

The Edinburgh Gazette.

Published by Authority.

TUESDAY, NOVEMBER 27, 1860.

At the Court at Windsor, the 23d day of November 1860,

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

HER Majesty having been pleased to appoint the Right Honourable Thomas, Earl of Chichester, Lord Lieutenant and Custos Rotulorum of the County of Sussex, his Lordship this day took the oath appointed to be taken thereupon, instead of the oaths of allegiance and supremacy.

ARTHUR HELPS.

At the Court at Windsor, the 23d day of November 1860,

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

HER Majesty in Council was this day pleased, on a representation of the Right Honourable the Lords of the Committee of Council on Education, to appoint the Reverend John William Nutt, M.A., Fellow of All Souls College, in the University of Oxford, to be one of Her Majesty's Assistant Inspectors of Schools.

ARTHUR HELPS.

FOREIGN-OFFICE, November 5, 1860.

The Queen has been graciously pleased to appoint Major James Hay Wodehouse to be Her Majesty's Consul in the Society or Leeward Islands in the Pacific Ocean.

WHITEHALL, November 22, 1860.

The Queen has been pleased to direct letters-patent to be passed under the Great Seal, granting unto Admiral Sir Graham Eden Hamond, Bart., G.C.B., the office or place of Rear-Admiral of the United Kingdom of Great Britain and Ireland, and of the Admiralty thereof, in the room of the Earl of Dundonald, deceased.

By virtue of an Act passed in the twenty-fourth year of the reign of His Majesty King George the Third, intituled "An Act to repeal so

"much of two Acts made in the tenth and "fifteenth years of the reign of His present Majesty as authorizes the Speaker of the House "of Commons to issue his warrant to the Clerk of "the Crown for making out writs for the election "of Members to serve in Parliament, in the manner "therein mentioned, and for substituting other "provisions for the like purposes ;"

I do hereby give notice that it hath been certified to me in writing, under the hands of two Members serving in this present Parliament, that the Honourable Sidney William Herbert Pierrepont, commonly called Viscount Newark, late a Member serving in this present Parliament for the Southern Division of the county of Nottingham, is become a Peer of the United Kingdom, and that a writ of summons hath been issued to him, under the Great Seal of the United Kingdom, to summon him to Parliament; and that I shall issue my warrant to the Clerk of the Crown to make out a new writ for the electing of a Member to serve in this present Parliament for the said Southern Division of the county of Nottingham, at the end of fourteen days after the insertion of this notice in the London Gazette.

Given under my hand this 22d day of November 1860.

JOHN EVELYN DENISON, Speaker.

CROWN-OFFICE, November 22, 1860.

MEMBER returned to serve in the present PARLIAMENT.

Borough of Reading.

Gillery Pigott, Esq. Serjeant-at-Law, in the room of Francis Pigott, Esq. who has accepted the Office of Lieutenant-Governor of the Isle of Man.

WHITEHALL, November 9, 1860.

The Queen has been pleased to grant unto Daniel Richards Garner, of Brandon, in the county of Suffolk, Gentleman, Her Royal Highness and authority that he may, in compliance with an injunction contained in the last will and testament of his great-uncle, William Richards, of Palgrave, in the said county of Suffolk, Gentleman, deceased, henceforth take and use the said

NEWSPAPER



name of Richards, in addition to and after that of Garner, and that the said surname may in like manner be taken and used by his issue :

And also to command that the said Royal concession and declaration be registered in Her Majesty's College of Arms, otherwise to be void and of none effect.

WHITEHALL, November 13, 1860.

The Queen has been pleased to grant unto James Fitzwalter Clifford-Butler (heretofore James Fitzwalter Butler), of Knoppogue Castle, in the county of Clare, Esquire, commonly called the Honourable James Fitzwalter Clifford-Butler, eldest son and heir-apparent of Theobald Fitzwalter, Baron Dunboyne, and to Marion Clifford-Butler his wife, only surviving child and heir-expectant of Henry Morgan Clifford, of Llantilio, in the county of Monmouth, Esquire, one of the representatives in Parliament for the city of Hereford, Her royal licence and authority that they may continue to use the surname of Clifford in addition to and before that of Butler :

And to command that the said Royal concession and declaration be registered in Her Majesty's College of Arms, otherwise to be void and of none effect.

DUBLIN CASTLE, November 20, 1860.

The Lord Lieutenant has been pleased to approve of the appointment of George Lane Fox, Esquire, to be a Deputy Lieutenant for the County of Leitrim.

DUBLIN CASTLE, November 20, 1860.

The Lord Lieutenant has been pleased to approve of the appointment of Major Robert Blackall to be a Deputy Lieutenant for the County of Leitrim.

DUBLIN CASTLE, November 22, 1860.

The Lord Lieutenant has been pleased to approve of the appointment of Major Howard St George to be a Deputy Lieutenant for the County of Kilkenny, in the room of the Honourable C. H. B. Wandesford, deceased.

WAR-OFFICE, PALL-MALL,
November 23, 1860.

1st Regiment of Dragoon Guards—Assistant-Surgeon Joseph Watts, from the 70th Foot, to be Assistant-Surgeon, vice Davidson, appointed to the Staff. Dated 23d November 1860.

10th Light Dragoons—Lieutenant Robert Spencer Liddell, from the 15th Foot, to be Lieutenant, vice Thomas Shirley Ball, who exchanges. Dated 23d November 1860.

11th Light Dragoons—Surgeon John Burton St Croix Crosse having completed 20 years' full-pay service, to be Surgeon-Major, under the Royal Warrant of 1st October 1858. Dated 9th October 1860.

4th Regiment of Foot—Staff Assistant-Surgeon James Bell Jardine to be Assistant-Surgeon, vice Kearney, appointed to the Staff. Dated 23d November 1860.

11th Foot—Serjeant-Major John Robinson Atkins to be Quartermaster, vice William Charles Napier, dismissed the service by the sentence of a General Court-Martial. Dated 23d November 1860.

15th Foot—Lieutenant Thomas Shirley Ball, from the 10th Light Dragoons, to be Lieutenant, vice Robert Spencer Liddell, who exchanges. Dated 23d November 1860.

31st Foot—Staff-Surgeon William Freeman Daniell, M.D., to be Surgeon, vice Atkinson, appointed to the Staff. Dated 23d November 1860.

39th Foot—Staff-Surgeon Charles Thompson Abbott, M.B., to be Surgeon, vice George Thomas Woodman, M.D., placed upon half-pay. Dated 23d November 1860.

53d Foot—Captain Sidney Godolphin Quicke to be Major, by purchase, vice Annesley Paul Gore, who retires. Dated 23d November 1860.

Lieutenant Robert Fannin Stoney to be Captain, by purchase, vice Quicke. Dated 23d November 1860.

Ensign Robert Brown to be Lieutenant, by purchase, vice Stoney. Dated 23d November 1860.

56th Foot—Ensign Henry John Nuthall to be Lieutenant, without purchase, vice Williams, promoted. Dated 21st August 1860.

Lieutenant John William Huskisson to be Adjutant, vice Lieutenant Williams, promoted. Dated 21st August 1860.

58th Foot—Major Charles Hood to be Lieutenant-Colonel, by purchase, vice Brevet-Colonel Cyprian Bridge, who retires. Dated 23d November 1860.

Captain and Brevet-Lieutenant-Colonel Charles William Thompson to be Major, by purchase, vice Hood. Dated 23d November 1860.

Lieutenant John Augustus Tighe to be Captain, by purchase, vice Brevet-Lieutenant-Colonel Thompson. Dated 23d November 1860.

Ensign Charles Edward Foster to be Lieutenant, by purchase, vice Tighe. Dated 23d November 1860.

William George Clayton Wade, gent. to be Ensign, by purchase, vice Murray, promoted. Dated 21st September 1860.

70th Foot—Staff Assistant-Surgeon William Evelyn Alston, M.D., to be Assistant-Surgeon, vice Watts, appointed to the 1st Dragoon Guards. Dated 23d November 1860.

84th Foot—Surgeon James McGrigor Grant, M.D., having completed 20 years' full-pay service, to be Surgeon-Major, under the Royal Warrant of 1st October 1858. Dated 6th November 1860.

87th Foot—Surgeon Richard George Davys Banon, having completed 20 years' full-pay service, to be Surgeon-Major, under the Royal Warrant of 1st October 1858. Dated 30th October 1860.

89th Foot—Staff Assistant-Surgeon J. Sumpner Joyner to be Assistant-Surgeon, vice Walsh, appointed to the Staff. Dated 23d November 1860.

93d Foot—Captain and Brevet-Major William Gustavus Alexander Middleton to be Major, by purchase, vice George Cornwall, who retires. Dated 23d November 1860.

Lieutenant Arthur Collett Nightingale to be Captain, by purchase, vice Brevet-Major Middleton. Dated 23d November 1860.

Ensign Charles Hastie to be Lieutenant, by purchase, vice Nightingale. Dated 23d November 1860.

96th Foot—Captain William Frederick Metge, from half-pay Gold Coast Artillery Corps, to be Captain, vice John Smith Cannon, who exchanges. Dated 23d November 1860.

Lieutenant George Irwin Thompson to be Captain, by purchase, vice Metge, who retires. Dated 23d November 1860.

Ensign Edward Barrett Hodges Curteis to be Lieutenant, by purchase, vice Thompson. Dated 23d November 1860.

1st West India Regiment—Ensign Arthur F. Piercy Cosens, from the 9th Foot, to be Ensign, vice Bourke, promoted. Dated 23d November 1860.

2d West India Regiment—Ensign Andrew Halliday Hall, from the 20th Foot, to be Lieutenant, by purchase, vice O'Shaughnessy, promoted. Dated 23d November 1860.

UNATTACHED.

Captain and Brevet-Colonel William Henry Adams, half-pay Unattached, Professor of Fortification at the Royal Military College, to be Major, without purchase. Dated 23d November 1860.

MEDICAL DEPARTMENT.

Surgeon Thomas Johnston Atkinson, from the 31st Foot, to be Staff-Surgeon, vice Daniell, appointed to the 31st Foot. Dated 23d November 1860.

To be Staff Assistant-Surgeons.

Assistant-Surgeon William Alexander Davidson, M.D., from the 1st Dragoon Guards, vice F. O'Connor, placed upon half-pay. Dated 23d November 1860.

Assistant-Surgeon Thomas Walsh, from the 89th Foot, vice Alston, appointed to the 70th Foot. Dated 23d November 1860.

Assistant-Surgeon Edward Barrett Kearney, from the 4th Foot, vice Joyner, appointed to the 89th Foot. Dated 23d November 1860.

BREVET.

Captain Robert Petley, half-pay Unattached, Professor of Military Surveying at the Royal Military College, to be Major in the Army. Dated 23d November 1860.

Captain Francis Tower, Adjutant of the Recruiting District at Warley, to have the local rank of Major while so employed. Dated 23d November 1860.

Commission signed by the Queen.

1st East Riding of Yorkshire Rifle Volunteer Corps.

Thomas Palmer, Esq. late Captain 47th Regiment, to be Adjutant, from the 4th August 1860.

MEMORANDUM.

Her Majesty has been graciously pleased to accept of the resignation by Second Lieutenant Charles Copland of the Commission which he held in the 4th East Riding of Yorkshire Artillery Volunteers.

MEMORANDUM.

Her Majesty has been graciously pleased to direct that the two Regiments of Artillery Militia of the East and North Ridings of Yorkshire shall, on and after the 1st instant, be united and form one Artillery Corps of Militia.

Commission signed by the Vice-Lieutenant of the County of Essex.

Philip John Budworth, Esq. to be Deputy Lieutenant. Dated 15th November 1860.

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

Charles Kemeys Kemeys Tynte, Esq. to be Deputy Lieutenant. Dated 14th November 1860.

Commissions signed by the Lord Lieutenant of the County Palatine of Lancaster.

5th Regiment of Royal Lancashire Militia.

Ensign George Fenton to be Lieutenant, vice Richard Horley, deceased. Dated 16th November 1860.

Harry Creeke, gent. to be Lieutenant, vice Henry John Barker, deceased. Dated 16th November 1860.

John Grimshaw, gent. to be Lieutenant, vice Alfred Edmund Lawless, deceased. Dated 16th November 1860.

William Dugdale, gent. to be Supernumerary Lieutenant. Dated 16th November 1860.

Paul John Henry Butler, gent. to be Supernumerary Lieutenant. Dated 16th November 1860.

Commissions signed by the Lord Lieutenant of the West Riding of the County of York, and of the City and County of the City of York.

1st West Riding of Yorkshire Artillery Volunteers. (Leeds.)

Thomas Lawson, Esq. to be Captain. Dated 1st November 1860.

James Walker, gent. to be First Lieutenant. Dated 1st November 1860.

Richard Lister, gent. to be Second Lieutenant. Dated 1st November 1860.

1st West Riding of Yorkshire Engineer Volunteers. (Sheffield.)

Young Mitchell, Esq. to be Captain. Dated 8th November 1860.

Henry Dent Lomas, gent. to be First Lieutenant. Dated 8th November 1860.

Lionel Legge, gent. to be Second Lieutenant. Dated 8th November 1860.

1st Administrative Battalion of West Riding of Yorkshire Rifle Volunteers.

The Right Honourable George Frederick Samuel Earl de Grey and Ripon to be Honorary Colonel. Dated 14th November 1860.

6th West Riding of Yorkshire Rifle Volunteers. (Huddersfield.)

Thomas Abbey Bottomley, Esq. Surgeon. Dated 3d March 1860.

35th West Riding of Yorkshire Rifle Volunteers. (Keighley.)

The Reverend William Busfield, Rector of Keighley, to be Chaplain. Dated 9th November 1860.

Angus Cameron, M.D., to be Honorary Assistant-Surgeon. Dated 9th November 1860.

Commissions signed by the Lord Lieutenant of the County Palatine of Lancaster.

8th Lancashire Artillery Volunteer Corps.

Charles Courtenay Deane, gent. to be First Lieutenant. Dated 8th November 1860.

Samuel Hodgson, Esq. to be Surgeon. Dated 8th November 1860.

15th Lancashire Artillery Volunteer Corps.

First Lieutenant John Mewburn to be Captain, vice Watt, resigned. Dated 15th November 1860.

22d Lancashire Rifle Volunteer Corps.

William Blackburn, gent. to be Ensign, vice Dawson, promoted. Dated 9th November 1860.

27th Lancashire Rifle Volunteer Corps.

George Edward Gorton, Esq. to be Captain. Dated 10th November 1860.

James Gorton, the younger, gent. to be Lieutenant. Dated 10th November 1860.

William Wallwork, gent. to be Ensign. Dated 10th November 1860.

2d Manchester or 28th Lancashire Rifle Volunteer Corps.

Captain William Borlase Willock to be Major, vice Barlow, resigned. Dated 8th November 1860.

Richard Hooke, gent. to be Lieutenant, vice Dale, resigned. Dated 8th November 1860.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commissions held by Lieutenant Alexander William Paterson in the 2d, and Honorary Assistant-Surgeon Samuel Harris Armitage, in the 31st Lancashire Rifle Volunteer Corps.

Commissions signed by the Lord Lieutenant of the County of Stafford.

1st Battalion of Staffordshire Rifle Volunteers.

William Henry Folker, Esq. to be Surgeon. Dated 19th November 1860.

2d Battalion of Staffordshire Rifle Volunteers.

24th Company.

Henry Sinckler Chinn, gent. to be Lieutenant, vice Mott, resigned. Dated 19th November 1860.

Commissions signed by the Lord Lieutenant of the County of Northumberland.

5th Corps of Northumberland Rifle Volunteers.

The Honourable Harry Cavendish Grey to be Captain. Dated 17th November 1860.

Thomas Henry Graham, gent. to be Honorary Assistant-Surgeon. Dated 17th November 1860.

Commissions signed by the Lord Lieutenant of the County of Surrey.

17th Company of Surrey Rifle Volunteers.

Ensign John Henry Sharp to be Lieutenant, vice Gower, resigned. Dated 19th November 1860.

George Masters Pyne, gent. to be Ensign, vice Sharp, promoted. Dated 19th November 1860.

Commissions signed by the Lord Lieutenant of the County of Kent.

Kent Rifle Volunteers.

2d Battalion,—23d Corps.

The Reverend William Greene to be Honorary Chaplain. Dated 16th November 1860.

26th Corps.

Ensign Thomas Skelton to be Lieutenant, vice Farrell, promoted. Dated 17th November 1860.

William George White, gent. to be Ensign, vice Skelton, promoted. Dated 17th November 1860.

Commissions signed by the Lord Lieutenant of the County of Middlesex.

35th Middlesex Rifle Volunteer Corps.

Herbert Jordan Adams to be Lieutenant, vice Bowles, resigned. Dated 12th November 1860.

William Binstead to be Ensign, vice Flint, resigned. Dated 12th November 1860.

36th Middlesex Rifle Volunteer Corps.

George Jesse Penny to be Lieutenant. Dated 14th November 1860.

Commissions signed by the Lord Lieutenant of the County of Monmouth.

10th Monmouthshire Rifle Volunteer Corps.

Thomas Phillpotts, the younger, Esq. to be Captain. Dated 19th November 1860.

David Morris, gent. to be Lieutenant. Dated 19th November 1860.

Commissions signed by the Lord Lieutenant of the County of Lincoln.

3d Lincolnshire Artillery Volunteers.

Christopher Ingoldby, Esq. to be Captain. Dated 12th November 1860.

Richard James Nell, gent. to be First Lieutenant. Dated 12th November 1860.

Robert Johnson, gent. to be Second Lieutenant. Dated 12th November 1860.

2d Lincolnshire Rifle Volunteers.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Lieutenant Chaplin.

3d Lincolnshire Rifle Volunteers.

Her Majesty has been graciously pleased to accept the resignation of the Commissions held by Assistant-Surgeon Shipman, and Honorary Chaplain the Reverend Frederick Jesson.

Thomas Hewitt, Esq. M.D., to be Assistant-Surgeon, vice Shipman, resigned. Dated 15th November 1860.

5th Lincolnshire Rifle Volunteers.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Honorary Assistant-Surgeon Heward.

Commissions signed by the Vice-Lieutenant of the County of Aberdeen.

1st Aberdeenshire Rifle Volunteer Corps.

Supernumerary Lieutenant William Paul to be Captain. Dated 10th November 1860.

John Russell Mackenzie to be Ensign. Dated 10th November 1860.

Commissions signed by the Lord Lieutenant of the County of Southampton.

3d Hampshire Artillery Volunteer Corps.
John Ward Cousins to be Assistant-Surgeon. Dated 19th November 1860.

1st Hampshire Rifle Volunteer Corps.
The Reverend Charles Collier to be Honorary Chaplain. Dated 19th November 1860.

2d Hampshire Rifle Volunteer Corps.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Captain H. J. Algeo.

Commissions signed by the Lord Lieutenant of the County of Suffolk.

3d Administrative Battalion of Suffolk Rifle Volunteers.
Major Arthur Thelluson, late Captain 9th Suffolk Rifle Volunteers, to be Major. Dated 12th November 1860.

1st Suffolk Rifle Volunteers.
Captain Henry Haward to be Captain-Commandant, vice Ramsey, resigned. Dated 13th November 1860.

Lieutenant Sterling Westhorp to be Captain, vice Haward, promoted. Dated 13th November 1860.

Ensign John Henry Josselyn to be Lieutenant, vice Westhorp, promoted. Dated 13th November 1860.

Henry Footman to be Ensign, vice Josselyn, promoted. Dated 13th November 1860.

Commission signed by the Lord Lieutenant of Kincardineshire.

2d Kincardineshire Artillery Volunteers.
John Willocks, gent. to be Second Lieutenant. Dated 12th November 1860.

Commissions signed by the Lord Lieutenant and Sheriff Principal of the County of Ayr.

Ayrshire Artillery Volunteers.

1st Company.

Second Lieutenant Andrew Muirhead Stewart to be First Lieutenant, vice Blair, deceased. Dated 13th November 1860.

Alexander Murdoch Samson, gent. to be Second Lieutenant, vice Stewart, promoted. Dated 13th November 1860.

Ayrshire Rifle Volunteers.

3d Company.

Lieutenant Robert Paton to be Captain, vice Hay Boyd, resigned. Dated 15th November 1860.
Ensign James Martin to be Lieutenant, vice Paton, promoted. Dated 15th November 1860.

William Cowan, gent. to be Ensign, vice Martin, promoted. Dated 15th November 1860.

Ayrshire Yeomanry Cavalry.

Major James Ogilvie Fairlie to be Lieutenant-Colonel-Commandant, vice Fairlie, resigned. Dated 17th November 1860.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Captain Allan John Colquhoun in the Forfar and Kincardine Militia Artillery.

County of Cork.

Commission signed by His Excellency the Lord Lieutenant.

North Cork Rifle Regiment of Militia.
William Johnson, late Lieutenant of the Rifle Brigade, to be Adjutant, vice Captain F. M. Callaghan, resigned. Commission dated the 14th November 1860.

NOBLE JOHNSON,

Clerk of the Peace, County of Cork.

County Peace Office, Cork,
19th November 1860.

BANKRUPTS

FROM THE LONDON GAZETTE.

BANKRUPTCIES ANNULLED.

Joseph Povey, of Warwick, innkeeper.
Thomas Powles, of No. 24, Milk Street, Cheapside, London, and No. 77, Hackney Road, Middlesex, hosier and shirt maker.

BANKRUPTCIES DISMISSED AND ANNULLED.

Isaac Guttman, of Sheffield, York, watchmaker, jeweller, and silversmith.
Ralph Errington Ridley, of No. 34, Great St Helen's, Bishopsgate Street, London, and of No. 26, Broadchare, Newcastle-upon-Tyne, merchant, trading under the style or firm of John Ridley & Sons.

BANKRUPTCIES AWARDED.

Charles Christopher Henshaw, of No. 5, Stony Lane, Tooley Street, Surrey, mast and block maker.
Thomas Barton, of No. 35, Wellington Street, Strand, Middlesex, publisher, newsvender, and advertising agent, trading under the style or firm of Abbott, Barton, & Company.
Gustave Laurent, of No. 5, Leicester Square, Middlesex, at present a Prisoner in the Debtors' Prison, Whitecross Street, London, coffee-house keeper.
John Charles Partridge, of No. 21, Langley Place, Commercial Road, Middlesex, boot and shoe manufacturer.
Joseph North, of Montague Street, Brighton, Sussex, carrier and contractor.
David Basset, of Uxbridge, Middlesex, corn merchant.
John Hawkes, of the Lodge, Hornsey Rise, Hoxsey Road, Middlesex, builder.
Henry Whitfield, of No. 111, Tottenham Court Road, Middlesex, linen and woollen draper and laceman.
Abner Woodhall, of Barns Cray, Kent, felt manufacturer.
George Russell, of Leamington Priors, Warwick, hotel-keeper.
James Pritchard, of Newnham, Gloucester, saddler and harness maker, and late innkeeper.
Thomas Rees, of Castle Bailey Street, Swansea, Glamorgan, ironmonger.
William Binks, of Kingston-upon-Hull, painter and paperhanger.
James Wells, of Bold Street, Liverpool, Lancaster, toy dealer.
Benjamin Silvester, of Stretford New Road, Hulme, Manchester, Lancaster, draper.
William Joyce Smith, of Newcastle-upon-Tyne, commission agent and dealer in machinery.

GENERAL AVERAGE PRICE OF BRITISH CORN, per QUARTER,

Received in the Week ended November 17, 1860.

Wheat.	Barley.	Oats.	Rye.	Beans.	Peas.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
58 1 986 41	4 232 23	5 144 36	4 475 50	8 137 46	9 235

AGGREGATE AVERAGE OF SIX WEEKS.

Wheat.	Barley.	Oats.	Rye.	Beans.	Peas.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
59 8	40 9	23 9	36 3	50 4	43 3

Published by Authority of Parliament,

HENRY FENTON JADIS,

Comptroller of Corn Returns.

Corn Department, Board of Trade.

AN ACCOUNT of the Importations and Exportations of Bullion and Specie, registered in the Week ended 21st November 1860.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Belgium.....	...	...	...	...	21,200	21,200
France	1,728	...	1,728	42,480	...	42,480
Portugal	...	...	...	24,000	...	24,000
Australia	...	149,492	149,492	...	161	161
United States	...	9,431	9,431	37,916	6,320	44,236
South America and West Indies	7,144	11,163	18,307	54,964	110,684	165,648
Other Countries.....	350	...	350	860	...	860
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
Aggregate of the Importations } registered in the Week }	9,222	170,086	179,308	160,220	138,365	298,585
Approximate Value of the said } Importations, computed at the rates specified below ... }	£ 34,849	£ 670,047	£ 704,896	£ 41,134	£ 37,906	£ 79,040
Rates of Valuation, per ounce	£ s. d. { 3 15 0 to 3 17 10½ }	£ s. d. { 3 10 0 to 4 0 0 }	...	s. d. { 4 11½ to 5 2¼ }	s. d. 5 5¼	...

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.			British.	Foreign.		
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Hanse Towns.....	...	30	125	155	...	9,015	...	9,015
France	110	...	194,346	194,456	...	17,212	24,940	42,152
Portugal.....	12,682	...	...	12,682	...	...	...	...
Egypt.....	3,828	...	...	3,828	...	239,368	136,920	376,288
British West Indies	250	...	...	250	45,000	...	...	45,000
New Granada	...	...	...	...	...	1,520	...	1,520
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
Aggregate of the Exporta- } tions registered in the Week }	16,870	30	194,471	211,371	45,000	267,115	161,860	473,975
Approximate Value of the said } Exportations, computed at the rates specified below ... }	£ 65,688	£ 113	£ 743,852	£ 809,653	£ 11,484	£ 68,587	£ 44,343	£ 124,414
Rates of Valuation, per ounce	£ s. d. 3 17 10½	£ s. d. 3 15 6	£ s. d. 3 16 6	...	s. d. 5 1½	s. d. 5 1½	s. d. 5 5¼	...

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday the 21st day of November 1860.

ISSUE DEPARTMENT.

	£		£
Notes issued.....	27,010,995	Government Debt,	11,015,100
		Other Securities,	3,459,900
		Gold Coin and Bullion, ...	12,535,995
		Silver Bullion,.....	—
	<u>£27,010,995</u>		<u>£27,010,995</u>

Dated the 22d day of November 1860.

W. MILLER, Deputy Cashier.

BANKING DEPARTMENT.

	£		£
Proprietors' Capital.....	14,553,000	Government Securities (including	
Res.....	3,205,625	Dead Weight Annuity).....	9,490,273
Public Deposits, (including Exchequer,		Other Securities.....	20,298,016
Savings' Banks, Commissioners of		Notes.....	6,613,480
National Debt, and Dividend		Gold and Silver Coin.....	821,136
Accounts).....	6,073,597		
Other Deposits	12,665,022		
Seven Day and other Bills	725,661		
	<u>£37,222,905</u>		<u>£37,222,905</u>

Dated the 22d day of November 1860.

W. MILLER, Deputy Cashier.

THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR,

The Produce of the British Possessions in AMERICA, Computed from the RETURNS made in the Week ending the 20th day of November 1860,

Is Twenty-nine Shillings and Seven Pence Farthing per Hundred Weight;

Exclusive of the Duties of Customs paid or payable thereon on the IMPORTATION thereof into GREAT BRITAIN;

THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR,

The Produce of the MAURITIUS, Computed as above, and Exclusive of Duty,

Is Twenty-nine Shillings and Three Farthings per Hundred Weight.

No Return has been made of the Sale of BROWN or MUSCOVADO SUGAR, the Produce of the EAST INDIES, in the Week ending as above.

The AVERAGE PRICE of the two foregoing Descriptions of SUGAR, jointly,

Computed as above, and Exclusive of Duty,
Is Twenty-nine Shillings and Five Pence Farthing per Hundred Weight.

By Authority of Parliament,

WILLIAM RUCK,
Clerk of the Grocers' Company.

Grocers'-Hall, November 23, 1860.

THE AUSTRALIAN COMPANY OF EDINBURGH.

Leith, November 7, 1860.

To William Muir, Esq.

Manager of

The Australian Coy. of Edinburgh.

Sir,

WE, Three Members of the Committee of Management of said Company, hereby require you to call a General Meeting of the Company, for the purpose of considering a proposal for the DISSOLUTION of the Company, in terms of the thirty-eighth Article of the Contract of Copartnery.—We are, Sir, Your most obdt. Serv^{ts},

JAMES DUNCAN.

GEO. W. REOCH.

ALEX. CAMPBELL.

AGREEABLY to the terms of the foregoing Requisition, I hereby call a General Meeting of The AUSTRALIAN COMPANY OF EDINBURGH to be held in my Office here, on Tuesday the 18th day of December 1860 years, at One o'Clock P.M., for the purpose specified in the said Requisition.

WILLIAM MUIR.

D. LAING, Witness,

WILLIAM FERGUSON, Witness.

Wet Docks, Leith, November 7, 1860.

THE GREAT WEST OF SCOTLAND FISHERY COMPANY, (LIMITED.)

NOTICE is Hereby Given, that a General Meeting of the Shareholders will be held within the Religious Institution Rooms, 75, Saint George's Place, Glasgow, on Wednesday the 5th day of December next, at One o'Clock P.M., when a Special Resolution to wind up the Company voluntarily, in terms of the Statute, will be moved by the Directors.

JAMES DAVIDSON, Manager.

12, Dixon Street,
Glasgow, November 22, 1860.

In Parliament.—Session 1861.

Street Rail Company (Limited.)

(For laying down Rails upon the Streets of the Metropolis, and other Towns of the United Kingdom, for the Conveyance of Passengers, and other Traffic.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to confer on a Company, now or hereafter to be incorporated under the name of "The Street Rail Company" (Limited), (hereinafter called "The Company,") the following, or some of the following powers, viz.:

To lay down and maintain in, upon, and along the surface of such of the streets and roads of the metropolis (according as the word metropolis is defined in the Metropolis Local Management Act, 1855,—18 & 19 Vic., cap. 120, sec. 250,) and such of the streets and roads of any other town in the United Kingdom of Great Britain and Ireland as shall be selected by the consent of the parties having the control of such streets and roads respectively,—whether, as the case may be, the Metropolitan Board of Works, Vestry, District Board, Commissioners of the Metropolis Turnpike Roads, the Lord Mayor, Aldermen, and Commons of the city of London, trustees, grand juries, or other bodies corporate, or persons, having respectively the duty of directing the repairs, or the control or management thereof,—iron rails and plates for facilitating the passage along the same streets or roads of all carriages and traffic by horse power only.

For this purpose the said intended Act will authorize the Company, their agents, licensees, and servants, after having obtained such consent as aforesaid, to open the surface of the said streets and roads, and to lay down and maintain therein and from time to time repair such rails or plates as aforesaid. And the said intended Act will enable the Company and the several bodies and persons aforesaid to enter into agreements with respect to the purposes of the said intended Act.

The intended Act will reserve to all persons entitled to use such streets or roads the right to run over, upon, and along the said rails and plates, when laid down, with all ordinary road wheels and carriages, but will reserve to the Company the exclusive use of flange wheels, adapted to run on an edge rail, upon the edge rail as laid down; and will confer on, confirm and extend to the Metropolitan Police, the Police of the city of London, and the Police of any other city, town or place where such rails are laid down, and the persons or bodies having the control or management of such streets or roads, the power of regulating from time to time the mode of passage of all traffic along such streets or roads, whether upon or off the said rails or plates; and for the general purposes of the undertaking, the said intended Act will vary any existing rights which may interfere with such purposes, and will confer other rights and privileges.

The intended Act will provide for the maintenance and repair by the Company of such portions of the streets and roads upon or along which any rails or plates may be laid as lie between and immediately adjoin the lines of such rails and plates.

The intended Act will authorize the Company to acquire lands, but only by agreement, and to erect thereon offices and buildings, and other conveniences, for the purposes of their undertaking.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons before the 23rd day of December next.

Dated this 12th day of November, 1860.

BAXTER, ROSE, AND CO.,
6, Victoria Street, Westminster.

In Parliament.—Session 1861.

IMPROVED STREET TRANSIT COMPANY.

APPLICATION is intended to be made to Parliament, in the next Session thereof, for leave to bring in a Bill to incorporate a Company, and to grant to that Company power to lay down and maintain trams, or rails, or plates, or other apparatus, all of which are hereinafter comprised in the term "Tramways," for the passage of Carriages along any streets, or highways, or roads within the United Kingdom of Great Britain and Ireland; and also along and over any lands, with the consent of the bodies or persons owning or having control over such streets, highways, or roads, and with the consent also of the Owners, Lessees, and Occupiers of such lands.

The Bill will also give to the Company power to interfere with, and displace compulsorily any gas, water, telegraph, or other pipes or apparatus which may interfere with the construction or maintenance of such Tramways, and will vary or extinguish any existing rights or privileges inconsistent with the objects of the Bill.

It will enable the Company on the one hand, and the persons or bodies owning or having control as aforesaid on the other hand, to contract, and to give effect to any contract, for the laying down by the Company of Tramways on the streets, highways, and roads within such control, and for the use of them, either exclusively or otherwise, by the Company, and by persons licensed by them, and for regulating the use thereof, and for protecting the same from interference or obstruction; and for making by-laws and regulations touching these matters; and such contracts may provide for the pecuniary payments to be made reciprocally by the parties to the same, in consideration of any of the matters aforesaid.

The Bill will enable the Company, or any persons authorized by them, to maintain and use carriages, and animal or other power upon the Tramways constructed by them, and to levy tolls and other charges for the use of such Tramways, and for the conveyance thereon of passengers, and of other traffic.

The Bill will authorize the Company to purchase and hold lands, houses, and other property; and will incorporate with itself the necessary clauses of "The Lands Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845."

It is also intended to enable the Company to nominate Local Committees, and to delegate to those Local Committees all, or any of the powers of the Company in the place where such Committees are appointed; and so to distribute the capital of the Company, as that the cost of Tramways in particular towns and districts, and the revenue arising from the use thereof, should be allocated in part, or altogether to those towns and districts.

Printed copies of the intended Bill will be deposited before the 23d day of December next in the Private Bill Office of the House of Commons.

Dated this 23d day of November 1860.

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

LEVEN AND EAST OF FIFE RAILWAY COMPANIES.

(Amalgamation : Powers to Raise Additional Capital, Amendment of Acts, and other Purposes.)

NOTICE IS HEREBY GIVEN, that Application is intended to be made to Parliament in the ensuing Session, for an Act for the Union and Amalgamation, or to authorise and provide for the Union and Amalgamation, from and after such period, and upon such terms and conditions, as have been or may hereafter be agreed upon, or as may be fixed, ascertained, and determined, in and by, or under the provisions of, the said intended Act, of the Leven Railway Company with the East of Fife Railway Company; and for the Union and Consolidation into one undertaking of the separate undertakings of such two Companies, so that the undertakings of the said two Companies, and the Works to be authorised by a Bill intended to be introduced into Parliament in the ensuing Session, for making and maintaining an Extension Railway, from the East of Fife Railway, at the Kilconquhar Station, to the town of Anstruther, and all the property, estate, and effects, rights, powers, and privileges, of what kind or nature soever, whether with reference to the levying of tolls, purchase of lands, execution, and completion of works, the raising of Capital, or otherwise, may be vested in, and belong to, and be exercised by, one United and Consolidated Company, under and subject to such provisions and regulations as have been or may hereafter be agreed upon, or as shall be provided for, in, and by the said intended Act.

AND in the said Act provision will be made for the dissolution of both the said Companies, and the incorporation of their Shareholders into one Company; or for the dissolution of one of the said Companies, and for the Incorporation of the Shareholders thereof with the Shareholders of the other Company; and for the formation, in either case, of one United and Consolidated Company; and for the fulfilment, by such United and Consolidated Company, of all, or some of the contracts, agreements, or arrangements entered into, or liable to be performed by, the said Companies separately; and for the fulfilment, by the said Companies separately, of all their other obligations and liabilities capable of taking effect at the period of such Union and Amalgamation.

AND in the said Act provision will be made for increasing the Share Capital of the said two Companies respectively, and for regulating, fixing, and determining the Share Capital of such United and Consolidated Company; and for apportioning and dividing such Capital, and the tolls, or revenue, and other income of the United Company, between the several classes of Shareholders, and other persons representing the capital and liabilities of the said Companies, respectively, in such proportions and manner as between the said two Companies, as has been or may be agreed upon, or may be defined, and settled, or provided for, in, and by the said intended Act, and also, for apportioning and dividing amongst the Shareholders and other persons representing the capital and liabilities of each of the said Companies, of the proportion of the tolls, revenue and income of the United Company, which may be so apportioned to them, and also of any other sums or income which such persons may be entitled to receive on the separate account of the Company which they so represent, or on whose separate revenue they may have any claim, and for regulating and defining in other respects their rights, privileges, preferences,

and priorities of the Shareholders of the Companies and other persons respectively.

AND for the purpose of raising additional capital for paying off and discharging the debts and liabilities of each of the said two existing Companies, or either of them respectively, powers will be inserted in the said Act for the creation by the said Companies respectively, or by the said United and Consolidated Company, of new shares in the respective undertakings of the said two Companies, or in the undertaking of the United Company, as the case may require, with or without preference or guarantee, with respect to interest or dividend; and for these purposes powers will also be inserted in the said Act to enable the said two existing Companies, or either of them respectively, or such United Company, in addition to the sums already authorised to be borrowed, to borrow upon bond or mortgage upon the credit of their respective undertakings, or upon the credit of the undertaking of the United Company, and to confer and vary all such preferences, priorities, and other powers, rights, and privileges, with respect to the creation of shares or stock, and for the creation of a debenture or funded debt for paying off the borrowed capital, as may be necessary or expedient for effecting the objects of the United Company.

AND IT IS INTENDED by the said Act to regulate the borrowing powers of the said United and Consolidated Company, and to make provision by new borrowing powers or otherwise, for the payment or redemption of the Mortgages or Bonds and other debts and liabilities of the said two separate Companies, and for the other purposes of the said intended Act, and for the security of the holders of such Mortgages and Bonds, and of such other Creditors of the said two Companies, or either of them, and for limiting after such amalgamation the rights of the Mortgages and Bond-holders, and other creditors of each of the said Companies to the proportion of the tolls, revenue, and other income of the United Company, to be thenceforth assigned or appropriated to such Company, or to the tolls, revenue, and other income of the United Company, as the case may require, and provision will be made for all other purposes in relation to the Mortgage and Bond, and other Creditors on the separate revenues of the said Companies respectively, which may be necessary or expedient in consequence of the union of the said Companies, and of the proposed division and appropriation of the tolls, revenue, and other income of such United Company, or otherwise.

AND IT IS INTENDED by the said Act to provide for the appointment of a Board of directors, for the management of the United Company, and to regulate the number and qualification of such directors, and also to alter and fix the qualification of such directors, and also to regulate the scale and mode of voting by proprietors at all meetings of the United Company, or of any classes of the shareholders thereof, and to make other provisions for regulating the management and proceedings of the directors and shareholders of the United Company, and for regulating the management of such Company.

AND, in the said Act, powers will be inserted for altering, varying, diminishing, or increasing the tolls, rates, duties, and charges now leviable by the said existing Companies, or either of them, and for enabling the said United Company, from and after the date of such union and consolidation, to levy the same, or lower or higher, tolls, rates, duties and charges, and also new and additional tolls, rates, duties, and charges, and to confer, vary, and diminish exemptions from payment of such existing and proposed tolls, rates, duties, and charges, and some of them.



AND IT IS INTENDED by the said Act to confirm any agreements entered into between the East of Fife Railway Company and the Leven Railway Company for the amalgamation of the said Companies, and the purposes of the said Act, and to make and enter into such other and further contracts, agreements, and arrangements as may or shall be required for all or any of the said purposes.

AND ALSO, for the purposes of the said intended Act, to alter, amend, extend, enlarge, and repeal all or some of the powers and provisions of the Leven Railway Act, 1852; the East of Fife Railway Act, 1855; and the East of Fife Railway Deviation Act, 1856.

AND NOTICE IS HEREBY GIVEN that printed copies of the Act so to be applied for, will be deposited in the Private Bill Office of the House of Commons, on or before the 22d day of December next.

Dated this 12th day of November 1860.

ANDREW WILKIE, Leven.
JOHNSTONE & RUSSELL, Dunfermline.
DODDS & GREIG, Westminster.

LEVEN AND EAST OF FIFE RAILWAYS.

Extension of East of Fife Railway to Anstruther— 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 enable the Leven and East of Fife Railway Companies, or one of them, to make and maintain a Railway, with all necessary Works, Stations, approaches, and Conveniences connected therewith, commencing by a Junction with the East of Fife Railway, at a point thereon near to the Kilconquhar Station, in the Parish of Elie and County of Fife, and terminating in a small field or enclosure at the west end of the Town of Anstruther Wester, opposite the mile-stone on the Turnpike road, in the Parish of Pittenweem and County aforesaid; which said Railway and Works will be situated in, or will pass from, through, or into, the Parishes and Royal Burghs following, or some of them; that is to say, the Parishes of Elie, Kilconquhar, St Monans, Pittenweem, Anstruther Wester, and the Royal Burghs of Pittenweem, Anstruther Wester, and Earlsferry; together with a Branch or Loop Railway diverging from the main line of the said intended Railway, at a point thereon on the Lands of Elie, situated about two and one half furlongs northwards of the Independent Chapel at Elie, and terminating by a junction with the said main line upon the East Links at a point about four furlongs eastward of John's Place, Elie; all situated in the said Parish of Elie and County aforesaid, and as delineated upon the plans hereinafter mentioned; and which Railway and Branch or Loop Railway are hereinafter described as "The intended Railway."

AND it is proposed by the said intended Bill to take power to make lateral deviations from the line of the said intended Railway to the extent, or within the limits defined upon the Plans hereinafter mentioned, and also to cross, divert, alter, or stop up, all such turnpike and other roads, paths, passages, rivers, streams, and water-courses, water-pipes, or other obstructions, as it may be necessary or expedient to cross, divert, alter, or stop up, for the purposes of the said intended Railway and Works connected therewith.

AND to take powers for the compulsory purchase of lands, houses, and other property, and to vary

or extinguish rights and privileges in any manner connected with the lands, houses, and other property proposed to be taken for the purposes aforesaid, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended Railway and Works, and to confer other rights and privileges.

AND to take powers for levying tolls, rates and duties upon, or in respect of the use of the said intended Railway and Works, and to alter existing toll rates and duties, and to confer certain exemptions from tolls, rates, and duties, and to confer, vary, or extinguish other rights or privileges.

AND, also, to take powers to the said Companies, or one of them, to raise funds for the purpose of constructing the said intended Railway and Works by the creation and issue of New Shares or Stock in the said undertakings, or either of them, with such guarantee, or priority of dividend, and privileges as may be desired expedient; and by borrowing on mortgage, or bond, or by one or other of these means.

AND it is intended by the said Bill to empower the Magistrates and Town Councils of the Royal Burghs of Pittenweem, Anstruther Wester, and Earlsferry, or other party interested, to make and carry into effect such arrangements with the said Companies, or either of them, as may be agreed upon in relation to the dues and customs leviable by the said Magistrates and Town Councils, or other party upon goods, cattle, matters, and things passing over the said intended Railway from or into the said Royal Burghs to lease such dues and customs to the said Companies, or either of them, or to compound the same for a fixed or annual sum; and to empower the said Companies, or either of them, to make and carry into effect such arrangements, and, if it shall be so arranged, to empower the said Companies, or either of them, to levy and recover the said dues and customs; and it is intended to vary and extinguish all such rights and privileges as may in any way interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

AND it is intended to confirm any agreements which may have been, or may be entered into for effecting the objects aforesaid, or with reference to the intended amalgamation of the said Companies, or otherwise in relation thereto; and also to provide for, and regulate the aforesaid matters, or some of them, by the said Bill.

AND, also, for the purposes of the said intended Act, to alter, amend, extend, enlarge and repeal all or some of the powers and provisions of "The Leven Railway Act, 1852," "The East of Fife Railway Act, 1855," "The East of Fife Railway (Deviation) Act, 1856," and "The Elie Harbour Act, 1857."

AND NOTICE IS HEREBY GIVEN, That duplicate plans and sections, describing the line and levels of the said intended Railway and Works, 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 respectively, and a published Map with the Line of the proposed Railway delineated thereon, so as to show its general course and direction; and a Copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection on or before the 30th day of November, in the present year, in the Office of the Principal Sheriff-Clerk of the County of Fife, in Cupar, and that a Copy of so much of the Plans, Sections, and Books of Reference, as

relates to each of the several Parishes in or through which the said Railway and Works are intended to be made; and a copy of so much of the same, as relates to each of the Royal Burghs of Pittenweem, Anstruther Wester, and Earlsferry, will, along with a Copy of this Notice, as published in the *Edinburgh Gazette*, be deposited, on or before the said 30th day of November, in the present year, with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of each of such Parishes respectively, at the usual place of residence of each such Schoolmaster or Session-Clerk, and with the Town-Clerks of the said Royal Burghs, at their Offices in Pittenweem, Anstruther, and Earlsferry.

AND NOTICE IS HEREBY GIVEN, that printed copies of the Acts so to be applied for, will be deposited in the Private Bill Office of the House of Commons, on or before the 22d day of December next.

Dated this 12th day of November 1860.

JOHNSTONE & RUSSELL, Dunfermline.
DODDS & GREIG, Westminster.

EDINBURGH AND DUNFERMLINE RAILWAY.

(Incorporation of Company: Construction of Railways from Edinburgh to Dunfermline, with Branches: Crossing Firth of Forth at Queensferry: Arrangement with the North British Railway and other Companies: Purchase of Halbeath Railway: Tolls: and other Purposes.)

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 for making and maintaining the following Railways and Works, or some of them, with all necessary conveniences connected therewith; That is to say—

First, A Railway commencing by a Junction with the Edinburgh and Glasgow Railway at a point 720 yards, or thereby, westward of the bridge which carries the said last-mentioned Railway over the Water of Leith, measured along the line of the said last-mentioned Railway, in the Parish of St Cuthbert's, and County of Edinburgh, and terminating at or near to the pier of Port Edgar, in the Parish of Dalmeny, and County of Linlithgow, which intended Railway and Works will be situated in, or will pass from, in, through, or into the following Parishes and Royal Burgh, or some of them, (that is to say), the Parishes of St Cuthbert's, Corstorphine, Cramond, and Kirkliston in the County of Edinburgh; and the Parishes of Kirkliston, Dalmeny, and South Queensferry, and the Royal Burgh of South Queensferry, in the County of Linlithgow.

Second.—A Railway commencing at a point at or near to the east end of Long Craig Island, and 320 yards, or thereby, to the west of the southern end of the Signal House Pier, near to the town of North Queensferry, in the Parish of Dunfermline, and County of Fife, and terminating by a junction with the Dunfermline Branch of the Edinburgh, Perth, and Dundee Railway, at or near a point 130 yards, or thereby, south-west of the farm buildings of Sheephousewell, in the Parish of Dunfermline and County of Fife, which intended Railway and works will be situated in, or will pass from, in, through, or into, the following Parishes and Royal Burghs, or some of them, (that is to say), the Parishes of Dunfermline and Inverkeithing and

the Royal Burghs of Dunfermline and Inverkeithing—all in the County of Fife.

Third.—A Branch Railway commencing from or out of the first-mentioned intended Railway in a field or enclosure lying to the south of Port Edgar aforesaid, and upon the north side of the public road leading from South Queensferry to Linlithgow, at a point 290 yards or thereby, south-east from the southern end of Port Edgar Pier, and 490 yards westward of the junction of the said public road from South Queensferry to Linlithgow with the road leading westwards from South Queensferry along the shore of the Firth of Forth, and terminating at a point at or near the Dundas Lime Works, or the site thereof, about 420 yards westwards from the said southern end of Port Edgar Pier, all in the Parish of Dalmeny and County of Linlithgow.

Fourth.—A Branch Railway, commencing from or out of the said last-mentioned Branch Railway at or near to a point on the south side of the said public road leading westwards from South Queensferry along the shore aforesaid, at a point 220 yards or thereby to the south-west of the said southern end of Port Edgar Pier, and terminating by a junction with the line of Railway first hereinbefore described, at or near to the Pier of Port Edgar—all in the said Parish of Dalmeny and County of Linlithgow.

Fifth.—A Branch Railway proceeding out of the Railway second hereinbefore described, at a point 130 yards or thereby, north of the Farm Buildings of Grange, and terminating by a junction with the Charleston Railway, at a point 85 yards or thereby south of the point of junction of the Nethertown Branch with the main line of the said Charleston Railway—all within the Parish of Dunfermline and County of Fife.

AND with a view to the use and accommodation of a Ferry for the conveyance of traffic across the Firth of Forth, to and from the Railways first and second hereinbefore described, power will be taken in the said Bill to make and construct a pier or jetty, with all necessary wharfs, landing-places, and other conveniences on the south shore of the said Firth of Forth, in connection with, and as part of the said intended Railway and Works first hereinbefore described, and at the North Terminus thereof, as before described, such pier or jetty, and others aforesaid, to be made within the said Parish of Dalmeny and County of Linlithgow; as also to make and construct a pier or jetty, with all necessary wharfs, landing-places, and other conveniences on the North side of the said Firth of Forth in connection with, and as part of the said intended Railway and Works second hereinbefore described, and at the south terminus thereof, as before described; such pier or jetty, and others aforesaid, to be made within the Parish of Dunfermline and County of Fife.

AND power will be taken in the said Bill to enable the said Company to purchase, lease, or otherwise acquire from the Trustees of the Queensferry Passage constituted under the Act of Parliament passed in the eleventh year of the reign of his late Majesty King George IV., entitled "An Act for the further improvement and support of the passage across the Firth of Forth, called the Queensferry," and to enable the said Trustees to sell, convey, or lease to the said intended Company, for such price, rent, or consideration in money, or in shares or stock of the intended Company, or other consideration as may be arranged, all or any of the rights, property, and interests which the said Trustees possess in or to the Ferry upon or across the said Firth of Forth, the said Ferry extending

and situated within the following limits, (that is to say), from the east side of the East Battery Pier to the west side of Haughend Pier, on the north side of the said passage, in the Parish of Dunfermline and County of Fife, and from the east side of the Long Craig Pier to the west side of Port Edgar Pier, on the south side of the said passage, in the Parishes of Dalmeny and South Queensferry, and the Royal Burgh of South Queensferry, in the County of Linlithgow, together with all or any part of the piers, harbours, works, and accesses connected therewith or belonging thereto, and the rights of working the said Ferry, and of taking tolls, rates, and charges therefor; and, if need be, to enable the intended Company to remove or relinquish the said ferry, and to establish and work in lieu thereof another ferry between the respective piers and jetties intended to be constructed at Port Edgar and Long Craig Island as aforesaid, being the respective termini of the Railways first and second hereinbefore described; with power to the intended Company to hold such ferry and works, and by themselves or others to work and use the same, or the said substituted ferry, and levy tolls, rates, and charges in respect thereof; and otherwise, if need be, the Bill will contain powers to the intended Company to establish a separate and independent ferry betwixt the piers or jetties to be constructed by them as aforesaid, and to work the same, and to levy tolls, rates, and duties thereat, and will enable the Company to make the necessary rules for the control and government of the said piers or jetties and ferry to be constructed, acquired, or established by them, and for purchasing or hiring vessels for working the said ferry, and to enable the intended Company to lease the ferry and the tolls to be levied thereat.

AND power will be taken in the said Bill to the intended Company to purchase or acquire from, and to the North British Railway Company to sell and convey to the said intended Company, the Railway or Tramway called the Halbeath Railway, commencing at or near to the Halbeath Station of the Dunfermline Branch of the Edinburgh, Perth, and Dundee Railway, in the Parish of Dunfermline and County of Fife, and terminating at the harbour of Inverkeithing, in the Parish and Royal Burgh of Inverkeithing and County of Fife, together with a Branch Railway or Tramway diverging therefrom, at or near to the Village of Guttergates, and terminating by a junction with the Townhill Railway at or near to the south march of the lands of Whitefield, all in the Parish of Dunfermline and County of Fife, together with the several sidings and lyes, stations, wharfs, loading banks, and other conveniences and works connected therewith, all situated within the said Parishes of Dunfermline and Inverkeithing and Royal Burgh of Inverkeithing, and County of Fife, for such price, or consideration in money, or shares or stock of the intended Company, or such other consideration as may be arranged betwixt these Companies, or as may be fixed by the Bill, and power to the North British Railway Company to transfer and vest in the said intended Company the said Railway, and all the rights and privileges of what kind or nature soever in reference thereto presently vested in the North British Railway Company, on such terms as may be agreed on, and to enable the said intended Company to work and maintain the said Railway, and to levy tolls, rates, and duties on and for the use of the same.

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 Railways and piers or jetties, and works, from the line or lines, and levels delineated on the plans and sections to be deposited as after mentioned, 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 Railways, and piers or jetties, and works, or any part thereof.

To work and use the said Railways, and piers or jetties, and works, and the said Halbeath Railway, and to convey passengers, goods, and other things, on the said whole Railways, and on other communicating Railways; and also to work and use the said Ferry or Ferries, and to convey by and across the same passengers, goods, and other things, by means of steam-boats, and otherwise, and for these and other purposes of the intended Act, to raise money by shares, and by borrowing upon bond or mortgage.

To acquire by compulsory purchase, or otherwise, all such lands, houses, and other heritages, as may be necessary for the purposes of the said Railways, and Piers or Jetties, and works, and all property or rights necessary for the establishment and working of the said Ferry or Ferries; and also to acquire, by compulsory purchase, or otherwise, all lands, heritages, or other property, through, or upon which the said Halbeath Railway passes or is situated, together with all wayleaves, and other rights and privileges affecting the said Halbeath Railway; 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, and all such other rights and privileges, including all leases, or other terminable rights affecting the said Halbeath Railway, and also the rights of the Ferry hereinbefore described, and of levying tolls thereat, which would in any manner impede or interfere with the construction, maintenance, or use of the said Railways, and Piers or Jetties, and works, or with the use of the said Halbeath Railway, and of the said Ferry; and to confer other rights and privileges in relation to all the matters aforesaid.

To levy tolls, rates, and duties on and for the use of the said intended Railways and works, and of the said Halbeath Railway, and for the conveyance of passengers, goods, and other things thereon, and for the use of the said Piers or Jetties, and for the conveyance of traffic across the said Ferry; and to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto.

To empower the North British Railway Company to maintain and manage the said proposed Railways and works, and Piers, and Jetties, the said Ferry, and the said Halbeath Railway, and to work the traffic

thereon, and provide the necessary plant therefor, and to fix, collect, and apportion the tolls, rates, and charges, to be levied in respect of such traffic; as also to empower the said North British Railway Company, and the intended Company, to enter into agreements with each other in relation to the aforesaid matters, or any of them, or otherwise in relation thereto.

To enable the North British Railway Company, by themselves or others on their behalf, to subscribe and contribute towards the construction, maintenance, and working of the undertaking under the said intended Act, and the said several works hereinbefore described, and to take and hold shares in the said intended Company, and to apply to these purposes any funds, which they now have, or may have power to raise; and also, if necessary, to raise additional capital for these purposes, by the creation and issue of new shares or stock in their undertaking, with such guarantee or priority of dividend, or other privileges, if any, as may be thought expedient, or by borrowing on mortgage, or bond, or by one or other of these means, and to enable the North British Railway Company to vote at meetings of, and to appoint directors in the intended Company.

To enable the West of Fife Mineral Railway, and the Charleston Railway Companies, or either of them respectively, by themselves or others on their behalf, to subscribe and contribute towards the undertaking, under the said intended Act, and the several works aforesaid; and to take and hold shares in the said intended Company, and to vote at meetings thereof; and to apply any funds which they respectively now have, or may have power to raise to the said purpose; and also, if necessary, to raise additional capital for these purposes, by the creation and issue of new shares or stock in their respective undertakings, with such guarantee or priority of dividend, or other privileges, if any, as may be found expedient, or by borrowing on mortgage or bond, or by one or other of these means.

To enable the intended Company, and the North British Railway Company, and all persons lawfully using the said intended Railways and works, to run over and use, with their own engines, carriages, and waggons, so much of the North British Railway as is situated betwixt the western extremity of the tunnel under the Calton Hill, and the general or Waverley Bridge Station, both at Edinburgh, and to make use of the separate station of the North British Railway Company situated at or near thereto; and also to run over and use so much of the Edinburgh and Glasgow Railway as is situated between the eastern terminus thereof at the said Waverley Bridge Station, and a point two hundred yards to the westward of the Junction of the intended Railway first hereinbefore described, with the said Edinburgh and Glasgow Railway, and also to run over and use the lines of Railway passing through the said Waverley Bridge Station, jointly or respectively belonging to the said North British and Edinburgh and Glasgow Railway Companies, in order that there may be secured to the intended Company, and the North British Railway Company, and all persons lawfully using the said intended Railway, a free, continuous, and uninterrupted passage, for the working of their traffic between the said intended Railways and the North British Railway, with power also to use the general station, works, and conveniences connected therewith, at Waverley Bridge, Edinburgh, belonging to the North British Railway and Edinburgh and Glasgow Railway Companies, and all other stations, works, and conveniences connected therewith, situated on the portions of the said Railways to be

worked and used as aforesaid, all upon such terms and conditions, and upon payment of such tolls as may from time to time be agreed upon, or as may be provided by, or under the provisions of, the intended Act, or as shall be settled by arbitration under the said Act; and to alter and regulate the existing tolls authorised to be taken for the use of the portions of the said Railways, and to authorise the intended Company, or the North British Railway Company, or all persons using the portions of the said Railways, to levy tolls thereon, and to provide for, and require the North British Railway and the Edinburgh and Glasgow Railway Companies, or either of them, to grant facilities for the interchange, transmission, and conveyance of traffic to, from, or over the intended Railways and works, to, from, or over their Railways respectively, or any part thereof.

To enable the intended Company, and the North British Railway, the Edinburgh Perth and Dundee Railway, the Edinburgh and Glasgow Railway, the West of Fife Mineral Railway, and the Charleston Railway and Harbour Companies, or any one or more of the five last-named Companies, or the Directors thereof, to enter into agreements with each other in relation to the interchange of the traffic on their respective undertakings, the passage and conveyance of such traffic over the Railways and other works belonging to or worked by them respectively, the use for such traffic of the Stations and other works of such respective Railways, and the tolls, rates, and charges to be levied in respect of such passage, conveyance, and use, and in relation to the reciprocal use, management, maintenance, and working of their undertakings, or any part thereof, and the fixing, collection, and apportionment of such tolls, rates, and charges on the undertakings of the Companies parties to such agreements.

To ratify and confirm all such agreements as may have been already made, or may hereafter be made, by and between the said intended Company or parties acting on their behalf, and the Trustees of the said Ferry, and any of the said Companies, or other persons or corporations, in relation to the objects and purposes set forth in this Notice, or any of them.

AND IT IS INTENDED by the said Bill to empower the Magistrates and Town Council of the Royal Burghs of South Queensferry, Inverkeithing, and Dunfermline, or other party interested, to make and carry into effect such arrangement with the Company to be incorporated by the said Bill, as may be agreed upon in relation to the dues and customs leviable by the said Magistrates and Town Council, or other party, upon goods, cattle, matters, and things passing on the said intended Railways from or into the said Royal Burghs, and to lease such dues and customs to the said Company, or to compound the same for a fixed or annual sum, and to empower the said Company to make and carry into effect such arrangements; and if it shall be so arranged, to empower the said Company to levy and recover the said dues and customs.

AND NOTICE IS HEREBY GIVEN, that it is intended by the said Act to vary and extinguish all such rights and privileges as may in any way interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

AND IT IS INTENDED to alter, amend, extend, and enlarge or repeal, so far as necessary, all or some of the provisions of the Acts relating to the North British Railway Company, viz.:—"The North British Railway Consolidation Act, 1858," "The Border Union (North British) Railways Act, 1859," "The North British and Selkirk Railways Amalgamation Act, 1860," and "The North British and Glasgow Railways Act, 1860."

mation Act, 1859," "The North British and Jedburgh Railways Amalgamation Act, 1860," and "The North British Railway (Stations) Act, 1860," "The North British and Border Counties Railways Amalgamation Act, 1860," and of the following Acts relating to the Edinburgh, Perth, and Dundee Railway 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, "The Edinburgh, Perth, and Dundee Railway Company (Arrangements) Act, 1853," and of the following Acts relating to the Edinburgh and Glasgow Railway Company, viz. :—(That is to say) The 15 Victoria, cap. 109, the 12 and 13 Victoria, cap. 39, the 16 and 17 Victoria, cap. 151, the 18 and 19 Victoria, cap. 158, the 18 and 19 Victoria, cap. 190, the 21 and 22 Victoria, cap. 64, and the 9 and 10 Victoria, cap. 332, and also of the following other Acts, viz. :—"The West of Fife Mineral Railway Act, 1856," "The West of Fife Mineral Railway (Roscobie Branch) Act, 1857," "The West of Fife Mineral Railway (Kingseat Extension) Act, 1860," "The Charleston Railway and Harbour Act, 1859," an Act passed in the eleventh year of the reign of his late Majesty King George the Fourth intituled "An Act for the further improvement and support of the passage across the Firth of Forth, called the Queensferry," "The Queensferry Improvement Act, 1848," and any other Act or Acts recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned Companies and the said Trustees, and the said undertakings, Ferry or Works, or any other Company or body who or whose property or interests may be affected by any of the powers or provisions of the said intended Act.

Plans and Sections describing the line, or situation and levels of the proposed Railways and Piers or Jetties and works connected therewith, and of the said Halbeath Railway, and the Lands and Houses and other Property which may be required to be taken for the purposes thereof; and also a Plan of the said Ferry and Ferry property proposed to be acquired, 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 Railways and Piers and Jetties delineated thereon, so as to show their general course and direction, and a copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November current, be deposited for public inspection in the Office in Edinburgh of the Principal Sheriff Clerk of the said County of Edinburgh; in the Office at Linlithgow of the Principal Sheriff Clerk of the said County of Linlithgow; and in the Office at Dunfermline of the Principal Sheriff Clerk of the 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 said several parishes in which the intended works will be executed, or in which any of the lands will be situated, and to each of said Royal Burghs of South Queensferry, Inverkeithing, and Dunfermline, 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, and with the Town-Clerks of each of the said

several Royal Burghs at their offices in South Queensferry, Inverkeithing, and Dunfermline respectively.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 22d day of December next.

JOHNSTONE & RUSSELL, } Dunfermline.
JAMES MACFARLANE, }
DODDS & GREIG, 18, Abingdon Street,
Westminster.

Dated this 13th day of November, 1860.

WEST OF FIFE MINERAL RAILWAY AND CHARLESTON RAILWAY AND HARBOUR COMPANIES.

Amalgamation 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 union and amalgamation into one Company, from and after such date, and on such terms and conditions, as have been or may be agreed on, of the West of Fife Mineral Railway Company and the Charleston Railway and Harbour Company, and the union and consolidation into one undertaking of the several undertakings of the said Companies respectively: By which Bill it is intended to take and confer the following powers or some of them, that is to say :—

To vest in the United Company to be incorporated by the said Bill, under such name as may be thereby given, the whole undertakings, property, estate and effects, rights, powers, authorities, and privileges, vested in or belonging to, or exercised and enjoyed by, the said two existing Companies, severally or jointly, at the date of the said Amalgamation, and to authorize the said United Company to hold and use the said undertakings, property, estate and effects, and to exercise and enjoy the said rights, powers, authorities, and privileges:

To provide for the dissolution of the said two existing Companies, and the payment or satisfaction of the debts and liabilities thereof:

To include, as part of the undertaking of the said Charleston Railway and Harbour Company, to be vested in, and held by the said United Company as aforesaid, the portions of the Charleston Railway situated between the junction with the West of Fife Mineral Railway and the Coal-pits on the lands of Lochead and Colton, in the Parish of Dunfermline and County of Fife:

To regulate, fix, and determine the amount of the Capital Stock or Shares of the said United Company, and the dividends to be paid thereon, or on any part or separate portions thereof, to the said two existing Companies or the Shareholders thereof respectively, and to assign to such dividends, or some part thereof, such guarantee, preference, or priority in payment as has been or may be agreed on; and to provide for the division and appropriation of the revenues of the said undertakings respectively, and to fix and determine the amount of the money borrowed, or to be borrowed by the said United Company:

To provide for the management of the said United Company, and the election of the Directors thereof; and the fulfilment and discharge of the contracts, agreements, obligations, and liabilities of the said two existing Companies:

To authorise the said United Company to cancel any Shares of the said two existing Companies which may remain unissued, and to create and issue

new Shares or Stock, with such fixed or guaranteed dividends, preference, or priority in payment as may be agreed on, or deemed expedient :

To authorise the said United Company to levy the existing tolls, rates, and duties on, and for the use of the undertakings of the said two existing companies, or to alter such existing tolls, rates, and duties, and to levy new or additional tolls, rates, and duties on, and for the use of the said undertakings, or any part thereof, and on and for the use of the said portion of the Charleston Railway, situated between the junction with the West of Fife Mineral Railway and the coal-pits on the said lands of Loch-ead and Colton; to confer, vary, or extinguish exemptions from payment of such several tolls, rates, and duties; to vary or extinguish all such rights and privileges of the said two existing companies or the shareholders thereof, or of any other persons, trustees, or companies, as would in any manner interfere with or prevent the execution of the several purposes of the said Bill; and to confer all such powers, rights, and privileges as may be necessary for carrying the same into effect.

To amend or repeal, in whole or in part, the following Acts relating to the said two existing Companies—that is to say, “The West of Fife Mineral Railway Act, 1856,” “The West of Fife Mineral Railway (Roscoe Branch) Act, 1857,” “The West of Fife Mineral Railway (Kingsseat Extension) Act, 1860,” and “The Charleston Railway and Harbour Act, 1859.”

Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 22d day of December 1860.

JOHNSTONE & RUSSELL,
Dunfermline.

LOCH & MACLAURIN,
Great George Street, Westminster.

Dated this 13th day of November 1860.

ESK VALLEY RAILWAY.

Incorporation of Company, Construction of Railway from the Hawick Branch of the North British Railway, between the Niddry and Millerhill Stations to a point at or near Springfield, in the Parish of Lasswade, and County of Edinburgh; Arrangements with North British Railway Company; Power to that Company to raise and contribute Money, hold Shares, and Work Line; Amendment of Acts and other Purposes.

NOTICE IS HEREBY GIVEN, That Application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to Incorporate a Company with powers to make and maintain the Railway hereinafter described or some part or parts thereof with all proper Stations, Approaches, and other Works and Conveniences connected therewith, That is to say,

A Railway commencing by a Junction with the Hawick Branch of the North British Railway, between the Niddry and Millerhill Stations on the line of the said Branch Railway, at a point on said Branch Railway, 1550 yards or thereabouts, South-east from the said Niddry Station of the said Branch Railway, in the Parish of Newton, and County of Edinburgh, and terminating at or near a point in a field or enclosure on the South side of the River Esk, at or near the South end of a Bridge at or near Springfield Paper Works in the Parish of Lasswade and County of Edinburgh, which said Railway and all necessary works and conveniences connected therewith, will be situated in, or will pass from, through or into, the parishes

following or some of them, that is to say, the parishes of Inveresk, Newton, Dalkeith, Liberton, Lasswade, and Cockpen, all in the County of Edinburgh.

And it is proposed by the said intended Bill to take power to make lateral deviations from the line and levels of the said intended Railway to the extent or within the limits defined upon the plans and sections hereinafter mentioned or provided by the said Bill, and also to cross, divert, alter, or stop up, all turnpike and other roads, railways, streets, paths, passages, rivers, streams, and water-courses, reservoirs, water, and gas pipes, and other works or other obstructions, as it may be necessary or expedient to cross, divert, alter, or stop up for the purpose of making, maintaining, and using the said intended railway and works connected therewith.

AND NOTICE IS ALSO HEREBY GIVEN, that duplicate maps, or plans and sections, describing the lines, situations, and levels of the said intended Railway and works, and the lands, houses, and other heritages 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 occupiers of such lands, houses, and heritages respectively, with a published map to a scale of not less than half-an-inch to a mile, with the lines of the said proposed Railway delineated thereon, so as to show its general course and direction; and a Copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection, on or before the 30th day of November current 1860, in the office at Edinburgh of the principal Sheriff Clerk of the county of Edinburgh; and that a copy of so much of such plans, sections, and book of reference respectively, as relate to each of the said Parishes before specified, in or through which the intended Works will be made, maintained, pass, and be situated, and the Lands, Houses, and Heritages intended to be purchased and taken, are situated, together with a Copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the said 30th day of November current 1860, 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 it is intended by the said Bill to empower the Company 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 Bond, Mortgage, or Cash Credit; to fund the money so borrowed, or authorised to be borrowed, or to issue Debenture Stock therefor; to convey passengers, goods, and other traffic on the said intended Railway, and the Railways communicating therewith; to levy tolls, rates, and charges, on and for the use of the said intended Railway and relative Works, and for the conveyance of passengers and goods, and other traffic thereon; 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 to be incorporated, and the owners of and other parties interested in the lands required for the said intended Railway and works, and any other Companies, Corporations, Communities, 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 said Company of such lands in property, feu, lease in perpetuity, or otherwise, at such price, feu-duty, ground annual, or rent, or for such con-

sideration in shares, mortgages, or bonds of the said Company or otherwise as may be fixed upon.

And it is further intended by the said Bill to empower the North British 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 Railway and relative works, and to take and hold shares in the said intended Company, and to apply any funds which they now have or may have power to raise to these purposes, and also if necessary to raise additional capital for these purposes by the creation and issue of new shares or stock in their undertaking, with such guarantee or priority of dividend or other privileges, if any, as may be thought expedient, and by borrowing on bond or mortgage, or by one or other of these means, and to fund the amount so borrowed or authorised to be borrowed.

And it is further intended by the said Bill to empower the North British Railway Company and the intended Company to enter into agreements in relation to the maintenance and management of the said proposed Railway or any part or parts thereof, the appointment of Directors thereof, the use of and working of the traffic upon their respective Railways and the fixing, collection, and apportionment of the tolls, rates, and charges to be levied in respect of such traffic; as also, if thought expedient, to provide for the appointment by the Directors of the said North British Railway Company and the Directors of the Company to be incorporated by the said Bill of a joint Committee for managing the aforesaid matters, or any of them. And it is intended to confirm any Agreements which may have been, or may be entered into for effecting the objects aforesaid or otherwise in relation thereto, and also to provide for and regulate the aforesaid matters or some of them.

And for these purposes, it is intended to alter, amend, extend, and enlarge or repeal so far as necessary the following Acts relating to the North British Railway Company, viz.:—"The North British Railway Consolidation Act, 1858;" "The Border Union (North British) Railways Act, 1859;" "The North British and Selkirk Railways Amalgamation Act, 1859;" "The North British and Jedburgh Railways Act, 1860;" "The North British Railway (Stations) Act, 1860;" and "The North British and Border Counties Railways Amalgamation Act, 1860."

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 22d day of December next 1860.

Dated this 15th day of November 1860.

WILLIAM WHITE MILLAR, S.S.C.,
8 Bank Street, Edinburgh.

ROBERTSON & SIMSON,
1 Great College Street, Westminster,
Parliamentary Agents.

DOWNPATRICK AND NEWRY JUNCTION RAILWAY

(Incorporation of Company; Railways from Downpatrick to Newry, and to Dublin and Belfast Junction, and Newry and Armagh Railways; Powers to and over Belfast and County Down; Dublin and Belfast Junction; Newry and Armagh; Newry, Warrenpoint, and Rostrevor; and the Portpatrick Railway Companies).

NOTICE IS HEREBY GIVEN, That Application is intended to be made to Parliament

in the ensuing Session for leave to introduce a Bill to incorporate a Company, (herein called "The Company;") and to confer on such Company power to make and maintain the Railways hereinafter mentioned, or some or one of them, or some part or parts thereof, with all proper, suitable, or incidental works, stations, roads, approaches, and conveniences connected therewith respectively, and to effect the objects hereinafter mentioned, or some of them, that is to say:—

1. Railway from Downpatrick to Newry.—A main line of Railway commencing by a junction with the Belfast and County Down Railway at a point in the townland of Demesne of Down, parish of Down, and county of Down, about fifty yards distant from and southward of the covered wooden-platform at the Downpatrick Station of said Railway, passing thence from, in, through, or into the several parishes, townlands, extra-parochial, and other places, or some of them, all situate in the county of Down (that is to say); the townlands of Demesne of Down, Ballydugan, Bonycastle, Ballykilbeg, Cargagh, Ballyrolly, Ballykeel, all in the parish of Down; the townland of Ringreagh, in the parish of Kilclief; the townland of Ballykinler Lower, in the parish of Ballykinler; the townlands of Creeghduff, Clough, and Ardilea, in the parish of Loughinisland; the townlands of Cloghran, Dundrum, Moneylane, Wateresk, Dundrinne, and Castlewellan, all in the parish of Kilmegan; the slob or shore of Dundrum Inner Bay, in or adjoining to the said townlands of Cloghran, Dundrum, and Ardilea; the townlands of Ballyloughlin, Ballyginny, and Drumee, all in the parish of Maghera; the towns of Dundrum and Maghera; the townland of Ballymagreehan, in the parish of Drumgooland; the townlands of Burrenbane, Burrenreagh, Moneyscalp, Drumena, Slievenalargy, Moyad, Ballymoney, Fofannyreagh, Fofannybane, and Letalian, all in the parish of Kilcoo; the townlands of Drumbonniff, Kinghill, Cabragh, Ballynagappoge, and Ballycoshone Lower, all in the parish of Clonduff; the townlands of Moneygore, Cavan, Drumarkin, Drumdreenagh, Tirfergus, Rosconor, Aughnavallog, and Lissize, all in the parish of Drum-ballyrone; the townlands of Lissize, Drum-lough, Tullyquilly, Barnmeen, Drumgreenagh, Lurgancathone, and Ballykeel, all in the parish of Drumgath; the townlands of Ardarragh, Finnard, Lisnaree, Shinn, Castle-Enigan, Carnacally, Savalmore, Savalbeg, Turmore, Cloghrammer, Damolly, and Drumcashellone, all in the parish of Newry; the townlands of Lisdrumgullion and Ballinlare, in the parish of Newry and county of Armagh, and terminating in or near a field in the said townland of Lisdrumgullion, now or lately in the possession of Thomas Armstrong, adjoining the station ground of the Newry and Armagh Railway, and abutting on the street leading from said station ground to Corry Square, in the town of Newry; together with a short Branch Railway wholly in the said townlands of Lisdrumgullion and Ballinlare, commencing by a junction with the said main line near the termination thereof, in or near a field in the said townland of Lisdrumgullion, now or lately in the occupation of Patrick Dempsey, on the East side of the Newry and Armagh Railway, opposite the first quarter mile post from the Newry station of said last mentioned

Railway, and terminating by a junction with the Newry and Armagh Railway, at a point about forty yards distant from, and North of the Water Tank House at the last mentioned station; also a short Branch Railway commencing by a junction with the said Main Line at a point on or near the said shore of the inner Bay of Dundrum, about eighty yards East of a house situate in the townland of Cloghran aforesaid, close to the public road from Dundrum to Downpatrick, and now or lately in the occupation of John Kelso, and terminating on the Quay of Dundrum, at or near the capstan at the south-west angle of the said Quay; which said intended Railway will be situate wholly within the said townlands of Dundrum, Cloghran, and on part of the said shore or slob of the inner Bay of Dundrum;

2. Railway to join Dublin and Belfast Junction Railway.—A Railway commencing by a junction with the said Main Line of Railway, in the townland of Savalbeg, in the parish of Newry, in the county of Down, at the mearing between said townland of Savalbeg and the townland of Carnacally, at a point about one hundred and sixty yards distant, measuring along the said mearing northwards from the point of meeting of the mearings of the three townlands of Savalbeg, Carnacally, and Turmore, all in the parish of Newry and county of Down, passing thence from, in, through, or into the several parishes and townlands, or some of them (that is to say), the townlands of Savalbeg, Carnacally, Turmore, Corcreeghy, Lisduff, and Carnmeen, in the parish of Newry, in the county of Down; the townlands of Lurganare and Drummiller, in the parish of Donaghmore, in the county of Down; the townlands of Kilmonaghan, Cloghinny, and Goragh, in the parish of Killeavy and county of Armagh, and terminating by a junction with the Dublin and Belfast Junction Railway at or near the South side of the bridge carrying the Dublin and Belfast Junction Railway over the boundary between the said townlands of Kilmonaghan and Cloghinny;
3. Railway to join Newry and Armagh Railway.—A Railway commencing by a junction with the said main line of Railway in the said townland of Savalbeg, at the spot hereinbefore described as the commencement of the Railway to the Dublin and Belfast Junction Railway, passing thence from, in, through, or into the several parishes and townlands, or some of them, that is to say, the townlands of Savalbeg, Carnacally, Turmore, Corcreeghy, Lisduff and Carnmeen, in the parish of Newry in the county of Down; the townlands of Lurganare and Drummiller, in the parish of Donaghmore, in the county of Down; the townland of Goragh, in the parish of Killeavy in the county of Armagh, and terminating by a junction with the Newry and Armagh Railway, at a point one quarter of a mile from, and south of the signal post on the south of the platform of the Goragh Wood station, in the townland of Goragh, parish of Killeavy, and county of Armagh;

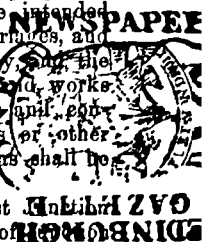
The Bill will take power to purchase by compulsion or agreement such lands, houses, and hereditaments as may be required for the said proposed Railways and works, and to vary and extinguish all existing rights and privileges in any manner connected with the said property, or which would

interfere with the construction, maintenance, or use of the said proposed Railways and other works, and also to levy tolls, rates, and charges, upon or in respect of the said proposed Railways and other works, and to grant exemptions from the payment of all or any of such tolls, rates, and charges; and the Bill will confer on the Company all the rights, powers, and privileges which "The Lands Clauses Consolidation Act, 1845," (so far as it is consistent with "The Railways Act (Ireland) 1851,") "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Railways Act (Ireland) 1851," and "The Companies Clauses Consolidation Act, 1845," confer upon Companies for the construction of Railways and otherwise: It will also enable the intended Company to cross, divert, alter, or stop up, whether temporarily or permanently, all turnpike or other roads, rivers, streams, drains, sewers, canals, navigations, reservoirs, aqueducts, Railways and Tramways within the said several parishes, townlands, extra parochial and other places, or such of them as it may be necessary to cross, divert, alter, or stop up, for the proper construction and maintenance, or for the purposes of the said proposed Railways:

The Bill will also authorise the Company, on the one hand, and the Belfast and County Down, the Dublin and Belfast Junction, the Newry and Armagh, the Newry, Warrenpoint, and Rostrevor, and the Portpatrick Railway Companies, or any of them, on the other hand, to make contracts and arrangements for the following purposes, or any of them (that is to say): the constructing, maintenance, running over, use, and working of the undertakings, or any part of the undertakings, of the contracting parties, and the management, interchange, and apportionment of the traffic, and of the receipts arising from the traffic, of the same undertakings, or of any part thereof, and the supply of rolling stock, machinery, and servants for the conduct of such traffic; and also to authorise the last named Companies, or any of them, to contribute money towards the making of the said intended Railways, or of any specific portions thereof, or themselves to undertake the construction of such portions of Railway, and to hold shares in the said intended undertaking, or any part thereof, 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 the same Companies 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 or 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; and to appoint joint committees for carrying into effect any of the purposes of such contracts, and to delegate to such joint committees any of the powers possessed by the directors of the contracting Companies over their respective undertakings:

The Bill will enable the intended Company, and all other persons lawfully using the intended Railways, to use with their engines, carriages, and servants, the following portion of Railway, and the stations, watering-places, conveniences, and works connected therewith, upon such terms and conditions, and subject to such payments or other consideration as the Bill shall define, or as shall be settled by arbitration, namely:—

That part of the Dublin and Belfast Junction Railway which lies between the point of



therewith of the intended Railway and the point at which the Dublin and Belfast Junction Railway joins or is contiguous to the Newry and Armagh Railway, at or near the station at Goragh Wood, belonging either jointly or severally to the Dublin and Belfast Junction and the Newry and Armagh Railway Companies :

The said station at Goragh Wood :

The Bill will require the two last named Companies to afford to the intended Company, and to all persons using their Railway, all proper facilities for the receiving, accommodation, forwarding, and interchange of traffic of all sorts coming from or destined for the intended Railway, upon such pecuniary and other terms and conditions as the Bill shall define, or as shall be settled by arbitration :

For the purposes aforesaid, or any of them, it is intended by the said Bill to alter, amend, extend, enlarge, or repeal as far as may be necessary, all or any of the powers and provisions of the Acts following, that is to say, the several Acts of Parliament relating to the Dublin and Belfast Junction Railway Company, and amongst them the 8th and 9th Victoria, chapter 130 ; the 10th and 11th Victoria, chapter 111 ; 10th and 11th Victoria, chapter 180 ; 13th and 14th Victoria, chapter 11 ; 16th Victoria, chapter 19 ; the Portpatrick Railway Act, 1857 ; the Belfast and County Down Railway Act, 1855 ; the Belfast and County Down Railway Amendment Act, 1860 ; the Newry and Armagh Railway Act, 1857 ; and the Newry and Armagh Railway Amendment Act, 1859 ; and the Newry, Warrenpoint, and Rostrevor Railway Acts, 1846, 1857, and 1860, (9th and 10th Victoria, chapter 245 ; 20th and 21st Victoria, chapter 61 ; and 23rd and 24th Victoria, chapter 87) :

Duplicate plans and sections describing the lines, situations, and levels of the proposed works, and the lands, houses, and property in or through which the same works are to be made, 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 respectively, also a published map with the lines of the said intended Railways delineated thereon, and a copy of this Notice, will, on or before the thirtieth day of November instant, be deposited for public inspection with the clerk of the peace for the county of Down, at his office in Downpatrick, in the said county of Down, and with the clerk of the peace for the county of Armagh, at his office in Armagh, in the said county of Armagh ; and on or before the same day copies of so much of the said plans and sections, and book of reference, as relates to each of the parishes in or through which the proposed works are intended to be made, and a copy of this Notice, will be deposited with the clerks of the unions within which the abovenamed parishes are respectively included (that is to say) : so far as relates to the parishes of Down, Kilclief, Ballykinler, Loughinisland, and Kilmegan, in the union of Downpatrick, with the clerk of the union of Downpatrick, at the Downpatrick union workhouse, near the town of Downpatrick, in the county of Down ; so far as relates to the parishes of Drumballyrone, Newry, and Drumgooland, in the union of Banbridge, with the clerk of the Banbridge union, at the Banbridge union workhouse, near the town of Banbridge, in the county of Down ; so far as relates to the parishes of Maghera and Kilcoo, in the union of Kilkeel, with the clerk of the Kilkeel union, at the Kilkeel union workhouse, near the town of Kilkeel, in the county of Down ; so far as

relates to the parishes of Clonallen, Drumballyrone, Drumgath, Newry, Killeavy, Clonduff, and Donaghmore, in the union of Newry, with the clerk of the Newry union, at the Newry union workhouse, near the town of Newry, in the county of Armagh :

Copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, before the 23d day of December, 1860.

Dated this 6th day of November 1860.

HUGH WALLACE and Co.
Solicitors for the Bill, Downpatrick,
79, Victoria Street, Belfast, and North
Great Georges Street, Dublin.

DUNFERMLINE AND QUEENSFERRY RAILWAY.

CONSTRUCTION of Railways and Pier ; Powers to the West of Fife Mineral Railway, the Charleston Railway and Harbour, the Edinburgh and Glasgow Railway, and the Scottish Central Railway Companies, to contribute to the undertaking ; Working and other arrangements with these Companies, and powers to run over and use their undertakings ; 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 construction of a Railway from Dunfermline to Queensferry, with a Branch to Inverkeithing, and a Pier at North Queensferry. By which Bill it is intended to take and confer the following powers, or some of them (that is to say) :—

To make and maintain, 1st, a Railway, commencing by a Junction with the Nethertown Branch of the Charleston Railway, at or near to the Elgin Street Station of that Railway, in the parish of Dunfermline, and terminating at or near the Long Craig Rock, or Island, at North Queensferry, in the parishes of Inverkeithing or Dunfermline, or one of them ; which Railway will be situated in, or pass from, through, or into, the said parishes of Dunfermline and Inverkeithing, and the Royal Burghs of Dunfermline and Inverkeithing, or some of them, all in the county of Fife.

2d, A Railway, or Branch Railway, diverging from and out of the intended Railway, first above described, at or near to Castlandhill House, in the said parish of Inverkeithing, and terminating at or near to Poplars Wells, at the south end of the said burgh of Inverkeithing ; which Railway, or Branch Railway, will be situated in, or pass from, through, or into, the said parishes of Dunfermline and Inverkeithing, or one of them, and the said burgh of Inverkeithing.

3d, A Pier, to be situated on the Long Craig Rock, or Island aforesaid, and extending seawards to the extent shown on the Plans after-mentioned ; which Pier will be wholly situated in the said parishes of Dunfermline and Inverkeithing, or one of them.

With all necessary works, approaches, stations, slips, landing-places, and conveniences connected with the said Railways and Pier, respectively.

To take powers for the compulsory purchase of Lands, Houses, and other property, to vary or extinguish all existing rights and privileges connected with the Lands, Houses, and property so to

be purchased, which would in any manner impede or interfere with the construction, maintenance, or use of the said Railways, Pier, and Works; to cross, alter, divert, and stop up such highways, turnpike, or other roads, railways, streets, paths, passages, rivers, canals, 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 and maintaining or using the said Railways and Pier, or any of the Works, Approaches, Stations, or Conveniences connected therewith respectively.

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, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and duties.

To enter into and carry into execution, with any Companies or Corporations or any Commissioners, Road, Bridge, Harbour, or Ferry Trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper, for making, maintaining, or working the said Railways, Pier, and Works, or for the use of the same.

To incorporate a Company, hereinafter called 'The Company,' for the purpose of executing, and carrying into effect the several purposes of the said Bill.

To enable the West of Fife Mineral Railway Company, the Charleston Railway and Harbour Company, the Edinburgh and Glasgow Railway Company, and the Scottish Central Railway Company, or any of them, to contribute towards the Capital of the Company, and to hold Shares in the undertaking to be authorised by the said Act, and to enable the said Companies respectively, or any of them, to apply for such purposes the Capital or Funds, which they are authorised to raise by any of the Acts relating to the said Companies respectively, or to raise for the purposes aforesaid, if necessary, further sums of money by shares or borrowing, and either with or without a guarantee, or preference attached to such shares, as the said Companies respectively may think fit.

To enable the Company, and all other Companies or persons using the said intended Railways, or either of them, to run over and use with their own engines, carriages, and waggons—or with engines, carriages, and waggons coming to or from the said intended Railways, the West of Fife Mineral Railway, and the Charleston Railway, or any part thereof, respectively—and all stations, sidings, watering-places, and other buildings and conveniences connected therewith; and to enable the Company to enter into arrangements and agreements with all or any of the said other Companies for, and with respect to the sums, whether in gross or by annual payments, or the rates, tolls, and other charges to be paid by the Company to all or any of the said other Companies for, or in respect of, all or any of the matters aforesaid.

To enable the Company to make and enter into arrangements and agreements with the West of Fife Mineral Railway Company, and the Charleston Railway and Harbour Company separately, or united, and the Edinburgh and Glasgow Railway Company and the Scottish Central Railway Company, or with any of those Companies, with respect to the working and use of the said intended Railways or any part thereof, by those Companies or any of them; and with respect to the forwarding and interchange of traffic, from, to, or beyond the said intended Railways; and with respect to the apportionment of the tolls and profits arising therefrom; and with respect to the appointment and employment of officers and servants; and to enable the said last-

mentioned companies, or any of them, to apply any portion of their income or capital for the purpose of carrying into effect any such agreement as aforesaid.

To empower and authorise the Company, and the Magistrates and Town Council of the said burgh of Inverkeithing to make and carry into effect such arrangements as may be mutually agreed upon in relation to the dues and customs, if any, leviable by the said Magistrates and Town Council upon goods, matters, and things passing upon the said intended Railways, or either of them, from, into, or through the said burgh, and to lease such dues and customs to the Company, or to compound the same for the payment of a fixed or annual sum.

To enable the Company to enter into arrangements and agreements with the West of Fife Mineral Railway Company, and the Charleston Railway and Harbour Company, or either of them, for the joint use of the Elgin Street and Colton Stations of the Charleston Railway, or either of them, and the watering-places, sidings, platforms, and other buildings and conveniences connected therewith respectively; and for the admission of the Company as Co partners in the said Stations, or either of them, and works, buildings, and conveniences aforesaid, connected with the same respectively, or such portions thereof as may be necessary.

To authorise and empower, if deemed expedient, the West of Fife Mineral Railway Company, and the Charleston Railway and Harbour Company, separately or united, or either of the said Companies, to construct the said intended Railways, Pier and Works, and to execute and carry into effect the several objects and purposes of the said Bill, with all or some of the powers and authorities hereinbefore specified as intended to be conferred on the Company.

And it is intended, so far as may be necessary for the purposes aforesaid, to alter and amend, or to repeal the powers and provisions of the several local and personal Acts following, or some of them, (that is to say), 'The West of Fife Mineral Railway Act, 1856;' 'The West of Fife Mineral Railway (Roscoe Branch) Act, 1857;' and 'The West of Fife Mineral Railway (Kingseat Extension) Act, 1860;' 'The Charleston Railway and Harbour Act, 1859;' The Acts 8 and 9 Vict., cap. 161; 9 and 10 Vict., caps. 150, 180, 189, and 191; 14 and 15 Vict., cap. 25; 16 and 17 Vict., cap. 34; 19 and 20 Vict., caps. 113 and 139; 20 and 21 Vict., cap. 81; and 22 and 23 Vict., cap. 83—relating to the Scottish Central Railway Company: And the Acts 15 and 16 Vict., cap. 109; 16 and 17 Vict., cap. 151; 18 and 19 Vict., cap. 158; 19 and 20 Vict., cap. 106; and 21 and 22 Vict., cap. 64—relating to the Edinburgh and Glasgow Railway Company.

To vary or extinguish all rights and privileges of the several Companies above-mentioned, or of any other Company or person which would in any manner interfere with, or prevent the execution of, the purposes of the said Bill, or any of them, and to confer all such powers, rights, and privileges, as may be necessary for carrying the same into effect.

Plans and Sections, describing the lines and levels of the said intended Railways and Pier, and the Lands and Houses which may 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 and Houses, and a published Map, with the lines of Railway delineated thereon, and a copy of this Notice, as published in

the *Edinburgh Gazette*, will, on or before the 30th day of November 1860, be deposited for public inspection in the Office at Dunfermline of the Principal Sheriff-Clerk of the County of Fife; and a copy of so much of the said Plans, Sections, and Books of Reference as relates to each of the several Parishes and Burghs before mentioned, with a copy of this Notice, will, on or before the same date, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each of such Parishes respectively, at the place of abode of such Schoolmaster or Session-Clerk, and with the Town-Clerks of the said Burghs of Dunfermline and Inverkeithing, at their Offices in the Towns of Dunfermline and Inverkeithing respectively.

Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 22d day of December 1860.

Dated this 13th day of November 1860.

LINDSAY & PATERSON, W.S.,
Edinburgh.

FIFE AND KINROSS RAILWAY.

Additional Capital—Working arrangements with the Devon Valley Railway Company—Powers to run over and use the Edinburgh, Perth, and Dundee, Kinross-shire, and West of Fife Mineral Railways—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 enable the Fife and Kinross Railway Company to raise further Sums of Money for the general purposes of their undertaking, by the Creation and Issue of new Shares, or by Borrowing on Mortgage or Bond; and to assign to such new Shares such fixed or guaranteed Dividends or Preference or Priority in payment of Dividends, or other privileges as may be considered expedient.

By which Bill it is also intended to take and confer the following Powers, or some of them, that is to say:—

To authorise the Fife and Kinross Railway Company and the Devon Valley Railway Company to make and enter into Agreements with respect to the working and use of the Devon Valley Railway, or any part thereof, by the Fife and Kinross Railway Company; and with respect to the interchange of traffic, common to the Fife and Kinross, and Devon Valley Railways, and the conveyance of such traffic; and with respect to the division and apportionment of the tolls, rates, and duties arising therefrom, or the sums to be paid for, and in respect of such working and use; and with respect to the appointment and employment of officers and servants of the said Companies, or either of them; and to authorise the said Companies, or either of them, to apply any part of their capital or income for the purpose of carrying into effect such agreements as aforesaid.

To authorise and empower the Fife and Kinross Railway Company, or any person or Company using the Fife and Kinross Railway, to run over and use with their respective engines, carriages, and waggons, the Edinburgh, Perth, and Dundee Railway, the Kinross shire Railway, and the West of Fife Mineral Railway, or any one or more of the said three Railways, or any part thereof respectively, and to use all Stations, Watering places, Works, and Conveniences connected with the said three Railways, or any one or more of them, on such terms and conditions, and for payment of such tolls,

or with such exemptions from tolls, as may, from time to time, be agreed on by and between the Fife and Kinross Railway Company, on the one part, and the Edinburgh, Perth, and Dundee Railway Company, the Kinross-shire Railway Company, and the West of Fife Mineral Railway Company, or any one or more of the said three Companies, on the other part, or as may be fixed and determined by or under the provisions of the said Bill; to alter and regulate the existing tolls, authorised to be levied on and for the use of the said three last mentioned Railways respectively, or any part thereof, and to confer or vary exemptions from such tolls; and to provide and require that each of the said three last mentioned Companies shall grant facilities for the conveyance, transmission, and interchange to, from, or over their respective undertakings, of traffic arising on, or passing over, or going to, or booked for the Fife and Kinross Railway.

To vary or extinguish all rights and privileges of the several Companies above mentioned, or of the Shareholders, or Mortgagees, or Bondholders, of the Fife and Kinross Railway Company, or of any other person or Company, which would in any manner interfere with or prevent the execution of the purposes of the said Bill, or any of them; and to confer all such powers, rights, and privileges, as may be necessary for carrying the same into effect. To amend or repeal all or some of the provisions of the following (local and personal) Acts, relating to the said several Companies, that is to say, 'The Fife and Kinross Railway Act, 1855,' 'The Fife and Kinross Railway Diversion and Extension Act, 1857,' 'The Fife and Kinross and Kinross shire Railways Junction and Joint Station Act, 1858,' 'The Devon Valley Railway Act, 1858,' 'The Kinross-shire Railway Act, 1857,' '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 West of Fife Mineral Railway Act, 1856,' 'The West of Fife Mineral Railway (Roscoe Branch) Act, 1857,' and 'The West of Fife Mineral Railway (Kingseat Extension) Act, 1860.'

Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 22d day of December, 1860.

Dated this 14th day of November, 1860.

LINDSAY & PATERSON, W.S., Edinburgh.
LOCH & MACLAURIN, 8, Great George
Street, Westminster.

THE CITY OF GLASGOW LIFE ASSURANCE AND REVERSIONARY COMPANY.

(Incorporation of Company, Amendment or Repeal of Act, and Extension of Powers.)

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 The City of Glasgow Life Assurance and Reversionary Company, under the name of The City of Glasgow Life Assurance Company, with powers to sue and be sued, and to hold and transfer Property, heritable and moveable, real and personal, in name of the said Company, or of Trustees for their behoof; to alter, amend, extend, and enlarge, or to repeal or re-enact, all or some of the powers and provisions of an Act passed in the Fifth and Sixth Years of the reign of her present Majesty, entitled "An Act to enable The City of

"Glasgow Life Assurance and Reversionary Company to sue and be sued, and for other purposes relating to the said Company;" to alter, amend, extend, and enlarge the Powers and Provisions of the Contract of Copartnership of the said Company; to confer new powers, rights, and privileges on the said Company, and the Partners or Shareholders, Trustees, Directors, and Officers thereof; to give increased facilities for the Transfer and Payment of the Policies of the said Company; to make new or re-enact existing laws, bye-laws, rules, and regulations of the said Company; and to vary or extinguish all existing rights and privileges which would interfere with or prevent the execution of the purposes of the said Bill, and to confer such powers, rights, and privileges as may be necessary for carrying the same into effect.

Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 22d day of December next.

Dated this 21st day of November, 1860.

MORRISONS & ANDERSON,
40 St. Vincent Place, Glasgow.
THOMAS DEANS,
20 Great George Street, Westminster.

CITY OF DUBLIN STEAM-PACKET COMPANY.

(Consolidation of Shares.—Amendment of Acts.)

NOTICE is Hereby Given, that the City of Dublin Steam-Packet Company (hereinafter called the Company) intend to apply to Parliament in the ensuing Session for leave to bring in a Bill to Convert and Consolidate the Capital Stocks or Shares of the Company, created, or to be created, under the Provisions of the Local and Personal Acts, 9 George IV., cap. 66; 3 and 4 William IV., cap. 115; 6 and 7 William IV., cap. 100; and the 23 Vic., cap. 98, into a General Capital Stock, and to make other provisions in relation thereto; and for that purpose to alter, amend, extend, or enlarge, and, if necessary, to repeal all or any of the powers and provisions of the said Acts, or any of them.

Printed copies of the intended Bill will before the 23d of December next be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1860.

PHINEAS HOWELL, Secretary, 15, Eden Quay, Dublin.

BRYDEN & COMPANY, Parliamentary Agents,
4, New Palace Yard, Westminster.

In Parliament.—Session 1861.

United Kingdom Electric Telegraph Company.
Limited.

(Further Powers; Amendment of Act.)

THE United Kingdom Electric Telegraph Company (Limited), hereinafter called the Company, intend to apply to Parliament in the next Session thereof, for leave to bring in a Bill to amend and enlarge the powers and provisions of The United Kingdom Electric Telegraph Company's Act, 1851 (14 & 15 Vict., cap. 137), or to repeal some of those powers and provisions, and to grant other and more effectual powers instead thereof.

The Bill will amongst other things declare and re-enact and confirm the powers intended to be vested in the Company under the said Act, and will confirm all acts done, and all assignments accepted, and contracts made, and all licences granted by the Company since the passing of the said Act, in pursuance, or supposed pursuance of the powers therein contained.

The Bill will also confer upon the Company all necessary powers for enabling them to erect, lay down, and maintain, upon, over, or under any

street, road, or other highway, land, house, or other building, posts, wires, pipes, and other apparatus for the support and conveyance of telegraphic wires; subject however to such restrictions as the Bill shall define.

And for these purposes the Bill will empower the Company, their agents, officers, licensees and servants, to open or otherwise interfere with the surface of any such street, road, highway, or land, and with any house or other building, subject always to such conditions and restrictions as the Bill may contain; and the Bill will vary and extinguish all rights and privileges which would interfere with the attainment of any of the objects of the Bill.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons before the 23rd day of December next.

Dated this 12th day of November, 1860.

BAXTER, ROSE AND Co.,
6, Victoria Street, Westminster.

Universal Lime-Light Company (Limited).

(Authorizing Licences and Agreements to and with Incorporated Gas Companies and others for the Manufacture and Supply of the Lime-Light.)

NOTICE is hereby given that application is intended to be made to Parliament in the next Session for an Act to empower the Universal Lime-Light Company, limited (hereinafter called the Company, limited), to grant licenses for the manufacture and supply, or for the supply only, of the Lime-Light, or of the gases, materials, and apparatus necessary for producing the lime-light, and for the working or use of all or any patents for the time being vested in the Company limited, to every or any Company or body of persons incorporated or constituted by Act of Parliament, Municipal Corporation, Town Council, or Local Board of Health, authorized by Parliament to supply any city, borough, town district, or place in Great Britain or Ireland, with gas, who may be willing or desirous to take such licences, and also to empower the Company limited to furnish to any such Company, body of persons, corporation, town council, or local board, supplies of such gases, materials, and apparatus, and also to empower every or any such Company, body of persons, corporation, town council or local board, to accept and hold any such licences, and to manufacture and supply, or to supply only, the lime-light, or the gases, materials, and apparatus for furnishing the lime-light to all or any customers or persons within their respective limits, who may be desirous of being so supplied, and also to authorize agreements between all or any the said several parties aforesaid, with respect to the several matters aforesaid, or any of them, upon such terms, conditions, stipulations, and covenants with respect to price, remuneration, or otherwise, as well to be paid to the said Company limited, as also by any customer or person to such Company, body, municipal corporation, town council, or Local Board of Health, as may be mutually agreed upon between the parties to such agreement respectively, and also to amend, so far as may be necessary for any of the purposes of the said intended Act, the several Acts of Parliament relating to every or any such company, body of persons, corporation, town council, or local board aforesaid; and that printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons on or before the 22nd day of December, 1860.

Dated 12 h November, 1860.

BAXTER, ROSE AND Co.,
6, Victoria Street, Westminster.

NORTH EASTERN RAILWAY.

Power to Construct Branch Railways from Blaydon to Conside—To Raise further Money—To Enter into Agreements with the Newcastle-upon-Tyne and Carlisle Railway Company for the Use of their Railway—Abandonment of Part, and Power to make Agreements for the Use of other Part, of the Stockton and Darlington and Newcastle and Carlisle Union Railway—Amendment of Acts—and other Purposes.

NOTICE IS HEREBY GIVEN, That Application will be made to Parliament, in the next Session, for an Act to enable the North Eastern Railway Company, hereinafter called "the Company," to make and maintain the Railways following, with all proper stations, works, conveniences, and approaches, that is to say,

Firstly—A Railway commencing by a Junction with the Newcastle-upon-Tyne and Carlisle Railway, hereinafter called the Newcastle and Carlisle Railway, at or near to a point about thirty yards Westwards of the Western Abutment of the Bridge, called the Scotswood Railway Bridge, by which that Railway is carried over the River Tyne, in the Township of Winlaton, and Parish of Ryton or Parish of Winlaton, in the County of Durham, and thence passing through, into, from, and in the several Parishes, Townships, and Extra-Parochial, or other places following, or some of them, that is to say, Ryton, Winlaton, Whickham, Swallowwell, Chopwell, Tanfield, Chester-le-Street, Lanchester, Benfieldside, Elchester, Medomsley, and Conside and Knitsley, all in the said County of Durham, and terminating by a Junction with the Lanchester Valley Branch Railway, authorized by "The North Eastern Railway Company's (Lanchester Valley Branch) Act 1857," in a field in the Township of Conside and Knitsley, and Chapelry of Medomsley, and Parish of Lanchester, in the said county of Durham, numbered 60 on the plans relating to the said Lanchester Valley Branch Railway, deposited with the Clerk of the Peace for the County of Durham, in the month of November, 1856.

Secondly—A Railway commencing by a Junction with the said firstly proposed Railway, in a field in the Township of Winlaton, and Parish of Ryton or Parish of Winlaton aforesaid, belonging to Charles Towneley, Esquire, and in the occupation of George Heppel Ramsey, and terminating by a Junction with the Branch of the Newcastle and Carlisle Railway from Blaydon to Redheugh, at or near to the point where a certain occupation Road crosses that Branch, about twenty yards west of the $3\frac{1}{2}$ mile post from Redheugh, which said secondly proposed Railway will be wholly situate in the Township of Winlaton, and Parish of Ryton or Parish of Winlaton, in the said County of Durham.

Thirdly—A Railway commencing by a Junction with the said Lanchester Valley Branch Railway in a field numbered 50 on the said deposited Plans thereof, and terminating by a Junction with the Stockton and Darlington Railway at a point about 17 chains south west from where the said Lanchester Valley Branch Railway is shewn on the said deposited plans thereof, as crossing under the said Stockton and Darlington Railway, which said thirdly proposed Railway will be wholly situate in the said township of Conside and Knitsley, Chapelry of Medomsley, and parish of Lanchester.

And in such intended Act powers will be sought to pass across, or over, or under, and to divert, alter, or stop up, whether temporarily or permanently, all such Turnpike Roads, Parish Roads, and other Highways, Streams, Canals, Navigations, Railways, and Tram Roads, within the said Parishes, Town-

ships, and Extra-Parochial or other places aforesaid, or some of them, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up, for the purposes of such proposed Railways and Works, or any of them, and to purchase, by compulsion or otherwise, Lands and Houses for the purposes of the said proposed Railways and Works, and to alter, vary, or extinguish all existing rights and privileges connected with such Lands, and Houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said proposed Railways and Works, and to confer other rights and privileges, and also powers to levy tolls, rates, and duties for or in respect of the use of the said proposed Railways and Works, and to confer such exemptions from the payment of such tolls, rates, and duties as may be thought expedient.

And it is also proposed by such intended Act to authorize the Company to apply any of their existing funds, and to raise, by the creation of new shares or stock, or by borrowing, a further sum of money for the purposes of the said intended Act, and to authorize the assigning to all or any of such new shares or stock such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends or otherwise over, or *pari passu* with, all or any other classes of Shares or Stock in the Company, as may be agreed upon, or as may be provided by or under the provisions of such intended Act.

And it is also proposed by the said intended Act to authorize and enable the Company, and the Newcastle-upon-Tyne and Carlisle Railway Company, hereinafter called the Newcastle and Carlisle Company, to enter into and make agreements and arrangements for the use, by the Company, with their engines and carriages, of the Railways of the Newcastle and Carlisle Company, or so much, and such part or parts thereof respectively, as will be situate between the respective points of junction of the said firstly and secondly proposed Railways with the Newcastle and Carlisle Railway, and the Railways of the Company leading therefrom to Gateshead, in the said County of Durham, and at Newcastle-upon-Tyne respectively, and as it will be necessary, or desirable, to use, in order to obtain access to and from the Railways of the Company from and to the said intended Railways respectively, and to convey traffic to, from, and over the same Railways and intended Railways respectively, and exchange traffic with the Newcastle and Carlisle Company, and also for the use of the stations, station-yards, sidings, platforms, booking and other offices, works, warehouses, buildings, roads, approaches, watering places, water, conveniences and accommodations of, or belonging to, or used with the said Newcastle and Carlisle Railway, or such portions thereof as aforesaid, and also for the use by the Newcastle and Carlisle Company of the said intended Railways, and the Railways of the Company, or any of them, and the stations, station-yards, sidings, booking and other offices, works, buildings, watering places, water, conveniences and accommodations of, or belonging to, or used therewith respectively, upon such terms and conditions, and upon payment of such tolls, rates, or charges, or for such other consideration, either annual or in gross, as may be agreed upon between the Company and the Newcastle and Carlisle Company; and the said intended Act will contain provisions to compel the Newcastle and Carlisle Company to afford all necessary facilities for the passage and transmission of passengers, goods, animals, and other traffic from and to and over their Railways to and from the

North Eastern Railway and the said intended Railways; and to alter and restrict the tolls, rates, and charges now leviable, and to fix and determine the tolls, rates, and charges to be hereafter taken upon or in respect of the said Railways, portions of Railway, Stations, and Works respectively; and to authorize the Company to levy and take the same or any other tolls, rates, and charges in respect thereof, and to confer exemptions from such tolls, rates, and charges, and to confer, vary, and extinguish other rights, privileges, and exemptions.

And it is proposed by such intended Act to enable the Stockton and Darlington and Newcastle and Carlisle Union Railway Company, hereinafter called the Union Railway Company, to abandon the construction of so much of their Railway, authorized in the year 1856, as will be rendered unnecessary by the construction of the said proposed Railways, or as it may be desirable not to construct, and to repeal all or some of the powers, authorities, and obligations conferred or imposed on the Union Railway Company in reference thereto, and to enable that Company to make arrangements with the Company as to the use, working, and management, or otherwise, of the executed portion of the Railway of the said Union Railway Company.

AND NOTICE IS HEREBY FURTHER GIVEN, that on or before the 30th day of November instant, duplicate Plans and Sections of the said proposed Railways and Works, together with a Book of Reference to such Plans, and a published Map, whereon will be defined the general course and direction of the said proposed lines of Railway, and a copy of this Notice, as published in the *London Gazette*, will be deposited for public inspection with the Clerk of the Peace for the County of Durham, at his Office, in the City of Durham, and that on or before the said 30th day of November instant, 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 proposed Railways and Works are intended to be made, and also a copy of this Notice, as published in the *London Gazette*, will be deposited with the Parish Clerk of each such parish, at his place of abode, and as regards any extra-parochial place with the Clerk of some adjoining parish at his place of abode.

And it is also proposed by the said intended Act to alter, amend, extend, and enlarge, some of the powers and provisions of the several local and personal Acts of Parliament following (that is to say) 6 William 4, cap. 81; 1 Vic., cap. 68; 4 Vic., cap. 7; 5 Vic., Session 2, cap. 80; 6 Vic., cap. 8; 7 Vic., caps. 21 and 27; 7 and 8 Vic., cap. 61; 8 and 9 Vic., caps. 34, 57, 58, 84, 92, 104, and 163; 9 Vic., caps. 58, 59, 65, and 66; 9 and 10 Vic., caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330; 10 and 11 Vic., caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11 and 12 Vic., caps. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vic., caps. 27, 58, and 60; 13 and 14 Vic., caps. 38 and 53; 14 Vic., cap. 39; 14 and 15 Vic., caps. 47, 84, and 85; 15 Vic., caps. 36, 37, 57, 96, and 114; 15 and 16 Vic., cap. 127; 16 and 17 Vic., caps. 109 and 136; 17 Vic., cap. 73; 17 and 18 Vic., caps. 164 and 211; 20 and 21 Vic., caps. 19, 33, and 46; 21 and 22 Vic., cap. 134; and 22 and 23 Vic., caps. 10, 91, and 100, and the several Acts in such Acts respectively or any of them recited or referred to, relating to the Company; and 10 George IV., cap. 72; 2 William IV., cap. 92; 5 William IV., cap. 31; 1 Victoria, cap. 23; 4 and 5 Vic., cap. 44; 9 and 10 Vic., cap. 394; 12 and 13 Vic., cap. 43; 13 and 14 Vic., cap. 72; and 17 Vic., cap. 57, and

any Acts therein recited or referred to, relating to the Newcastle and Carlisle Company; and 19 and 20 Vic., cap. 94, relating to the Union Railway Company.

And Notice is hereby further given, that on or before the 22nd day of December next, printed copies of the said intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1860.

RICHARDSON, GUTCH, & RICHARDSON,
Solicitors, York.

NORTH-EASTERN RAILWAY.

Power to Construct Railway from the North Yorkshire and Cleveland Railway to the Whitby and Pickering Railway—To Make a Deviation in, and Abandon part of, the Whitby and Pickering Railway—To Purchase Lands in the County of Durham—To Purchase the Reversion of Hereditaments in the Parish of Whitby—To Raise further Money—Extension of Time for Construction of Guisbrough Branch Railways—Amendment of Acts and other Purposes.

NOTICE IS HEREBY GIVEN, That Application will be made to Parliament, in the next Session, for an Act to enable the North-Eastern Railway Company, hereinafter called "the Company," to make and maintain the Railways following, with all proper stations, works, conveniences, and approaches connected therewith, that is to say,

Firstly—A Railway commencing by a Junction with the North Yorkshire and Cleveland Branch of the North-Eastern Railway, at the present terminus thereof, on the West Side of the public road leading from Guisbrough to Kirby Moorside, in the parish of Danby, and township of Danby, and adjoining or near to the undivided Common, in the townships of Danby and Glaisdale, in the North-Riding of the County of York, and thence passing through, into, from, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Danby, Glaisdale, Lyth, Egton, Whitby, Eskdaleside, and Grosmont, all in the North-Riding of the said County of York, and terminating by a Junction with the Whitby and Pickering Branch of the North-Eastern Railway at a point 200 yards North of where the public highway leading from Egton to Grosmont crosses the said Whitby and Pickering Branch, in the parish of Whitby and Chapelry and township of Eskdaleside, and district of Grosmont, in the said North Riding.

Secondly—A Railway commencing from and out of the said Whitby and Pickering Branch at a point marked A on the Plans to be deposited as hereinafter mentioned, being about 132 yards North-East of the Mile-post on the said Branch, numbered 50, measuring from York, and in the Township of Egton and Parish of Lyth, in the North Riding of the said County of York, and thence passing through, into, from, and in the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Lyth, Egton, Pickering, and Goathland, all in the said North-Riding, and terminating by a Junction with the said Whitby and Pickering Branch at a point marked B on the said plans, and being about 660 yards South of the Mile-post on the said Branch, numbered 46, measuring from York, in the Township of Goathland and Parish of Pickering, in the said North-Riding.

And in such intended Act powers will be sought to abandon so much of the said Whitby and

Pickering Branch as lies between the said point marked B on the said plans, in the said township of Goathland, and parish of Pickering, and a point marked C on the same plans, at or near the foot of the Goathland Incline Plane, on the said Branch, in the said township of Egton, and parish of Lyth, and which portion of the said Branch so to be abandoned is situate in the said townships of Goathland and Egton, and parishes of Pickering and Lyth, and will be rendered unnecessary by the construction of the said secondly proposed Railway, and to enable the Company absolutely to sell and dispose to any persons whomsoever of the lands upon or over which the said portion of Railway so to be abandoned is constructed, and all or any houses and other erections and buildings thereon.

And in such intended Act powers will be sought to purchase, by compulsion or otherwise, lands and houses for the purposes of the said proposed Railways and Works, and also lands for standage ground, station accommodation, sidings, and other general purposes connected with the undertaking of the Company, or for the accommodation of the traffic thereof, and to enable the Company to apply the same for those purposes respectively, which last-mentioned lands are situate as follows, that is to say,

In the Township of Westoe, otherwise Wyvestoe, and Chapelry of St Hilda, South Shields, and Parish of Jarrow, in the County of Durham, certain lands lying on the North and South sides of the South Shields Branch of the North-Eastern Railway, and on the East of the Street or Lane called Laygate Lane, leading from South Shields to Westoe ;

In the Township and Chapelry of Heworth, and Parish of Jarrow aforesaid, certain lands lying on the North and South sides of the North-Eastern Railway, and adjoining on the West side of the Felling Level Crossing ;

In the Township of West Rainton and Parish of Houghton-le-Spring, or Parish of West Rainton, in the County of Durham, certain lands lying on the East or South-East side of the main line of the North-Eastern Railway, and near to the Leamside Station thereon, and on the West side of the public highway leading from West Rainton to Cocken, and are delineated on the plans thereof, and described in the Book of Reference to such plans, to be deposited as hereinafter mentioned.

And it is also proposed by the said intended Act to enable the Company to purchase, by compulsion or otherwise, the reversion and all other outstanding estates, rights and interests, of and in two parcels of ground, situate in the township of Ruswarp, in the parish of Whitby, in the county of York, bounded by the Dry Dock and property of Messieurs Turnbull and Son on or towards the South, by a Road leading across the harbour of Whitby on or towards the North, by the river Esk and ground over which the tide ebbs and flows on or towards the East, and by property of the Company on or towards the West, and also of and in certain other parcels of ground, and the buildings thereon, situate in the said township of Ruswarp, and parish of Whitby, used as a Timber Yard and Timber Pond, bounded by property of the Company on the North and South, by a road on the West, and by waste ground over which the tide ebbs and flows on the East, and to extinguish all rights and privileges connected with such several parcels of ground (except such as are vested in the Company), and to confer other rights and privileges ; which lands so proposed to be purchased compulsorily, are also delineated upon

Plans thereof, and described in the Book of Reference thereto, to be deposited as hereinafter mentioned.

And in such intended Act powers will be sought to pass across, or over, or under, and to divert, alter, or stop up, whether temporarily or permanently, all such Turnpike Roads, Parish Roads, Highways, and other Roads, Rivers, Streams, Canals, Navigations, Railways, Tram Roads, and other works within the said parishes, townships, and extra-parochial, or other places aforesaid, or some of them, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up, for the purposes of such proposed Railways and other Works respectively, or of the existing Railway of the Company.

And powers will also be applied for to alter, vary, or extinguish, all existing rights, privileges, and exemptions connected with any lands, houses, or other property whatsoever proposed to be purchased, taken, used, or interfered with for the purposes of the said Act, or any of them, or which would in any manner impede or interfere with the construction, maintenance, and use of the said proposed or existing Railways and Works respectively, or the objects or purposes of the said intended Act, or any of them, and to confer other rights, privileges, and exemptions, and also powers to levy tolls, rates, and duties for, or in respect of the use of the said proposed Railways and Works, and to alter existing tolls, rates, and duties, and to confer such exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

And it is also proposed by such intended Act to authorize the Company to apply any of their existing funds, and to raise by the creation of new shares, or stock, or by borrowing, a further sum of money for the purposes of the said intended Act, and to authorize the assigning to all, or any of such new shares or stock such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends or otherwise over or *pari passu* with all or any other classes or class of Shares or Stock in the Company as may be agreed upon, or as may be provided by or under the provisions of such intended Act.

And it is proposed by the said intended Act to extend the time limited by "The North-Eastern Railway Company's (Bedale and Leyburn and Rosedale Railways Amalgamation) Act, 1859," for the completion of the Guisbrough Branch Railways, being the Branch and Junction Lines of Railway 1st, 2ndly, and 3rdly, authorized to be made by "The North Yorkshire and Cleveland Railway Act, 1855," and of the works authorized to be constructed in connexion therewith respectively, and to amend the provisions of those Acts in relation to the said Branches.

AND NOTICE IS HEREBY FURTHER GIVEN, that on or before the Thirtieth Day of November instant, duplicate plans defining the line of the proposed Railways and the lands so proposed to be purchased compulsorily for second-class purposes, and sections shewing the levels of the said proposed Railways, together with a published Map, whereon will be defined the general course and direction of such proposed Railways, also duplicate plans of all lands and houses proposed to be purchased compulsorily for first-class purposes, and of all lands and houses the reversion of which is proposed to be purchased compulsorily, and books of reference to such plans respectively, and a copy of this Notice, as published in the *London Gazette*, will be deposited for public inspection with the

several Clerks of the Peace following (that is to say), as regards the proposed Railways and the lands and premises in the township of Ruswarp, and parish of Whitby, with the Clerk of the Peace for the North-Riding of the County of York, at his Office, at Northallerton, in the said North Riding; and as regards the lands and premises in the parishes of Jarrow and Houghton-le-Spring, with the Clerk of the Peace for the County of Durham, at his Office in the City of Durham; and that, on or before the said Thirtieth Day of November instant, a copy of so much of the said Plans, Sections, and Books of Reference respectively as relates to each parish or extra-parochial place, in or through which the said proposed Railways and Works are intended to be made, or within which the said Lands are situate, and also a copy of this Notice, as published in the *London Gazette*, will be deposited with the Parish Clerk of each such parish, at his place of abode, and as regards any extra-parochial place, with the Clerk of some adjoining parish, at his place of abode.

And it is also proposed by the said intended Act to repeal, alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and personal Acts of Parliament following, relating to the Company or the Railways now belonging to or held by it (that is to say) 6 William 4, cap. 81; 1 Vic., cap. 68; 4 Vic., cap. 7; 5 Vic., Session 2, cap. 80; 6 Vic., cap. 8; 7 Vic., caps. 21 and 27; 7 and 8 Vic., cap. 61; 8 and 9 Vic., caps. 34, 57, 58, 84, 92, 104, and 163; 9 Vic., caps. 58, 59, 65, and 66; 9 and 10 Vic., caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330; 10 and 11 Vic., caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11 and 12 Vic., caps. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vic., caps. 27, 58, and 60; 13 and 14 Vic., caps. 38 and 53; 14 Vic., cap. 39; 14 and 15 Vic., caps. 47, 84, and 85; 15 Vic., caps. 36, 37, 57, 96, and 114; 15 and 16 Vic., cap. 127; 16 and 17 Vic., caps. 109 and 136; 17 Vic., cap. 73; 17 and 18 Vic., caps. 164 and 211; 18 and 19 Vic., cap. 116; 20 and 21 Vic., caps. 19, 33, and 46; 21 and 22 Vic., cap. 134; and 22 and 23 Vic., caps. 10, 91, and 100; and the several Acts in such Acts respectively, or any of them, recited or referred to, and to make other provisions in lieu thereof, and also, if need be, to alter or vary the tolls, rates, and charges authorized to be taken by or under all or any of the said Acts, and to grant exemptions from such tolls, rates, and charges, and other rights and privileges.

AND NOTICE IS HEREBY FURTHER GIVEN, that on or before the 22nd Day of December next, printed Copies of the said intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this Ninth Day of November, 1860.

RICHARDSON, GUTCH, & RICHARDSON,
Solicitors, York.

North-Eastern and Newcastle-upon-Tyne and Carlisle Railway Companies Amalgamation—Arrangements as to Capital and amongst Shareholders—Powers to use Citadel Station at Carlisle, and Lines of Approach thereto, and enter into Agreements with the Companies owning the same—Amendment of Acts, and other Purposes.

NOTICE IS HEREBY GIVEN, That Application will be made to Parliament in the next Session for an Act for the Union and Amalgamation, from and after such period, and upon such terms and conditions, as may have been or may hereafter

be agreed upon, or as may be fixed or determined in and by or under the provisions of the said intended Act, of The Newcastle-upon-Tyne and Carlisle Railway Company, with and into The North Eastern Railway Company, hereinafter called "The Company," and for the union and consolidation into one undertaking of the undertakings of such two Companies respectively, so that the undertakings, property, estate and effects, rights, powers, and privileges, of what nature or kind soever, and whether with reference to the separate undertakings of the said two Companies respectively, or to the undertakings of any other Company, body, or persons, or to undertakings in which the two Companies respectively may have only a partial interest, and whether with reference to the purchase of lands and houses, construction of works, levying of tolls, rates, and duties, or otherwise, vested in and belonging to, or exercised and enjoyed by, the said Companies severally or jointly at the time of the said amalgamation, may be vested in and belong to, and be exercised and enjoyed by, the Company as such one united and consolidated Company.

And the said Act will provide for the dissolution of the Newcastle-upon-Tyne and Carlisle Railway Company, and for the incorporation of the Shareholders therein with the Company and its Shareholders, and for the appointment of Directors of the Company, and for regulating, fixing, and enlarging the capital stock, and borrowing powers of the Company, and the rights, privileges, preferences, and priorities of the Shareholders in the said two Companies, and of the different classes of such Shareholders as amongst each other in the capital stock of the Company, and for the fulfilment and discharge by the Company of all or some of the contracts, agreements, or arrangements entered into, and liabilities incurred by the said two Companies, jointly or severally, or otherwise howsoever, and capable of taking effect or being enforced at the period of such union and amalgamation, and for extending the time for the sale of, or for otherwise amending the powers of the Companies, or either of them, in reference to superfluous lands held by them, or either of them.

And the said Act will also provide for or contain provisions varying or affecting the mortgage and bond or other debts of the said two Companies, and the security of the holders of such mortgages and bonds, and of other creditors; and also provisions altering, varying, or increasing the tolls, rates, and duties leviable by the said two Companies, or either of them, in respect of their respective undertakings, and also provisions conferring, varying, or extinguishing exemptions from the payment of such tolls, rates, and duties, and other rights and privileges, and also for the division and apportionment of the proceeds of the traffic, or part of the traffic, over the Railways of the said two Companies, or some parts thereof, between the said two Companies, or amongst the respective classes or sections of Shareholders in the Company, for the time being representing the Shareholders in the said two Companies respectively.

And it is also proposed by the said intended Act to authorise and enable the Company, and all other Companies and persons lawfully using their Railway, to pass over and use with their own or any other engines and carriages so much of the lines of Railway belonging to the Lancaster and Carlisle Railway Company, and the Caledonian Railway Company, or either of them, as are situated between the point of Junction of the Newcastle-upon-Tyne and Carlisle Railway with the Lancaster and Carlisle Railway and the Citadel Station at Carlisle.



and as it will be necessary to use in order to obtain convenient access to and from the said station, from and to the said Newcastle-upon-Tyne and Carlisle Railway, and to convey traffic to and from the same, and exchange traffic with the other Companies using that Station and those lines of Railway, or any of them; and also to authorise and enable the Company, and such other Companies and Persons as aforesaid, to use the said Station, together with the station yards, watering places, water, sidings, platforms, booking and other offices, works, warehouses, buildings, roads, approaches, conveniences, and accommodations of or belonging to or used therewith, upon such terms and conditions, and upon payment of such tolls, rates, or charges, or for such other consideration, either annual or in gross, as may be agreed upon between the Company and the Lancaster and Carlisle Railway Company and the Caledonian Railway Company, or either of them, or as shall be fixed and determined in, or by, or under the provisions of the said intended Act, and to compel the Lancaster and Carlisle Railway Company and the Caledonian Railway Company, or either of them, and all other Companies using the said Citadel Station, to afford all necessary facilities for the passage and transmission of passengers, goods, animals, and other traffic, from and to, and over the said portions of railway and station to and from the Newcastle-upon-Tyne and Carlisle Railway, and to alter and restrict the tolls, rates, and charges, now leviable, and to fix and determine the tolls, rates, and charges, to be hereafter taken upon, or in respect of, the said portions of railway, station, and works, and to authorise the Company, and such other Companies and Persons as aforesaid, to levy and take the same, or any other tolls, rates, and charges in respect thereof, and to enable the Company, and the Lancaster and Carlisle Railway Company, and the Caledonian Railway Company, and all other Companies using the said portions of Railway and Citadel Station, or any or either of them, to enter into and carry into effect such arrangements and agreements as they may think fit in respect of the working, management, maintenance, use, and supervision by the several Companies respectively, or any or either of them, or by any committee or committees, of the said portions of railway, station, and works, or any part thereof, and of the traffic upon, or over, or in the said portions of railway and station, and upon such payment, terms, and conditions, as may be mutually agreed on between the parties to any such arrangement or agreement, or as may be fixed by or under the said intended Act.

And it is also proposed by the said intended Act to alter, amend, extend, enlarge, and repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following (that is to say), 10 George IV., cap. 72; 2 William IV., cap. 92; 5 William IV., cap. 31; 1 Vic., cap. 23; 4 and 5 Vic., cap. 44; 9 and 10 Vic., cap. 394; 12 and 13 Vic., cap. 43; 13 and 14 Vic., cap. 72; and 17 Vic., cap. 57; and any Acts therein recited or referred to, relating to the Newcastle-upon-Tyne and Carlisle Railway Company—6 William IV., cap. 81; 1 Vic., cap. 68; 4 Vic., cap. 7; 5 Vic., sess. 2, cap. 80; 6 Vic., cap. 8; 7 Vic., caps. 21 and 27; 7 and 8 Vic., cap. 61; 8 and 9 Vic., caps. 34, 57, 58, 84, 92, 104, and 163; 9 Vic., caps. 58, 59, 65, and 66; 9 and 10 Vic., caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330; 10 and 11 Vic., caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11 and 12 Vic., caps. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vic., caps. 27, 58, and 60; 13 and 14

Vic., caps. 38 and 53; 14 Vic., cap. 39; 14 and 15 Vic., caps. 47, 84, and 85; 15 Vic., caps. 36, 37, 57, 96, and 114; 15 and 16 Vic., cap. 127; 16 and 17 Vic., caps. 109 and 136; 17 Vic., cap. 73; 17 and 18 Vic., caps. 164 and 211; 20 and 21 Vic., caps. 19, 33, and 46; 21 and 22 Vic., cap. 134; and 22 and 23 Vic., caps. 10, 91, and 100, respectively relating to the Company and its undertaking, "The Lancaster and Carlisle Railway Act, 1844," and the several other Acts relating to the Lancaster and Carlisle Railway Company, passed respectively in the 8th and 9th, the 9th and 10th, the 12th and 13th, the 20th and 21st, the 21st and 22nd, and the 22nd and 23rd years of the reign of her present Majesty; and "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company, passed respectively in the 9th and 10th, the 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, and the 23rd and 24th years of the reign of her present Majesty; and any other Acts of Parliament which it may be necessary to repeal, alter, or amend, for the purposes to be authorised by the said intended Act or Bill, and to confer other powers in lieu thereof, and in addition thereto.

And Notice is Hereby Given, that on or before the 22nd day of December next, printed copies of the said intended Act or Bill will be deposited in the Private Bill Office of House of Commons.

Dated this 7th day of November, 1860.

NORTH-EASTERN RAILWAY.

(EXTENSION TO OTLEY, ILKLEY, AND ARTHINGTON.)

Power to Construct Branch Railways between Arthington, Otley, and Ilkley—Additional Capital—Agreements with the Midland Railway Company—Amendment of Acts and other Purposes.

NOTICE IS HEREBY GIVEN, That Application will be made to Parliament in the next Session for an Act to enable the North Eastern Railway Company, hereinafter called, "The Company," to make and maintain the Railways following, with all proper Stations, Works, Conveniences, and Approaches connected therewith, that is to say,

A Railway to commence by a Junction with the Leeds Northern Line of the North Eastern Railway in the Township of Arthington and Parish of Addle, near a point distant about 220 yards south of the bridge which carries the Leeds Northern Railway over the Tadcaster and Otley Turnpike Road, thence to pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, (that is to say) Arthington, Addle, Poole, Bramhope, and Otley, and to terminate in the Parish of Otley, at a point on the west side of the public highway leading from Otley to Leeds, 150 yards or thereabouts south of the junction of the said highway with the turnpike road from Otley to Leeds, all in the West Riding of the County of York.

A Railway to commence by a Junction with the last-mentioned intended Railway at the point where the same is described as intended to terminate, thence to pass from, in, through, or into, the several parishes, townships, and extra-parochial places following, or some of them, (that is to say), Otley, Wheatley, Menston, Burley-in-Wharfedale, and Ilkley, and to terminate in the township and parish of Ilkley, at or near the boundary wall

dividing two fields, which adjoin and are on the east side of the town of Ilkley, one of such fields being known by the name of Garth, belonging to Peter Middleton, and in the occupation of Thomas Lister, and the other being known by the name of Garth and Calf Croft, belonging to the Governors of the possessions and goods of the Free Grammar School of King Edward the 6th, in Sedbergh, in the County of York, and in the occupation of William Bolling, all in the West Riding of the County of York.

A Railway to commence by a Junction with the Leeds Northern Line of the North Eastern Railway, in the township of Bramhope, and parish of Otley, at a point distant about 726 yards south of the bridge which carries the Leeds Northern Railway over the Tadcaster and Otley turnpike road, thence to pass from, in, through, or into, the several parishes, townships, and extra-parochial places following, or some of them (that is to say), Otley, Bramhope, Poole, Arthington, and Addie, and to terminate by a Junction with the intended Railway first hereinbefore described, in the township of Bramhope and parish of Otley, in a field belonging to Margaret Chamberlain, the Committee of John Dyneley, a lunatic, and in the occupation of Samuel Waddington, all in the said West Riding.

And in such intended Act powers will be sought to pass across or over or under, and to divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, highways, and other roads, rivers, streams, canals, navigations, railways, tram roads, and other works within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to pass across or over or under, or to divert, alter, or stop up, for the purposes of such proposed Railways and works, or any of them, and to purchase by compulsion or otherwise lands and houses for the purposes of the said proposed Railways and works, and to alter, vary, or extinguish, all existing rights, privileges, and exemptions connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said proposed Railways and works, and to confer other rights, privileges, and exemptions, and also powers to levy tolls, rates, and duties, for or in respect of the use of the said proposed Railways and works, and to alter existing tolls, rates, and duties, and to confer such exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

And it is also proposed by such intended Act to authorise the Company to apply any of their existing funds, and to raise by the creation of new shares or stock, or by borrowing, a further sum of money for the purposes of the said intended Act, and to authorise the assigning to all or any of such new shares or stock such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends, or otherwise, over or *pari passu* with all or any other classes or class of shares or stock in the Company as may be agreed upon, or as may be provided by or under the provisions of such intended Act.

To empower the Company and the Midland Railway Company to enter into and carry into effect arrangements and agreements with reference to the construction by the said Companies, jointly, or by either of them separately, and as their joint or separate property, and to the joint or separate maintenance and use by both or either of those Companies of so much of the intended Railways, Stations, and Works, as will be situate at or be-

tween Otley and Ilkley, and the management and regulation of the traffic upon or over the same, and with reference to the collection and appropriation of the tolls, rates, charges, and income arising therefrom, or from any part thereof, or from the traffic upon their own undertakings, which may have passed upon or be destined for the said portion of the intended Railways. And the bill will sanction and confirm any contracts or agreements which may have been entered into for any of the purposes aforesaid, and, if thought fit, will contain provisions for the appointment of Joint Committees or Boards of Directors for carrying into effect any such contract or agreement, or any of the objects aforesaid.

And Notice is Hereby further Given, that on or before the 30th Day of November instant, duplicate plans and sections of the said proposed Railways and Works, together with a Book of Reference to such plans, and a published Map, whereon will be defined the general course and direction of the said proposed lines of Railway, and a copy of this Notice, as published in the *London Gazette*, will be deposited for public inspection with the Clerk of the Peace for the West Riding of the County of York, at his Office, at Wakefield, in the said West Riding, and that on or before the said 30th Day of November instant, 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 proposed Railways and Works are intended to be made, and also a copy of this Notice, as published in the *London Gazette*, will be deposited with the Parish Clerk of each such Parish, at his place of abode, and as regards any extra-parochial place with the Clerk of some adjoining Parish, at his place of abode.

And it is also proposed by the said intended Act to repeal, alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and personal Acts of Parliament following (that is to say) 6 William 4, cap. 81; 1 Vic., cap. 68; 4 Vic., cap. 7; 5 Vic., session 2, cap. 80; 6 Vic., cap. 8; 7 Vic., caps. 21 and 27; 7 and 8 Vic., cap. 61; 8 and 9 Vic., caps. 34, 57, 58, 84, 92, 104, and 163; 9 Vic., caps. 58, 59, 65, and 66; 9 and 10 Vic., caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330; 10 and 11 Vic., caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11 and 12 Vic., caps. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vic., caps. 27, 58, and 60; 13 and 14 Vic., caps. 38 and 53; 14 Vic., cap. 39; 14 and 15 Vic., caps. 47, 84, and 85; 15 Vic., caps. 36, 37, 57, 96, and 114; 15 and 16 Vic., cap. 127; 16 and 17 Vic., caps. 109 and 136; 17 Vic., cap. 73; 17 and 18 Vic., caps. 164 and 211; 20 and 21 Vic., caps. 19, 33, and 46; 21 and 22 Vic., cap. 134; and 22 and 23 Vic., caps. 10, 91, and 100; and the several Acts in such Acts respectively, or any of them, recited or referred to, relating to the Company; and 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181; 9 and 10 Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic., caps. 21, 88, and 131; 14 and 15 Vic., caps. 57, 88, and 113; 16 Vic., cap. 33; 16 and 17 Vic., cap. 108; 19 and 20 Vic., cap. 54; 22 and 23 Vic., caps. 40, 130, and 136; and 23 and 24 Vic., caps. 52, 65, 66, 67, 72, and 91, and the several Acts in such Acts respectively, or any of them, recited or referred to, relating to the Midland Railway Company.

And Notice is Hereby Further Given, that on or before the 22d day of December next, printed

copies of the said intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November 1860.

RICHARDSON, GUTCH, & RICHARDSON,
Solicitors, York.

WEST HARTLEPOOL HARBOUR AND RAILWAY.

(Running Powers, &c.)

Running Powers and Facilities for Traffic, and Traffic Arrangements over the Railways, and portions of the Railways of the North-Eastern Railway Company, The Stockton and Darlington Railway Company, The South Durham and Lancashire Union Railway Company, The Eden Valley Railway Company, and The Lancaster and Carlisle Railway Company; Powers to the London and North-Western Railway Company, The North-Eastern Railway Company, and The Stockton and Darlington Railway Company, to purchase land near, and hold Shares in the West Hartlepool Harbour and Railway; Traffic Arrangements and Division of Profits between the respective Companies; Power to West Hartlepool Harbour and Railway Company to hold, purchase, and subscribe to Steam-Vessels; Lien for Freight; Certificates and Warrants; Additional Capital; Preference Shares; Amendment of Acts.

NOTICE IS HEREBY GIVEN, that Application is intended to be made to Parliament in the ensuing Session by the West Hartlepool Harbour and Railway Company (hereinafter called the Company) for leave to bring in a Bill for all or some of the following purposes, (that is to say):—

To enable the Company to hold, purchase, and subscribe to, build, buy, or hire, use, maintain, and work Steam-Packets and other Vessels for Navigating between West Hartlepool and Hamburg, and other Ports of the Elbe, and Rotterdam, Cronstadt, Saint Petersburg, and other Ports of the Baltic and the North Sea, or any of them, or to contribute by loan, or by holding Shares, or otherwise, in or towards the Capital of any Company, or person or persons engaged in Steam or other Navigation, between any of the Ports and Places aforesaid, and to raise all necessary Capital by Shares or Stock, with or without a preference in payment of dividend, or by mortgage, bond, or otherwise, and appropriate the same for such purposes, or any or either of them; and to take fares and charges in respect of passengers, goods and traffic, using such Steam-Packets and other Vessels.

To authorize a lien for freight and charges by the Masters or Owners of Vessels, or other persons entitled thereto, on all goods and merchandize unshipped in the Harbour or Docks, or landed or deposited upon any of the Quays, Wharves, or property of the Company, or warehoused by the Company, and for regulating the entry and landing, securing and depositing of any goods and merchandize by the Shipowner or any other person, and for authorizing the issue by the Company of Certificates, Transfers, and Warrants for delivery of any goods and merchandize deposited with or on the property of the Company, and for regulating the deposits for freight, rates, duties, and charges in respect thereof, and the sale of goods and merchandize, in default of payment thereof respectively.

To authorize the Company, and all persons lawfully using, or entitled to use the Railways and

works of the Company, to run over and use, upon payment of such tolls and charges, and upon such terms and conditions as may be prescribed by the Bill, or determined by Arbitration, or in manner to be fixed by the said Bill, with Engines, Carriages, Waggon, Officers, and Servants, and to carry traffic over all or the portions hereinafter mentioned of the Railways now or hereafter belonging to the North-Eastern Railway Company, the Stockton and Darlington Railway Company, the South Durham and Lancashire Union Railway Company, and the Eden Valley Railway Company, or any Railways in lease to, or worked by any or either of such Companies, or any of them, (that is to say):—As to the North-Eastern Railway Company, the portions of the North-Eastern Railway between the Junction thereof with the Railway of the West Hartlepool Harbour and Railway Company, at or near Stockton-on-Tees and the Town of Leeds, over or by means of that part of the North-Eastern Railway which was known as the Leeds Northern Railway, and also that part of the main line of the North-Eastern Railway which lies between and including the Northallerton and Thirsk Stations of that Railway, and that part of the North-Eastern Railway, formerly also part of the Leeds Northern Railway, which lies between the Thirsk Stations and the Wath Station, and all intermediate connecting lines, stations, points of junction, and places, and also the junctions of the North-Eastern Railway at or near Leeds with the London and North-Western Railway, the Great Northern Railway, the Midland Railway, and the Lancashire and Yorkshire Railway, or any of them, and any Station or Stations at or near Leeds belonging to the North-Eastern Railway Company, or which they have the right of using, and also the portions of the main line of the North-Eastern Railway between the junctions of that Railway with the Railway of the West Hartlepool Harbour and Railway Company, at or near Ferry Hill, and the central Station at Newcastle-upon-Tyne, including that central Station, and all intermediate Stations and Junctions, and also any portion of the North-Eastern Railway south of the River Tyne, and east of the main line of the North-Eastern Railway, and north of Ferry Hill Junction, exclusive of the Railway to Hartlepool; As to the Stockton and Darlington Railway Company, the portions of their Railway between the respective points of junction of that Railway with the Cleveland Railway at or near Guisbrough, and with any extension thereof which may join the Redcar Branch east of Middlesbrough and the junctions of the Stockton and Darlington Railway with the North-Eastern Railway at Preston Junction, Hartburn Junction, and any other Junctions that may have been or may be formed of the Stockton and Darlington Railway with the North-Eastern Railway, at or between or near such last-mentioned places, or at or near Stockton-on-Tees; and also that portion of the Stockton and Darlington Railway which lies between the Sim Pasture Junction of the Railway of the Company with the Stockton and Darlington Railway, and the Junction of the Stockton and Darlington Railway with the South Durham and Lancashire Union Railway at or near West Auckland, and also between such Sim Pasture Junction and the Bishop-Auckland Station of the Stockton and Darlington Railway, including such Station: As to the South Durham and Lancashire Union Railway Company and the Eden Valley Railway Company respectively, the whole of their respective Railways and Works: And as to the Lancaster and Carlisle Railway Company and the London and North-Western Railway Company, that portion of the

Lancaster and Carlisle Railways and Works which lies between the Tebay Junction with the South Durham and Lancashire Union Railway, and any Docks, Piers, Jetties, Harbour, and Railways near to, at, and leading to Morecambe and Morecambe Bay, which the Lancaster and Carlisle Railway Company and the London and North-Western Railway Company, or either of them, are authorized to work or use, and also to use all stations, platforms, sidings, warehouses, booking and other offices, watering-places, water, and other works and conveniences belonging to the North-Eastern Railway Company, the Stockton and Darlington Railway Company, the South Durham and Lancashire Union Railway Company, the Eden Valley Railway Company, and the Lancaster and Carlisle Railway Company, or any of them, or under lease to them, or any of them.

To require the before-mentioned Companies, or any of them, to afford facilities for the booking and transmission of traffic to and from the Railways and Works of the Company, to, from, and along their respective Railways, and to carry or convey such traffic in the carriages belonging to the Company, or to any Companies or persons using the Railways of the Company, or any part thereof, and to provide for the settlement, by arbitration, of disputes as to the accommodation to be afforded, the modes of transmission, and the charges to be made by those respective Companies in respect of such traffic over their Railways, and to make similar provisions with respect to the Railways and Works of the Company in favor of those respective Companies.

To authorize the Company, and the before-mentioned Companies, or any of them, to enter into, make, and carry into effect such agreements, upon such terms and conditions as they may respectively think fit, in respect of the joint or separate working, maintenance, and use of the Railways and Works of the Company, and of the before-mentioned Companies, or any or either of them, and in respect of the traffic arrangements to be carried out between the Company and the before-named Companies, or any of them. And also as to the division of profits and revenue received by all or any of the before-named Companies, amongst such Companies, or any of them, and the share of such profits to be paid to any or either of such Companies, whether by fixed or fluctuating rents, or annual or other payments, as shall be agreed upon; and to authorize the appointment of Joint Committees by the Company, and by all or any of the before-named Companies, and the application of their respective capitals and borrowed monies for all or any of the purposes of the said Bill.

To authorize the Company, and the before-named Companies, or any of them, to raise money by the creation of capital, or by borrowing, for all or any of the purposes of the said Bill.

To authorize the London and North-Western Railway Company, the North-Eastern Railway Company, and the Stockton and Darlington Railway Company, or any or either of them, to purchase or take on lease by agreement, for any purposes, Stations, Warehouses, Buildings, and Lands forming any portion of the Works and property of the Company at West Hartlepool, or elsewhere, in connection with the Railway and Works of the Company, and to purchase and hold Shares or Stock in the undertaking of the Company, and to authorize the Company to sell and lease any buildings or lands required by any of the before-mentioned Companies, and to authorize the said several Companies, or any of them, to enter into mutual agreements and arrangements as to the use of any such buildings or lands, and to apply any capital which

they are authorized to raise by any of their existing Acts for such purposes.

To alter, vary, and extinguish such of the rights and privileges of the West Hartlepool Harbour and Railway Company, the London and North-Western Railway Company, the North-Eastern Railway Company, the Stockton and Darlington Railway Company, the South Durham and Lancashire Union Railway Company, the Eden Valley Railway Company, and the Lancaster and Carlisle Railway Company, or some or one of them, as may be inconsistent with, or would interfere with or in anywise impede the carrying out of all or any of the objects and purposes of the said Bill.

And it is intended by the said Bill to alter, amend, and enlarge the powers and provisions of "The West Hartlepool Harbour and Railway Act, 1852," and "The West Hartlepool Harbour and Railway Act, 1857," and also, so far as may be requisite or expedient for carrying out the objects and purposes of the said Bill, all or some of the provisions of all or some or one of the Acts of Parliament, local and personal following, (that is to say):

The several Acts following, relating to the London and North-Western Railway Company, (that is to say,) 8 and 9 Vic., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198—9 Vic., cap. 67—9 and 10 Vic., caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 243, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396—10 and 11 Vic., caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294—11 and 12 Vic., caps. 58, 60, and 130—12 and 13 Vic., cap. 74—13 and 14 Vic., cap. 36—14 Vic., cap. 28—14 and 15 Vic., cap. 94—15 Vic., caps. 98 and 105—16 and 17 Vic., caps. 97, 110, 157, 160, 161, 205, 216, and 222—17 and 18 Vic., caps. 201 and 204—18 and 19 Vic., caps. 172 and 194—19 and 20 Vic., caps. 52, 69, and 123—20 and 21 Vic., caps. 64, 98, and 108—21 and 22 Vic., caps. 130 and 131—22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134—23 and 24 Vic., caps. 77, 79, and 111. The several Acts following relating to the Lancaster and Carlisle Railway Company, or some or one of them, (that is to say,) local and personal Acts 7 Vic., cap. 37—8 and 9 Vic., cap. 83—9 and 10 Vic., cap. 257—20 and 21 Vic., cap. 161—21 and 22 Vic., cap. 128—22 and 23 Vic., cap. 124—and any other Act or Acts relating to the Lancaster and Carlisle Railway Company; the several Acts following relating to the Stockton and Darlington Railway Company, (that is to say,)—"The Stockton and Darlington Railway Amalgamation Act, 1858;" "The Stockton and Darlington Railway (Durham Line, &c.) Act, 1858;" "The Stockton and Darlington Railway (North Riding Lines) Act, 1858;" "The Stockton and Darlington Railway Act, 1859;" "The Stockton and Darlington Railway Act, 1860." The several Acts following relating to the South Durham and Lancashire Union Railway Company, (that is to say,)—"The South Durham and Lancashire Union Railway Act, 1857;" "The South Durham and Lancashire Union Railway Deviation Act, 1859;" and "The Eden Valley Railway Act, 1858." The several Acts relating to the North-Eastern Railway Company, or some of them, (that is to say,)—local and personal Acts 6 Wm. 4, cap. 21—1 Vic., cap. 68—4 Vic., cap. 7—5 Vic., Sess. 2, cap. 80—6 Vic., cap. 8—7 Vic., caps. 21 and 27—7 and 8 Vic., cap. 61—8 and 9 Vic., caps. 34, 57, 58, 84, 92, 104 and 163—9 Vic., caps. 58, 59, 65, and 66—9 and 10 Vic., caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330—10 and 11 Vic., caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219—

11 and 12 Vic., caps. 24, 55, 56, 57, 68, 71, and 81—12 and 13 Vic., caps. 27, 58, and 60—13 and 14 Vic., caps. 38 and 53—14 Vic., cap. 39—14 and 15 Vic., caps. 47, 84, and 85—15 Vic., caps. 36, 37, 57, 96, and 114—15 and 16 Vic., cap. 127—16 and 17 Vic., caps. 109 and 136—17 Vic., cap. 73—17 and 18 Vic., caps. 164 and 211—20 and 21 Vic., caps. 19, 33, and 46—22 and 23 Vic., caps. 10, 91, and 100. The Acts relating to the North Yorkshire and Cleveland Railway, or some or one of them, (that is to say,) local and personal Acts 17 and 18 Vic., cap. 151; 18 and 19 Vic., cap. 116; 21 and 22 Vic., cap. 134, and all other Acts of Parliament, (whether relating to any of the before-mentioned Companies or not,) the powers of which will in any way be varied, amended, or repealed by virtue of the provisions of the said Bill, and also, if need be, to reduce, alter, or vary the tolls, rates, and charges authorized to be levied by any of the Acts hereinbefore set forth or referred to, and to authorize the said Companies, or any of them, to levy new tolls, rates, and charges.

To confirm, alter, vary, or annul, so far as may be requisite or proper for the purposes of the said Bill, all rights or privileges, whether under Act of Parliament, agreement, or arrangement, or otherwise, and whether between any of the parties to whom powers will be given by the Bill, or other parties, which might interfere with the object and purposes of the said Bill.

And Notice is Hereby Given, that printed copies of the Bill so to be applied for, will be deposited in the Private Bill Office of the House of Commons on or before the 22d day of December 1860.

Dated this 10th day of November 1860.

BELL, STEWARD, & LLOYD,
49, Lincoln's-Inn-Fields, London.

NEWBY, RICHMOND, & WATSON,
Stockton-on-Tees.

JOHN M'LEOD, formerly Bookseller, Stationer, and Auctioneer, Glasgow, now Auctioneer and Valuator there, whose estates were sequestrated under the Acts 2d & 3d Victoria, c. 41, and 16 & 17 Victoria, c. 53, upon 19th February 1856, having upon 14th June 1858 obtained a Deliverance on his Petition for discharge, by the Sheriff-Substitute of Lanarkshire, (Mr Smith,) discharging him, the said John M'Leod, of all debts and obligations contracted by him, or for which he was liable at the date of said sequestration, and allowing an Act and Warrant to that effect to go out and be extracted, which extract was obtained accordingly; and the Lord Ordinary (Mackenzie,) having refused to confirm said discharge, in respect that said extract was not presented for confirmation forthwith, as required by the Statute, conform to Deliverance dated 29th October 1860, the said John M'Leod has presented a Petition to the Sheriff of Lanarkshire, praying him of new to pronounce a Deliverance on his Petition for discharge, and to allow an Act and Warrant to go out and be extracted,—all in terms of said Acts; which Petition Mr Sheriff Bell has appointed to be intimated in the Edinburgh Gazette.—Of all which Notice is hereby given. **JOHN M'LEOD.**

Glasgow, November 26, 1860.

NOTICE is Hereby Given, that **PETER BONNAR**, sometime Manufacturer in Dunfermline, and now residing at No. 7, Portland Terrace Road, Dalston, Middlesex, has presented a Petition to the Sheriff of Fife and his Substitute to be finally discharged of all debts and obligations contracted by him, or for which he was liable at the date of his sequestration; which Petition has been appointed to be intimated, in terms of the Statute.

HENRY BARDNER, Writer, Dunfermline,
Agent for Petitioner.

Dunfermline, November 23, 1860.

TO THE CREDITORS ON

The Sequestrated Estates of **ROBERT WATT**,
Accountant and Commission Merchant in Glasgow.

BY virtue of an Order of the Lord Ordinary officiating on the Bills, Robert Watt, above designed, hereby intimates, that he has presented a Petition to the Lord Ordinary at Edinburgh, to be finally discharged of all debts contracted by him before the sequestration of his estates,—in terms of the Statute.

Glasgow, November 27, 1860.

R. WATT.

E BENEZER ERSKINE SCOTT, Accountant in Dundee, Trustee on the sequestrated estates of **JAMES DONALD & SONS**, Flaxspinners and Manufacturers at Dundee and Lochee, as a Company, and of James Donald and John Donald, both Flaxspinners and Manufacturers at Dundee and Lochee, the Individual Partners of that Company, as Partners thereof, and as Individuals, hereby intimates, that an account of his intromissions with the funds of the said estates, brought down to the 9th current, and state of the funds received and the funds outstanding as at the same date, have been made up by him, and examined by the Commissioners on said estates, in terms of the Statute; and further, that no dividend can at present be declared.

E. ERSKINE SCOTT, Trustee.

Dundee, November 23, 1860.

SEQUESTRATION of A. & H. SUTHERLAND & COMPANY, Merchants and Fishcurers, Lybster, and of Alexander Sutherland and Henry Holmes Sutherland, the Individual Partners thereof.

WILLIAM MILLER, Junior, Writer in Wick, Trustee on the above estates, hereby intimates, that his accounts with the said estates to the 19th current have been examined by the Commissioners, who have postponed a dividend till the recurrence of another statutory period, and they dispensed with circulars to the Creditors.

WILLIAM MILLER, JR. Trustee.

Wick, November 20, 1860.

TO THE CREDITORS OF

ALEXANDER SINCLAIR, Fishcurer, residing at Willow Bank, near Wick.

DANIEL LOUTTIT, Commission Merchant in Pulteneytown, Trustee on the above sequestrated estate, hereby intimates, that his accounts, brought down to the 11th instant, have been examined and audited by the Commissioners on the said estate, in terms of the Statute: That the Commissioners on the said estate have postponed payment of a dividend till the recurrence of another statutory period, and dispensed with circulars to the Creditors.—Of all which Notice is hereby given. **DANIEL LOUTTIT**, Trustee.

Pulteneytown, Wick, November 23, 1860.

GRAY CAMPBELL FRASER, Advocate in Aberdeen, Trustee on the sequestrated estate of **JOHN BROWN**, Merchant, New Pittsligo, in the County of Aberdeen, hereby intimates, that accounts of his intromissions with the estate, brought down to the 7th instant, have been made up and examined by the Commissioners, who have postponed the declaration of a second dividend till next statutory period, and dispensed with circulars to the Creditors.

G. C. FRASER, Trustee.

Aberdeen, November 24, 1860.

WILLIAM TOLMIE, Accountant in Glasgow, Trustee on the sequestrated estate of **JAMES CRUICKSHANK**, Baker in Glasgow, as an Individual, and as sole Partner of the concern carrying on Business in Glasgow, Perth, and Paisley, under the style or designation of **The English Baking Company**, hereby intimates, that the Commissioners have postponed payment of a dividend until next statutory period, and dispensed with sending circulars to the Creditors.

WM. TOLMIE, Trustee.

Glasgow, November 26, 1860.

SEQUESTRATION of JOHN M'CONNIECHIE or M'CONNIECHY, sometime Steward on Board the 'Princess-Royal' Steamer, and now Hotel-Keeper in Glasgow.

THE Commissioners have audited my accounts to this date, postponed the declaration of a dividend, and dispensed with circulars to Creditors.

ROBERT GALT, Junr. Trustee.

107, Buchanan Street,
Glasgow, November 21, 1860.

THE Estates of HENRY DOW, Manufacturer in Auchterarder, were sequestrated on the 16th day of November 1860, by the Sheriff of Perthshire.

The first deliverance is dated the 16th day of November 1860.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Wednesday the 5th day of December next, within the Star Inn, Auchterarder.

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 16th day of March 1861.

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

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

A. G. REID,
Writer, Auchterarder, Agent.

THE Estates of ALEXANDER ALLISON, Baker, sometime in Lesmahagow, now in Glasgow, and residing there, were sequestrated on the 23d day of November 1860, by the Sheriff of the County of Lanark.

The first deliverance is dated the 23d November 1860.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Tuesday the 4th day of December next, within the Faculty Hall, St George's Place, Glasgow.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 23d day of March 1861.

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

KENNETH ROSS, Agent.

Glasgow, November 24, 1860.

THE Estates of MALCOLM DENNISTOUN, Farmer, Easter Glentore, New Monkland, in the County of Lanark, were sequestrated on 23d November 1860, by the Sheriff of Lanarkshire.

The first deliverance is dated the 23d November 1860.

The meeting to elect the Trustee and Commissioners is to be held at three o'clock afternoon, on Tuesday 4th December 1860, within the Royal Hotel, Airdrie.

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 23d March 1861.

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

ARCHD. Y. ROSE,
Procurator for Petitioner.

Airdrie, November 23, 1860.

THE Estates of DUNCAN CAMPBELL, Grocer, and Wine and Spirit Merchant in Invergordon, were sequestrated on the 24th day of November 1860, by the Sheriff of Ross and Cromarty Shires.

The first deliverance is dated 22d November 1860.

The meeting to elect the Trustee and Commissioners is to be held on Thursday the 6th day of December next, at 12 o'clock noon, within Fraser's Commercial Hotel, Invergordon.

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 24th day of March next, 1861.

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

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

W. MOFFAT,
Writer, Dingwall, Agent.

THE Estates of JAMES MAXTON MORRISON, Confectioner, Glasgow, were sequestrated on the 24th day of November 1860, by the Sheriff of the County of Lanark.

The first deliverance is dated the 24th day of November 1860.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Tuesday the 4th day of

December 1860, within the Faculty Hall, St George's Place, Glasgow.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 24th day of March 1861.

A Warrant of Protection has been granted to the Bankrupt.

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

WILL. LEITCH,
83, Renfield Street, Glasgow, Agent.

THE Estates of JAMES ROCHEID of Inverleith, who resided at Inverleith, in the County of Mid-Lothian, now deceased, were sequestrated on the 24th November 1860, by the Court of Session.

The first deliverance is dated the 1st November 1860.

The meeting to elect the Trustee and Commissioners is to be held at 11 o'clock forenoon, on Wednesday the 5th day of December 1860, within Cay & Black's Rooms, 65A, George Street, Edinburgh.

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 25th March 1861.

The Sequestration has been remitted to the Sheriff-Court of Edinburghshire.

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

SCOTT, MONCRIEFF, & DALGETY, W.S., Edinburgh,
Agents.

THE Estates of DUNCAN MACKENZIE, Machinist, formerly of Edinburgh, London, Bradford, Manchester, Paris, Brussels, and now of No. 1, Holyrood, Edinburgh, were sequestrated on the 26th day of November 1860, by the Court of Session.

The first deliverance is dated the 26th day of November 1860.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Friday the 7th day of December 1860, within Messrs Dowells & Lyon's Rooms, No. 18, George Street, Edinburgh.

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 26th March 1861.

A Warrant of Protection has been granted to the Bankrupt.

The Sequestration has been remitted to the Sheriff of the County of Edinburgh.

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

WM. B. HAY, S.S.C.,
3, Howe Street, Edinburgh, Agent.

THE Estates of JAMES WYATT, of 6, South Square, Gray's Inn, London, Solicitor, and now residing at 6, Johnstone Place, Stockbridge, Edinburgh, were sequestrated on 26th November 1860, by the Court of Session.

The first deliverance is dated 26th November 1860.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Wednesday the 5th December 1860, in Dewar's Rooms, Waterloo Place, Edinburgh.

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 27th day of March 1861.

The Sequestration has been remitted to the Sheriff of Edinburgh; and a Warrant of Protection has been granted to the Bankrupt.

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

W. R. SKINNER, S.S.C., Agent,
8, Blenheim Place, Edinburgh.

THE Estates of GEORGE LUMSDEN PERRY, residing in Edinburgh, sometime one of the Partners of the Firm of GALBRAITH, PERRY, & COMPANY, Merchants in Bombay, and thereafter carrying on Business under the Firm of G. L. PERRY & COMPANY, Merchants there, and of which latter Firm he was the sole Partner, were sequestrated on the 27th day of November 1860, by the Court of Session.

The first deliverance is dated 27th November 1860.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Wednesday

the 5th day of December 1860, within Messrs Dowells & Lyon's Sale-rooms, No. 18, George Street, Edinburgh.

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 27th day of March 1861.

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

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

THOMAS DOWIE, S.S.C., Agent,
124, Constitution Street, Leith.

NOTICE is Hereby Given, that a Petition for Recall of the Sequestration of SAMUEL GEORGE BEAMISH, designing himself as 'sometime residing in Leeson Street, Dublin, thereafter in Edinburgh, and now in York Street, Glasgow,' was presented on the 24th day of November 1860 years to the Lord Ordinary officiating on the Bills, at the instance of Sir William Napier, Bart., Cradocktown House, Naas, Ireland, with consent and concurrence of Thomas Slater, of High Street, Kensington, in the County of Middlesex, Butcher, and of the said Thomas Slater, and of Sarah Vase, Strand, London, and Messrs J. G. Houstoun & Aikman, Writers, Glasgow, their Mandatories: Upon advising which his Lordship pronounced the following Deliverance:—'*Edinburgh, 24th November 1860.*—The Lord Ordinary appoints a copy of the for going Petition and of this Deliverance to be served upon the said Samuel George Beamish, the said George John Newman Beamish, the concurring Creditor in the sequestration, both before designed, or upon their respective known Agents, and appoints them to lodge Answers thereto, if so advised, within ten days after service. Farther, the Lord Ordinary appoints a Notice of the presentation of this Petition to be published in the Gazette,—in terms of the Bankruptcy (Scotland) Act, 1856.

(Signed) 'CHARLES BAILLIE.'

A. K. MORISON, S.S.C., Agent,
14, Pitt Street, Edinburgh.

Edinburgh, November 26, 1860.

NOTICE.

THAT in the Application presented to the Sheriff of Lanarkshire at the instance of Charles Tennant & Company, Merchants and Manufacturing Chemists, Saint Rollox, Glasgow, for Sequestration of the Estates of PATRICK McLEAN KENNEDY, Merchant and Drysalter in Glasgow, his Lordship the Sheriff-Substitute (Henry Glassford Bell, Esq.) granted the following Warrant:—'*Glasgow, 26th November 1860.*—The Sheriff-Substitute having considered the foregoing Petition, with the writs produced, grants Warrant to Messengers-at-Arms and Officers of Court to cite, in terms of the Statute, the therein designed Patrick MacLean Kennedy to appear in Court, on an *inducia* of ten days from the date of such citation, to shew cause why Sequestration of his Estates should not be awarded: Directs Intimation of this Warrant and of the diet of appearance on the said *inducia* to be forthwith made in the Edinburgh Gazette, in terms of the Statute; and grants diligence against Witnesses and Havers to recover evidence of the facts necessary to be established for obtaining the sequestration, and commission to any of the Depute-Clerks of Court to take the examinations of the Witnesses and Havers, and to report.

(Signed) 'HENRY GLASSFORD BELL.'

—Of all which Intimation is hereby given, in terms of the Statute.

J. B. KIDSTON, Procurator for Petitioners.

SEQUESTRATION of JOHN MILLER, residing at Hardhill, in the County of Linlithgow, and carrying on Business as a Farmer there, and also carrying on Business as a Grocer at Bathgate, in said County.

HENRY McLAHLAN, Accountant in Coatbridge, has been elected Trustee on the estate; and James Allan, of the Firm of A. & J. Allan, Candleriggs, Glasgow, Matthew Taylor, Tea, Wine, and Spirit Merchant, Glasgow, and John MacNab, Distiller, Glenmavis, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff-Court-house at Linlithgow, on Monday the 3d day of December next, at 11 o'clock forenoon.

HENRY McLAHLAN, Trustee.

November 23, 1860.

SEQUESTRATION of ARMSTRONG, RAE, & COMPANY, Drapers and Clothiers, Haddington, and James Armstrong and Robert Rae, residing in Haddington, the Individual Partners of said Firm, as such, and as Individuals.

JOHN C. REID, Accountant in Glasgow, has been elected Trustee on the estates; and Ninian Bannatyne Stewart, Merchant in Glasgow, John McLaren, Merchant there, and William Turnbull, Warehouseman there, have been elected Commissioners. The examination of the Bankrupts will take place in the Sheriff-Court-room, County Buildings, Haddington, on Monday the 3d day of December next, at 11 o'clock forenoon. The Creditors will meet in the Chambers of Messrs Reid & Galt, Accountants, 8, Prince's Square, Glasgow, upon Friday the 14th day of December next, at two o'clock afternoon.

JOHN C. REID, Trustee.

Glasgow, November 26, 1860.

SEQUESTRATION of NEILSON, KING, & CO., Malleable Iron Manufacturers, Port-Dundas, Glasgow, and William Neilson, sometime Builder and Quarrier in Glasgow, one of the Partners of the said Firm, as such Partner, and as an Individual.

ALEXANDER MOORE, Accountant in Glasgow, Trustee on the said sequestrated estate, hereby calls a general meeting of the Creditors to be held within the Counting-house of Moore & Copland, Accountants, 48, Queen Street, Glasgow, upon Wednesday the 5th day of December next, at 12 o'clock noon, to instruct the Trustee further as to the disposal of the Heritable Property.

ALEX. MOORE, Trustee.

Glasgow, November 26, 1860.

In the Sequestration of A. & H. SUTHERLAND & COMPANY, Merchants and Fishcurers, Lybster.

WILLIAM MILLER, Junior, Writer in Wick, the Trustee, hereby intimates, that a meeting of the Creditors will be held within the Town-Clerk's Office, Wick, on Thursday the 10th day of January 1861, at noon, to take into consideration the expediency of selling the Heritable and Moveable estates not yet disposed of, and any interest which the Creditors have in the Outstanding Debts.

WILLIAM MILLER, Jr. Trustee.

Wick, November 20, 1860.

TO THE CREDITORS OF

ALEXANDER SINCLAIR, Fishcurer, Wick, residing at Willow Bank, near Wick.

DANIEL LOUITT, Commission Merchant in Pulteneytown, Trustee on the above sequestrated estate, hereby intimates, that a meeting of the Creditors on the above estate will be held within the Town-Clerk's Office, Wick, on Friday the 21st day of December next, at noon, for the purpose of taking into consideration the expediency of selling the Outstanding Debts owing to the said estate.

DANL. LOUITT.

Pulteneytown, November 23, 1860.

JOHN SOMERVILLE FORSYTH, Clothier, No. 25, Nicholson Street, Edinburgh, Trustee on the sequestrated estates of BANNERMAN & COMPANY, Clothiers and Drapers, formerly No. 8, Union Street, afterwards No. 10, Catherine Street, Edinburgh, and James Bannerman, Clothier and Draper there, the only Individual Partner of that Company, as Partner thereof, and as an Individual, hereby calls a general meeting of the Creditors to be held within the Writing-Chambers of Henderson & Donaldson, S.S.C., No. 20, Saint Patrick Square, Edinburgh, on Thursday the 6th day of December 1860, at 12 o'clock noon, to consider an offer of composition made by the Bankrupt, and also other matters in reference to the said estates.

Edinburgh, Nov. 26, 1860. J. S. FORSYTH, Trustee.

GEORGE MURRAY, Accountant in Edinburgh, Trustee upon the sequestrated estate of WILLIAM BURGESS, No. 14, South St Andrew Street, Edinburgh, hereby calls a general meeting of the Creditors to be held within his Chambers, No. 3, Abercromby Place, Edinburgh, upon Thursday the 20th day of December 1860, at two o'clock afternoon, to consider as to an application for his discharge.

GEORGE MURRAY, Trustee.

Edinburgh, November 27, 1860.

AS Trustees on the sequestrated estate of **WILLIAM CUTHBERT**, Broker for the sale and purchase of Ships and Timber, &c., carrying on business in Glasgow and Greenock, and the only known Partner of **WILLIAM CUTHBERT & COMPANY**, Ship and Insurance Brokers, Glasgow, I hereby call a general meeting of the Creditors to be held within the Office of **M'Cubbin & Johnston**, Accountants, 110, Buchanan Street, Glasgow, on Wednesday the 5th December next, at 12 o'clock noon, for the purpose of considering an offer of composition to be then submitted by the Bankrupt.

WM. JOHNSTON, Trustee.

Glasgow, November 26, 1860.

GEORGE WINK, Accountant in Glasgow, Trustee on the sequestrated estate of **ISABELLA LATTA**, residing in Dumbarton, one of the Partners of **THE WESTERN BANK OF SCOTLAND**, hereby intimates, that the Commissioners have audited his accounts, brought down to the 11th instant, and that the whole estate has now been recovered. Farther, he hereby calls a general meeting of the Creditors to be held within the Office of **Wink & Wight**, Accountants, 175, West George Street, Glasgow, on Thursday the 20th day of December 1860, at 12 o'clock noon, with a view to making application for his discharge.

GEO. WINK.

Glasgow, November 16, 1860.

JOHAN CHRISTIE FOULDS, Accountant in Glasgow, Trustee on the sequestrated estates of **COCHRAN & ARMOUR**, Bleachers, Kirktonfield, Parish of Neilston, Renfrewshire, and **Alexander Cochran**, the sole surviving Partner of that Company, as such Partner, and as an Individual, hereby calls a meeting of the Creditors to be held within his Office, 64, Buchanan Street, Glasgow, on Wednesday the 19th day of December next, at one o'clock P.M., to consider as to an application to be made for the Trustee's discharge.

JOHN C. FOULDS, Trustee.

Glasgow, November 24, 1860.

WILLIAM LANG, Accountant in Glasgow, Trustee on the sequestrated estate of **WILLIAM M'LINTOCK**, Cement and Chemical Manufacturer, Kirk Street, Gorbals, Glasgow, in the County of Lanark, Lime Merchant, Arden Quarry, and Farmer at Lochinch, both in the Parish of Eastwood, and County of Renfrew, hereby intimates, that at the second general meeting of Creditors held on the 23d day of November current, the Bankrupt made an offer of composition of One Shilling and Sixpence sterling per pound upon his debts at the date of the sequestration of his estates, payable one month after the date of his final discharge. He further offered to pay or provide for the expenses attending the sequestration and remuneration to the Trustee, and offered **Alexander Low**, Chemist, Johnstone, as security for the payment thereof. The Creditors, or Mandatories of Creditors present at the said meeting, having resolved that the offer and security should be entertained for consideration, Notice is hereby given, that another general meeting of the Creditors will be held within the Chambers of **Lang & Graham**, Accountants, 98, West George Street, Glasgow, on Tuesday the 18th day of December next, at one o'clock afternoon, for the purpose of finally deciding on the Bankrupt's offer and the security proposed.

WILLIAM LANG, Trustee.

Glasgow, November 26, 1860.

7, North St Andrew Street,
Edinburgh, November 26, 1860.

AS Trustee on the sequestrated estate of **GEORGE MORGAN SALMON**, Writer in Falkirk, I beg to intimate that my accounts, down to 12th November 1860, have been examined and audited by the Commissioners, and found to be correct: That the accounts and states of affairs lie here for inspection; that no additional claims have been lodged. Further, that out of the funds recovered, the Commissioners have ordered payment of a second dividend of Four Shillings per pound; and that on and after 12th January 1861, I will pay the dividend here to all whose claims have been admitted.

WILLIAM WOOD.

WILLIAM JOHNSTON, Accountant in Glasgow, Trustee on the sequestrated estate of **WILLIAM BATTRUM**, Wright, Joiner, and Feuar in Helensburgh, hereby intimates, that at the second general meeting of Creditors held on the 26th current, the Bankrupt made an offer of composition of Two Shillings and Sixpence per pound to his Creditors on all

debts due by him at the date of his sequestration, payable in one instalment at one month from the date of the Bankrupt's final discharge, and offered **Adam Waldie**, Coach Proprietor in Helensburgh, as his security. The said **William Battrum** further offered to pay or provide for the whole expences attending the sequestration and the remuneration to the Trustee: That the Creditors present at said meeting having unanimously resolved that the offer and security should be entertained for consideration, Notice is hereby given, that another general meeting of the Creditors will be held within the Office of **Messrs M'Cubbin & Johnston**, 110, Buchanan Street, Glasgow, on Wednesday the 19th day of December next, at one o'clock afternoon, for the purpose of finally deciding on the Bankrupt's offer and the security proposed.

WM. JOHNSTON, Trustee.

Glasgow, November 26, 1860.

JAMES COLLIE, Advocate in Aberdeen, Trustee on the sequestrated estates of the Deceased **ALEXANDER PIRIE**, Keeper of the Union Club Coffee-Rooms and Baker in Aberdeen, hereby intimates, that accounts of his intromissions with the funds of the estate, brought down to the 10th day of November 1860, and states of the funds realized as at the same date, have been made up and examined by the Commissioners on said estates, in terms of the Statute: That he has examined the claims of the several Creditors who have lodged their oaths and grounds of debt on or before the said 10th day of November 1860, and has prepared lists of those entitled to be ranked on the funds of the said estate. Farther, that an equalizing dividend of Five Shillings and Twopence Thirteen-Sixteenths per pound will be paid to those Creditors whose claims have been admitted and who did not participate in the previous divisions, along with a third and final dividend of One Shilling and Sevenpence Farthing per pound to be paid to those Creditors who did so participate, at his Chambers, No. 38, Castle Street, Aberdeen, on the 10th day of January 1861.—Of all which Notice is hereby given, in terms of the Statute.

JAMES COLLIE, Trustee.

Aberdeen, November 24, 1860.

NOTICE

TO THE CREDITORS OF

JOHN STUART GRASSICK.

WILLIAM LESLIE REID, Advocate in Aberdeen, Trustee on the sequestrated estate of **John Stuart Grassick**, Farmer, late at Mains of Glenbucket, Strathdon, in the County of Aberdeen, hereby intimates, that an account of his intromissions with the funds of the estate, brought down to the 12th current, and state of the funds recovered as at the same date, have been made up and examined by the Commissioners, in terms of the Statute. Farther, that he has examined the claims of the various Creditors who have lodged their oaths and grounds of debt on or before 12th November current, and has prepared lists of those found entitled to be ranked, and that a second, final, and equalizing dividend will be paid to those Creditors whose claims have been admitted, at the Trustee's Chambers, No. 146, Union Street West, Aberdeen, on Saturday the 12th day of January 1861.—Of all which Notice is hereby given, in terms of the Statute.

WM. L. REID, Trustee.

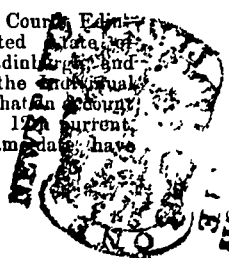
Aberdeen, November 26, 1860.

JOHN LESLIE, Manufacturer in Aberdeen, Trustee on the sequestrated estates of **JOHN STEWART & COMPANY**, Fancy Trimming Warehousemen, Nos. 3, 5, and 7, Union Buildings, Union Street, Aberdeen, as a Company, and of **John Stewart**, Fancy Trimming Warehouseman there, the sole Partner of said Company, as such, and as an Individual, hereby intimates, that a second and also an equalizing dividend will be paid to those Creditors whose claims have been admitted by the Trustee, within the Writing-Chambers of **George Allan**, Advocate, 56, Castle Street, Aberdeen, on the 10th day of January 1861.

JOHN LESLIE, Trustee.

Aberdeen, November 23, 1860.

JOHAN DAVIDSON, Solicitor Supreme Court, Edinburgh, Trustee on the sequestrated estate of **GREIG & BAILLIE**, Music Sellers in Edinburgh, and of **Alexander Greig** and **Peter Baillie**, the Partners of said Firm, hereby intimates, that an account of his intromissions, brought down to the 12th current, and state of funds recovered as at the same date, have



been examined and approved of by the Commissioners on said estate; and, as directed by the said Commissioners a second and final dividend will be paid to the Creditors whose claims have been admitted, on the 8th January next, at his Chambers, 17, Elm Row, Edinburgh.

J. DAVIDSON, Trustee.

Edinburgh, November 24, 1860.

SEQUESTRATION of PETER BROWN, Tailor and Clothier, High Street, Dundee.

WILLIAM STIVEN, Accountant in Dundee, Trustee on the sequestrated estate of the said Peter Brown, hereby intimates, that his accounts have been audited, and that an equalizing dividend will be paid to those Creditors who have not been previously ranked and drawn dividends, at his Chambers, No. 3, Bank Street, Dundee, on the 16th day of January next.

Dundee, November 26, 1860. Wm. Stiven, Trustee.

CHARLES GAIRDNER, Accountant, Glasgow, Trustee on the sequestrated estates of DUNCAN WEIR & COMPANY, Merchants and Agents in Greenock, as a Company, and Colin Stewart Caird, Merchant and Agent there, sole Individual Partner of that Company, as such Partner, and as an Individual, hereby intimates, that his accounts in connection with the estates, brought down to 9th current, have been made up and examined by the Commissioners on said estates, in terms of the Statute; and that the Commissioners have postponed payment of any farther dividend till next statutory period, and dispensed with sending circulars to the Creditors.

CHAS. GAIRDNER, Trustee.

Glasgow, November 24, 1860.

NOTICE.

THE Trustees and Executors of the Late ALEXANDER DUNN, Esquire of Duntocher, Merchant in Glasgow, have wound up the deceased's interest in the various Businesses and Works which he carried on in Glasgow, and in the Parish of Old Kilpatrick, partly in his own name and partly in that of the late William Dunn of Duntocher, whose sole Representative he was, including the Machine Works in John Street of Glasgow, the Cotton-Spinning and Weaving Mills at Duntocher, Faifley, Hardgate, and Milton, and the Coal and Lime Works at Braidfield, and such interest has ceased; and it is requested that any outstanding claims against Mr Dunn or his Representatives be lodged with Mr Andrew MacEwan, Accountant, 63, St Vincent Street, Glasgow, on or before Saturday the 8th December next.

Signed by the accepting Trustees and Executors, at Glasgow, this 22d day of November 1860, before the subscribing Witnesses.

JOHN HENDERSON.
LAUR. ROBERTSON.
Jno. MEWEN.
ARCH. ROBERTSON.
ROBERT BLACK.
JOHN MACINDOE.

JAMES MITCHELL, of No. 160, West George Street, Glasgow, Writer, Witness.

JAMES ANDREW, of No. 160, West George Street, Glasgow, Clerk-at-Law, Witness.

NOTICE.

THE Subscriber ceased, on 1st June last, to have any interest in the Concern carried on here under the Firm of THE GLASGOW COURIER COMPANY, as Printers and Publishers, having at that date disposed of his interest in the Business.

JOHN ALEXANDER.

T. B. ROBERTSON, Witness.

Wm. ALEXANDER, Witness.
Glasgow, October 23, 1860.

DISSOLUTION OF COPARTNERY.

THE Copartnery between the Subscribers, as Manufacturers in Letham, carried on under the Firm of WILLIAM RAMSAY & SON, was DISSOLVED by mutual consent as on the 12th day of August 1859.

William Ramsay will continue to carry on the Business of Manufacturer in Letham, as formerly.

W. RAMSAY.

Jas. SIMPSON, Witness.

ALEX. MACHARDY, Witness.

Letham, November 21, 1860.

Jas. RAMSAY.

ALEX. BLACKIE, y. Witness.

FRANCIS DICK, Witness.

Dundee, November 22, 1860.

DISSOLUTION OF COPARTNERY.

THE Copartnership heretofore carrying on Business as Spirit Dealers, at 14, St Enoch Square, Glasgow, under the Firm of A. & J. M'DONALD, by the Subscribers, as sole Partners thereof, has been this day DISSOLVED by mutual consent. The debts due to the Company to be paid to the Subscriber John M'Donald, and claims against the Company lodged with him. Witness our hands at Glasgow this 24th day of November 1860.

ALLAN M'DONALD.

JOHN M'DONALD.

D. JOHNSTON, Wine Merchant, Glasgow, Witness.
PETER HUGHES, Shopman to A. & J. M'Donald, Witness.

WE, the Undersigned, Partners in the Business carried on under the Firm of J. & W. MILLER, Merchants, Leith, hereby declare that the said Partnership is this day DISSOLVED by mutual consent, so far as James D. Miller is concerned. The Business will henceforth be carried on in the same name by William Steel Miller.

JAMES D. MILLER.

Wm. STEEL MILLER.

JOHN T. ROBERTSON, Witness.

JOHN BOWHILL, Witness.

Leith, November 19, 1860.

NOTICE OF

DISSOLUTION OF COPARTNERY.

THE Firm of RITCHIE & M'QUATER, Saw Millers, Gadgirth Bridge, Tarbolton, consisting of the Subscribers, sole Partners thereof, was this day DISSOLVED by mutual consent.

ALEXR. RITCHIE.

JAMES M'QUATER.

WILLIAM LUCAS, Writer, Ayr, Witness.

ARCHD. SMITH, Clerk to the said William Lucas, Witness.

Ayr, November 24, 1860.

NOTICE is Hereby Given, that ROBERT M'KENZIE, Boiler Maker, lately in Commerce Street, Montrose, and presently Prisoner in the Prison of Dundee, has presented a Petition to the Sheriff of the County of Forfar, praying for liberation, interim protection against the execution of diligence, and for decree of Cessio Bonorum; and that the said Sheriff has appointed the Petitioner's Creditors to appear in Court, within the Sheriff-Court-house, Dundee, on Friday the 28th day of December next, at 11 o'clock forenoon, when the Petitioner is ordained to appear for public examination.

R. BOYD, Procurator for Petitioner.

Dundee, November 26, 1860.

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 Gazettes.

Tuesday, November 27, 1860.

Price Two Shillings and Threepence.

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