Bodies, or Persons, or any of them, to Sell and Convey all or any of the said Rights and Property, and Interest they may have in the said Ferry or Ferries, Works, Tolls, Rates, and Charges, to the so to be incorporated Company, for such Price or consideration in money, or in Shares or Stock of the Company so to be incorporated, so that such last referred to Company may hold such Ferry or Ferries, and Works, or any of them, and may themselves, or by or through the said Edinburgh, Perth, and Dundee Railway Company, Work and Use the same, or any of them, or the said substituted Ferry, and Levy Tolls, Rates, and Charges of and in respect thereof respectively, or any part thereof: And the said Bill will confirm any Arrangements or Agreements already made, or to be made, in respect of the several matters relating to the said Ferry or Ferries, and Works, made between the said so to be incorporated Company and said Edinburgh, Perth, and Dundee Railway Company, the Scottish Central Railway Company, and such Trustees or other Company, Corporations, Bodies or Persons, or any two or more of them: And the said Bill will, so far as it may affect or give any powers to the Edinburgh, Perth, and Dundee Railway Company, the said Scottish Central Railway Company, or to such Trustees or other Company, Corporations, Bodies, or Persons, in respect of such several matters last mentioned, also amend and enlarge the powers and provisions of the before recited Acts relating to the Edinburgh, Perth, and Dundee Railway Company, and of the following Acts relating to the Scottish Central Railway Company, viz.:—"The Scottish Central Railway Act 1845;" "The Scottish Central (Alloa Branch) Act 1846;" "The Scottish Central Railway (Denny Branch) Act 1846;" "The Scottish Central Railway (Perth Termini and Stations) Act 1846;" "The Scottish Central Railway (Crieff Branch) Act 1846;" "The Scottish Central Railway Amendment Act 1851;" "The Scottish Central Railway Act 1853;" "The Scottish Central Railway (Denny Branches) Act 1856;" and the powers and provisions of the following Acts (Local and Personal) relating to the said Ferry or Ferries, of which the years and chapters in the copies printed by her Majesty's Printer are as follows, viz.:—59 Geo. III., cap. 113; 3 Geo. IV., cap. 76; 4 Geo. IV., cap. 88.

Plans and Sections describing the line or situation and levels of the proposed Railway, and Pier or Jetty connected therewith, and the Lands and Houses and other Property which may be required to be taken for the purposes thereof, 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 other property: and, also, a published Map, with the line of the said proposed Railway delineated thereon, so as to shew its 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 in this present year, 1856, be deposited for public inspection in the office in Cupar of the principal Sheriff-Clerk of the said county of Fife, and a copy of so much of the said Plans and Sections and Books of Reference as relates to each of the several parishes of Ferry-Port-on-Craig and Forgan aforesaid, together with a copy of the said *Gazette* notice, will, on or before the said 30th day of November, be deposited also for public inspection with the respective Schoolmasters of such several Parishes; or, if there be no Schoolmaster, then with the Session-Clerk of said Parish in which there is no Schoolmaster, at

the usual place of abode of such Schoolmaster or Session-Clerk.

Printed Copies of the said proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 31st day of December, in this present year, 1856.

SHIELL & SMALL, Dundee.

WEBSTER & WARDLAW,
31, Duke Street, Westminster.

Dated this 12th day of November, 1856.

EDINBURGH AND QUEENSFERRY RAILWAY.

(Incorporation of Company, with Powers to make a Railway from near the Ratho Station of the Edinburgh and Glasgow Railway to South Queensferry, with a Branch to the Harbour thereof; Powers to the Edinburgh and Glasgow Railway Company to work the said Line and Branch; and to that Company and the Proposed Company to make Traffic Arrangements; and Amendment of Acts.)

NOTICE IS HEREBY GIVEN, That it is intended to apply to Parliament in the next Session, for leave to bring in a Bill for an Act to Incorporate a Company, with powers for making and maintaining a Railway, with all proper Works and conveniences connected therewith, commencing by a Junction with the line of the Edinburgh and Glasgow Railway, near the Ratho Station thereof, at a point marked A on the plan to be deposited as hereinafter mentioned, in the Parish of Ratho, and terminating at or near South Queensferry, at a point marked C, on the said plan in the Parish of Dalmeny; *With a Branch Railway* diverging out of or from the said intended Railway, at a point marked B on the said plan, and terminating at or near the harbour of South Queensferry; and which proposed Railway, Branch Railway and Works, will be situated in, or will pass from, through, or into the Parishes of Ratho, in the County of Edinburgh, and the Parish of Kirkliston, partly in the County of Edinburgh, and partly in the County of Linlithgow, or in one or other of them, the Burgh of South Queensferry, and the Parishes of Dalmeny and South Queensferry, in the said County of Linlithgow;—As the said proposed Railway, and Branch Railway, and Works, are, or will be delineated and described on the said Plans and Sections thereof, to be deposited as hereinafter mentioned.

AND NOTICE IS HEREBY ALSO GIVEN, That duplicate Plans and Sections, describing the line, situation, and levels of the said intended Railway, and Branch Railway, and other Works, and the lands, houses, and other heritages, which may be required to be taken for the purposes thereof, together with a Book of Reference to such Plans, containing the names of the owners, or reputed owners, lessees or reputed lessees and occupiers of such lands, houses, and other heritages respectively, with a published Map, showing thereon the line and direction of the said proposed Railway and Branch Railway, and also a Copy of this Notice as it has been or will be published in the *Edinburgh Gazette*, will be deposited for public inspection on or before the 30th day of the present month of November, in the Offices in Edinburgh and Linlithgow, of the Principal Sheriff-Clerks of the said Counties of Edinburgh and Linlithgow respectively, and that a copy of so much of the said Plans, Sections, and Book of Reference respectively, as relates to each of the before-mentioned Parishes, with a Copy of this Notice as aforesaid, will on or before the said 30th

day of November, be deposited with the Schoolmaster, if any, and if there be no Schoolmaster, with the Session-Clerk of each such Parish, at the place of abode of each such Schoolmaster or Session-Clerk; and so far as relates to the said Burgh, with the Town Clerk thereof, at his office therein.

AND NOTICE IS HEREBY ALSO GIVEN, That power will be taken by the said Bill, to the proposed Company, for the following among other purposes;

To deviate in constructing the said intended Railway, Branch Railway, and Works from the line or lines, and levels, delineated on the said Plans and Sections, to such extent as will be defined on the said Plans and Sections, and be provided by the said Bill.

To cross, alter, divert and stop up, and to alter the lines, levels, and inclinations, of such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, water-courses, gas and water pipes, and other Works as may be necessary or expedient for the purpose of making, maintaining, and working the said Railway, Branch Railway, and Works, or any part thereof.

To work and use the said Railway, Branch Railway, and Works, and convey passengers, goods, and other things thereon, and on other communicating Railways, and to raise money by shares, and by borrowing for the purposes of the said undertaking and for other purposes.

To acquire by compulsory purchase, or otherwise, all such lands, houses, and other heritages, as may be necessary for the purposes of the said Railway, Branch Railway, and Works; and to authorise and empower all owners of land, whether persons or corporations, or others holding under entail, or other legal disability to convey, to sell or convey their lands and heritages, or any part thereof necessary for the purposes aforesaid, to the said intended Company, or for such annual feu-duty, ground-annual, or rent charge, or for such consideration in shares, mortgages, or bonds, of the said proposed Company as may be fixed or agreed on, as the value of such lands and heritages, and to provide that such feu-duty, ground-annual, or rent charge, shall form a preferable lien and burden on the revenues and property of the said intended Company.

To vary or extinguish all existing rights and privileges connected with the lands, houses, and other heritages, so to be acquired, or which would in any manner impede or interfere with the construction, maintenance, or use of the said Railway, Branch Railway, and Works, and to confer other rights and privileges in relation thereto, and to the use of the said Railway, Branch Railway, and Works.

To levy tolls, rates, and duties, on and for the use of the said intended Railway, Branch Railway, and Works, and for the conveyance of passengers, goods, and other things thereon, and to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto.

To enable the said intended Company to enter into and execute with any other Companies or Corporations, or any Commissioners, Road Trustees, or other Bodies, or persons, such arrangements and agreements as may be expedient or proper for the better making, maintaining, and using the said intended Railway, Branch Railway, and Works, or any portion thereof.

To enable the Edinburgh and Glasgow Railway Company, and the said proposed Company, to enter into agreements with each other for or with respect to the use reciprocally by the said Companies of

their said respective lines of Railway, Stations, and other accommodations thereof respectively, and for the fixing, apportionment, and division of the tolls and profits derived from their respective lines of Railway; and to enable the said proposed Company, and the Edinburgh and Glasgow Railway Company, to enter into agreements for the working and maintenance by the said Edinburgh and Glasgow Railway Company of the said proposed Railway, Branch Railway, and Works,—all on such terms and conditions as have been, or may be agreed upon, or as may be provided by the said Bill.

To ratify and confirm all such agreements as may have been already made, or may hereafter be made, by and between the said proposed Company or parties acting on their behalf, and the said Edinburgh and Glasgow Railway Company in relation to the objects aforesaid, or any of them.

To alter, amend, extend, and enlarge, so far as may be necessary for these purposes, the powers and provisions of the several Acts of Parliament after mentioned, or some of them;—that is to say, “The Edinburgh and Glasgow Railway Consolidation Act, 1852,” and the several Acts therein recited, “The Edinburgh and Glasgow Branches Railway Act, 1853,” and “The Edinburgh and Glasgow Railway Act, 1855,” and all other Acts in any way relating to the said Edinburgh and Glasgow Railway Company, or any other Company connected therewith.

AND NOTICE IS HEREBY GIVEN, That printed copies of said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 31st day of December next.

Dated this 13th day of November 1856.

PEARSON & ROBERTSON, W.S.,
Edinburgh.

DEANS & ROGERS,
Solicitors, Westminster.

WHEREAS a Petition of JOHN WHITFIELD, of No. 26, Nelson Street, in the Borough and County of Newcastle-upon-Tyne, Beer-house Keeper and Coach Trimmer, formerly of No. 26, George Street, in the said Borough and County of Newcastle-upon-Tyne, Beer-house Keeper and Coach Trimmer, then of No. 3, Blenheim Street, in the said Borough and County of Newcastle-upon-Tyne, Beer-house Keeper and Coach Trimmer, and late of No. 91, Clayton Street West, in the said Borough and County of Newcastle-upon-Tyne, Beer-house Keeper and Coach Trimmer, an Insolvent Debtor, having been filed in the County Court of Northumberland, holden at Newcastle, in the said County, and an Interim Order for Protection from Process having been given to the said John Whitfield under the provisions of the Statutes in that case made and provided, the said John Whitfield is hereby required to appear in the said Court to be holden at the Guildhall, Newcastle aforesaid, before the Judge of the said Court, on the 2d day of December 1856, at One o'clock in the Afternoon precisely, for his first examination touching his Debts, Estate, and Effects, and to be further dealt with according to the provisions of the said Statutes; and Notice is hereby given that the choice of the Creditors' Assignees is to take place at the time so appointed.

All Persons indebted to the said John Whitfield, or who have any of his effects, are not to pay or deliver the same but to Mr John Clayton, the Registrar of the said Court, at the County Court Office at Newcastle aforesaid, the Official Assignee of the Estate and Effects of the said Insolvent.

JOHN CLAYTON, Registrar.

Glasgow, November 13, 1856.

WE hereby intimate that no Person whatever has authority to draw or endorse Bills for us.

WINGATE, SON, & CO.

INTIMATION.

HERMANN KALISCH, Merchant in Glasgow, carrying on Business under the Firm of **KALISCH & COMPANY**, Merchants in Glasgow, of which Firm he was sole Partner, as such Partner, and as an Individual, and also as an Individual Partner of the Firm of **BRODS & COMPANY**, Merchants, Noble Street, City, London, whose estates were sequestrated on the 14th day of April 1856, has, with the concurrence of a majority in number and four-fifths in value of the Creditors who have produced oaths in the sequestration of the said Hermann Kalisch, presented to the Sheriff of Lanarkshire, in terms of the Acts 2 & 3 Victoria, caput 41, and 16 & 17 Victoria, caput 53, a Petition, craving to be discharged of all debts contracted by him prior to the date of the sequestration; and the Sheriff-Substitute, by deliverance on said Petition dated 13th November 1856, has appointed the said Petition to be intimated in the Edinburgh Gazette, in terms of the said Statutes.—Of all which Intimation is hereby made accordingly.

For Mr Donald, Prox.

J. L. LANG.

Glasgow, November 13, 1856.

SEQUESTRATION of **GEORGE ROGERSON GOLDIE**, Commission Merchant in Glasgow, Partner of the late Firm of **HALL & COMPANY**, Commission Merchants there, as such Partner, and as an Individual.

DAVID M'CUBBIN, Accountant in Glasgow, Trustee on this estate, hereby gives notice, that at a general meeting of the Creditors, held, with consent of the Commissioners, on the 12th current, the Bankrupt made an offer of composition, which being unanimously entertained, will be finally decided upon at a general meeting of the Creditors to be held within the Office of M'Cubbin & Johnston, Accountants, 16, Frederick Street, here, on Saturday the 6th day of December next, at 11 o'clock A.M.

DAV. M'CUBBIN, Trustee.

Glasgow, November 13, 1856.

WILLIAM MYLES, Accountant in Dundee, Trustee on the sequestrated estate of the Deceased **WILLIAM MORRIS**, Treasurer of Police and Collector of the Pools Rates, Dundee, and lately residing at Lochee, near Dundee, hereby intimates, that an account of his intromissions with the funds of the estate, brought down to the 30th ultimo, and state of funds recovered and outstanding at same date, have been made up and examined by the Commissioners, in terms of the Statute, who have postponed a dividend till next statutory period, and have dispensed with sending circulars to the Creditors.—Of all which Intimation is hereby given, in terms of the Statute.

WM. MYLES, Trustee.

Dundee, November 12, 1856.

JOHN ADAMSON, Solicitor in Banff, Trustee on the sequestrated estate of **WILLIAM GRANT**, Solicitor, lately residing in Castle Street of Banff, now deceased, hereby intimates, that an account of his intromissions with the funds of the estate, brought down to the 30th ultimo, and states of the funds recovered and of those outstanding as at same date, have been made up and examined by the Commissioners, in terms of the Statute; and that the Commissioners have postponed making payment of a dividend till the recurrence of another statutory period, and dispensed with sending notices to the Creditors.—Of all which Intimation is hereby given, in terms of the Statutes.

JOHN ADAMSON, Trustee.

Banff, November 11, 1856.

JAMES WYLLIE GUILD, Accountant in Glasgow, Trustee on the sequestrated estates of **JOHN LITTLE & COMPANY**, Ironmongers in Glasgow, as a Company, and John Little, Ironmonger in Glasgow, the sole Partner of that Company, as sole Partner thereof, and as an Individual, hereby intimates, that an account of his intromissions with the funds of the estate, brought down to the 27th ultimo, and states of the funds recovered and of those outstanding as at the same date, have been made up and examined by the Commissioners: That the said Commissioners have postponed declaring any dividend till the next statutory period, and have authorised the Trustee to dispense with sending circulars to the Creditors.

J. WYLLIE GUILD, Trustee.

Glasgow, November 11, 1856.

THE Estates of ANGUS STEWART, Tailor and Clothier in Glasgow, were sequestrated on the 7th November 1856, by the Sheriff of Lanarkshire.

The first deliverance is dated the 7th November 1856. The meeting to elect the Trustee and Commissioners is to be held at two o'clock, on Wednesday the 19th November 1856, within the Crown Hotel, 72, Glassford Street, 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 7th day of March 1857.

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

R. WRIGHT, Agent,
13, John Street, Glasgow.

N.B.—A Personal Protection has been granted to the Bankrupt.

THE Estates of GEORGE GIBSON DODDS, Engineer, Railway Works, Airdrie, were sequestrated on the 8th day of November 1856 years, by the Sheriff of Lanarkshire.

The first deliverance is dated the 8th day of November 1856 years.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Monday the 24th day of November 1856 years, within Dolby's Commercial Hotel, Glassford Street, 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 8th day of March 1857.

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

BURRELL & AULD, Agents,
4, South Hanover Street, Glasgow.

THE Estates of ALEXANDER MUNRO, Merchant in Tain, were sequestrated on the 10th day of November 1856, by the Sheriff of the County of Ross.

The first deliverance is dated the 10th day of November 1856.

The meeting to elect the Trustee and Commissioners is to be held at 11 o'clock forenoon, on Friday the 21st day of November 1856, within the Royal Hotel, Tain.

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 10th day of March 1857.

The Sheriff has granted Protection to the said Alexander Munro against Arrest or Imprisonment for Civil Debt, until the meeting for the election of Trustee.

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

JOHN WALLS, S.S.C., Agent,
9, London Street, Edinburgh.

THE Estates of J. D. HUNTER & COMPANY, Tool and Machinery Agents, Glebe Street, Glasgow, and John Drummond Hunter, Tool and Machinery Agent, Glebe Street, Glasgow, as the sole Partner thereof, and as the only surviving Partner of the late Firm of HUNTER & COLQUHOUN, Smiths, Glebe Street, Glasgow, and as an Individual, were sequestrated on the 11th day of November current, 1856, by the Sheriff of the County of Lanark.

The first deliverance is dated the 11th day of November current, 1856.

The meeting to elect the Trustee and Commissioners is to be held on the 24th day of November current, at 12 o'clock noon, within the Globe Hotel, George Square, 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 11th day of March 1857.

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

D. LENNOX, Agent,
112, W. George Street, Glasgow.
Glasgow, November 13, 1856.

THE Estates of JAMES WALLACE, formerly Manufacturer in Glasgow, now residing there, the sole surviving Partner of the Firm or Company of MILLER WALLACE & COMPANY, sometime carrying on Business as Manufacturers in Glasgow, as sole surviving Partner fore-

said, and as an Individual, were sequestrated on the 12th day of November 1856, by the Sheriff of Lanarkshire.

The first deliverance is dated said 12th November 1856.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock, on Monday the 24th day of November 1856, within the Buck's Head Hotel, Argyle Street, 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 12th day of March 1857.

A Warrant of Protection to the said James Wallace has been granted against Arrest or Imprisonment for Civil Debt, until the meeting of the Creditors for the election of a Trustee.

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

J.A. SMITH,
Writer, Glasgow, Agent.

THE Estates of JOHN RANKIN, Wine and Spirit Merchant, Brooniellaw Street, Glasgow, were sequestrated on 13th November 1856, by the Sheriff of Lanarkshire; who at same time granted him Warrant of Protection against Arrest or Imprisonment for Civil Debt until the meeting of Creditors for election of Trustee.

The first deliverance is dated 13th November 1856.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on the 25th day of November 1856, 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 13th March 1857.

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

JOHN TAYLOR, Agent,
213, Buchanan Street, Glasgow.

THE Estates of JOHN MARTIN, Timber Merchant in Carluke, in the Parish of Carluke, and County of Lanark, were sequestrated on the 13th day of November 1856, by the Sheriff of the County of Lanark.

The first deliverance is dated the 3d day of November 1856.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Saturday the 22d day of November 1856, within the Commercial Inn, Carluke.

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 13th day of March 1857.

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

ALEX. McNAUGHTON, Agent.

Lanark, November 13, 1856.

SEQUESTRATION OF WILLIAM CARMICHAEL, formerly Farmer, Middleton of Glasclune, near Blairgowrie, now Innkeeper and Farmer, New Inn, Auchtergaven, County of Perth.

ROBERT MORISON, Accountant in Perth, has been elected Trustee on the estate; and John MacLeish, Accountant in Perth, William Halford, Writer in Edinburgh, and John Dewar, Spirit Merchant in Perth, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff-Court-House, Perth, on Saturday the 22d day of November current, at 11 o'clock forenoon. The Creditors will meet in the Salutation Hotel, Perth, on Thursday the 4th day of December next, at 12 o'clock noon.

ROBERT MORISON, Trustee.

Perth, November 12, 1856.

SEQUESTRATION OF JOHN CARNDUFF, Tailor and Clothier in Edinburgh.

DAVID KINNEAR, Accountant in Edinburgh, has been elected Trustee on the estate; and William Ferguson, Writer to the Signet, Edinburgh, James Lumsden, Warehouseman, and John Robinson, residing in Kirkintilloch, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff-Court-House, Edinburgh, on Monday the 24th day of November current, at 12 o'clock noon. The Creditors will meet in Dowells & Lyon's Rooms, 19, George Street, Edinburgh, on Tuesday the 2d day of December next, at two o'clock afternoon.

DAVID KINNEAR, Trustee.

Edinburgh, November 14, 1856.



SEQUESTRATION of FRANCIS GUSTAVUS PAULUS NEISON, Merchant, Leith, and residing in Portobello.

GEORGE WINK, Accountant, Glasgow, has been elected Trustee on the estate; and William Dalrymple, Writer to the Signet, Edinburgh, George Christison Adams, Solicitor, Supreme Courts there, and John Thomson, also Solicitor, Supreme Courts there, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff-Court-House, Edinburgh, upon Thursday the 20th day of November current, at one o'clock afternoon. The Creditors will meet within the Trustee's Office, 42, West George Street, Glasgow, upon Friday the 23rd day of November current, at two o'clock afternoon.

GEO. WINK, Trustee.

Glasgow, November 13, 1856.

PATRICK MORISON, Accountant in Edinburgh, Trustee on the sequestrated estate of **WILLIAM KENNEDY**, Grocer, India Place, Edinburgh, requests the Creditors to meet in his Office, No. 20, St Andrew Square, Edinburgh, on Thursday the 27th instant, at three o'clock, to advise him how to proceed with the realization of the Bankrupt's Edinburgh Heritable subjects.

PATRICK MORISON, Trustee.

JA. BUCHANAN, S.S.C., Agent.

Edinburgh, November 12, 1856.

SEQUESTRATION of WILLIAM STEVENSON, Baker, Garngad Road, Glasgow.

JOHAN E. WATSON, Accountant in Glasgow, Trustee on the said sequestrated estate, hereby calls a general meeting of the Creditors to be held within his Chambers, 58, St Vincent Street, Glasgow, on the 24th day of November current, at 12 o'clock noon, for the purpose of electing an additional Commissioner, and to consider the application of the Bankrupt for a renewal of his personal protection.

JOHN E. WATSON, Trustee.

Glasgow, November 13, 1856.

DAVID M'CUBBIN, Accountant in Glasgow, Trustee on the sequestrated estates of **G. & J. DOUGLAS**, Watchmakers and Jewellers in Airdrie, and Gabriel Douglas, Watchmaker and Jeweller, and residing in Airdrie, the only Partner of said Firm of **G. & J. DOUGLAS**, as sole Partner thereof, and as an Individual, hereby intimates, that the Bankrupt, the said Gabriel Douglas, has made an offer of a composition of Eight Shillings and Sixpence per pound upon the debts due by the said **G. & J. Douglas**, and One Penny per pound upon his debts as sole Partner of said Firm, and as an Individual, at the date of the sequestration of their and his estates, payable by equal instalments at three, six, eight, and ten months after the 22d day of October last, and also to pay and provide for the expense attending the sequestration and the remuneration to the Trustee, and has offered security for payment. That nine-tenths in value and number of the Creditors ranked have resolved that the offer and security should be entertained for consideration. Notice is hereby given, that a general meeting of Creditors will be held within the Writing-Chambers of Gavin Hamilton, 57, Miller Street, Glasgow, on Friday the 28th day of November current, at 11 o'clock forenoon, for the purpose of finally deciding on the Bankrupt's offer and the security proposed.

DAVID M'CUBBIN, Trustee.

Glasgow, November 13, 1856.

GEORGE ROSS, Merchant, Little Rogart, and present Prisoner in the Jail of Dornoch, has presented a Petition to the Sheriff of Sutherland, craving decree of Cessio Bonorum, liberation, and interim protection; and his Creditors are hereby required to appear within the Court-House at Dornoch, upon the 16th day of December next, at 12 o'clock noon, when the Petitioner will appear for examination.

ROB. ROSS, Agent.

Dornoch, November 10, 1856.

NOTICE OF DISSOLUTION.

THE Copartnership carrying on Business at Nos. 103 and 105, London Street, Glasgow, under the Firm of **BOWMAN & M'LENNAN**, Brassfounders and Gas-fitters, was DISSOLVED of mutual consent of the Subscribers, sole Partners thereof, on the 4th day of July 1856.

JAMES BOWMAN.

WILLIAM M'LENNAN.

ROB. DUNLOP, Writer, Glasgow, Witness.

DAVID G. STEWART, Writer, Glasgow, Witness.

Glasgow, November 13, 1856.

DISSOLUTION OF COPARTNERY.

THE Copartnership of the Subscribers, carrying on Business in Glasgow as Auctioneers and Appraisers, under the Firm of **SKIRVING & BLACKWOOD**, was DISSOLVED as of this date, in consequence of the expiry of their Contract.

The debts owing to and by the Company will be paid and received by Mr John Wilson, their Clerk, on the premises.

A. SKIRVING.

WM. BLACKWOOD.

JOHN M'INTYRE, Witness.

CHARLES WILSON, Witness.

Glasgow, November 11, 1856.

THE Subscribers, Messrs John Collie, Farmer, Ardgay, Archibald Keir Leitch, Farmer, Inchtellie, John Hutcheon, Farmer, Kinloss, Robert and David Webster, Farmers, Keam of Duffus, James Garrow, Farmer, Kinloss, and John Grigor, Nurseryman in Forres, hereby give notice, that they have sold the Stock held by them in **THE NORTH OF SCOTLAND STEAM PACKET COMPANY**, and have ceased to be Partners in the same.

Witness their hands at Elgin, this seventh day of November eighteen hundred and fifty-six.

JOHN HUTCHEON.

JOHN GRIGOR.

J. COLLIE.

J. GARROW.

ARCHD. K. LEITCH.

R. & D. WEBSTER.

ALEX. BROWN, Writer in Elgin, Witness.

JAMES GREEN, Writer in Elgin, Witness.

NOTICE.

THE Subscribers, the sole Partners, hitherto carrying on Business as Linen Manufacturers in Sinclairtown and London, under the Firm of **ALEXANDER NESS & COMPANY**, have DISSOLVED Partnership this day by mutual consent.

The Business in future will be carried on under the Firm of **NESS & CUSIN**, who are empowered to receive the debts due to, and who will pay all debts due by the late Firm.

ALEXANDER NESS.

ROBT. HAXTON, Sinclairtown, Witness.

ROBERT WALLACE, Sinclairtown, Witness.

GEORGE BROWN.

JAMES S. NESS.

BROWN & NESS.

GEORGE LOCKE, Clerk, Cheapside, London, Witness.

JOHN BUIST, Clerk, Cheapside, London, Witness.

NESS & CUSIN.

ROD. FORBES, Dysart, Witness.

JOHN WYSE, St Clairtown, Witness.

St Clairtown, Kirkaldy, November 1, 1856.

THE Trustees of the late Mr THOMAS WILLIAMSON, Farmer, Grangemuir, have ceased to have any interest in **THE SCOTTISH UNION INSURANCE COMPANY** and **ANSTRUTHER & CELLARDYKE GAS COMPANY**, they having sold and transferred the Shares which belonged to them, as Trustees foresaid, in these respective Companies.

WILLIAM BENNET.

S. WILLIAMSON.

JAMES BENNET.

JOHN SMITH, Witness.

G. B. WILLIAMSON, Witness.

Grangemuir, November 4, 1856.

N.B.—The Fees of all Notices must be paid in advance, and all Letters post-paid.

Printed and Published at the Office, 13, North Bank Street, by **WILLIAM ALEXANDER LAURIE**,
Printer to **THE QUEEN'S MOST EXCELLENT MAJESTY**.

* * This Gazette is filed at the Offices of the London and Dublin Gazette.

Friday, November 14, 1856

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