



The Edinburgh Gazette.

Published by Authority.

TUESDAY, NOVEMBER 15, 1864.

FOREIGN OFFICE, November 9, 1864.

THE Queen has been graciously pleased to appoint the Honourable Peter Campbell Scarlett, C.B., lately Her Majesty's Envoy Extraordinary and Minister Plenipotentiary to the King of the Hellenes, to be Her Majesty's Envoy Extraordinary and Minister Plenipotentiary to the Emperor of Mexico.

FOREIGN OFFICE, November 9, 1864.

The Queen has been pleased to approve of Mr John Kent as Consul at St John's, Newfoundland, for His Majesty the King of Denmark.

The Queen has also been pleased to approve Mr Henry Haughton as Consul at Otago for the Free Hanseatic City of Hamburg.

The Queen has also been pleased to approve of Don Benjamin Isaac as Consul-General in London for the Republic of Guatemala.

DOWNING STREET, November 10, 1864.

The Queen has been pleased to appoint Philip Toledo, Esq., to be a Member of the Executive Council of the Colony of British Honduras; and Henry Rhodes, Esq., to be a Member of the Legislative Council of the Island of Vancouver.

WAR-OFFICE, PALL-MALL,
November 11, 1864.

12th Regiment of Foot.

Lieutenant-General Henry Colvile to be Colonel, vice Lieutenant-General A. F. Ben-tinck, deceased. Dated 29th October 1864.

80th Regiment of Foot.

Major-General James Robert Young to be Colonel, vice General Thomas William Robbins, deceased. Dated 28th October 1864.

2d Regiment of Life Guards—Lieutenant John Charles Stephen Fremantle, from 10th Hussars, to be Lieutenant, by purchase, vice Gabbett, who exchanges. Dated 11th November 1864.

1st Dragoon Guards—Lieutenant Philip Chetwode Browne to be Captain, by purchase, vice Leonard Wilson Atkinson, who retires. Dated 11th November 1864.

Cornet Henry Crofton Lloyd to be Lieutenant, by purchase, vice Browne. Dated 11th November 1864.

Cornet Andrew Henry Blake, from 3d Hussars, to be Cornet, vice Lloyd. Dated 11th November 1864.

3d Hussars—Evan Baillie Grant, gent. to be Cornet, by purchase, vice Henry Gordon Levett, promoted. Dated 11th November 1864.

Marley George Hutchinson, gent. to be Cornet, by purchase, vice Andrew Henry Blake, transferred to the 1st Dragoon Guards. Dated 12th November 1864.

10th Hussars—Lieutenant Daniel FitzGerald Gabbett, from the 2d Life Guards, to be Lieutenant, receiving the difference, vice Fremantle, who exchanges. Dated 11th November 1864.

Royal Artillery—Second Captain and Brevet-Major Lancelot Francis Charles Thomas, on the Supernumerary List, to be Captain. Dated 17th June 1864.

Second Captain Elliot Minto Playfair to be Captain, vice George Dangerfield, removed to the Supernumerary List. Dated 17th June 1864.

Second Captain Richard Roynon Jones to be Captain, vice Brevet-Major Philip Dickson, retired upon half-pay. Dated 15th October 1864.

Second Captain and Adjutant John Wheler Collington to be Captain, vice Brevet-Major Charles Waller, deceased. Dated 16th October 1864.

The promotion of Second Captain Frederick Edward Hadow to be antedated to 17th June 1864.

Lieutenant Francis Henry Thompson to be Second Captain, vice Playfair. Dated 15th October 1864.



Lieutenant James Peattie Morgan to be Second Captain, vice Jones. Dated 15th October 1864.

Lieutenant George Grote Hannen to be Second Captain, vice Collington. Dated 16th October 1864.

Gentleman Cadet Thomas Llewellyn Morgan, from the Royal Military Academy, to be Lieutenant, vice James Stronach Humphrey, deceased. Dated 11th October 1864.

The name of Lieutenant T. L. Morgan to be placed in the Army Lists after the name of Lieutenant Wickham, and before that of Lieutenant Cameron.

Gentleman Cadet Edward Samuells Cooke, from the Royal Military Academy, to be Lieutenant, vice Thompson. Dated 11th November 1864.

Gentleman Cadet Henry George Fombelle Sidons, from the Royal Military Academy, to be Lieutenant, vice Francis Stafford Budd, removed to the Supernumerary List. Dated 11th November 1864.

Gentleman Cadet Edward Lake, from the Royal Military Academy, to be Lieutenant, vice Morgan. Dated 11th November 1864.

Gentleman Cadet William Augustus Riall, from the Royal Military Academy, to be Lieutenant, vice Hannen. Dated 11th November 1864.

Second Captain Robert Charles Walter Campbell to be Adjutant, vice Collington, promoted. Dated 16th October 1864.

Assistant-Surgeon William Henry Leslie, M.D., from the 48th Foot, to be Assistant-Surgeon, vice Thomas Maunsell, whose appointment, as stated in the Gazette of 20th September 1864, has been cancelled. Dated 11th November 1864.

Royal Engineers—Second Captain and Brevet-Major John Heron Maxwell Shaw Stewart, to be Captain, vice Gahagan, deceased. Dated 27th August 1864.

Lieutenant John Makgill to be Second Captain, vice Brevet-Major Stewart. Dated 27th August 1864.

Gentleman Cadet William John Gill, from the Royal Military Academy, to be Lieutenant, with temporary rank, vice Makgill. Dated 11th November 1864.

2d Regiment of Foot—Ensign Henry Melvin Matthews to be Lieutenant, without purchase, vice Anderson, who becomes a Supernumerary Lieutenant by appointment to a Lieutenantcy of a Company of Gentlemen Cadets at the Royal Military College. Dated 11th November 1864.

5th Foot—Lieutenant George Eyre Massy to be Captain, without purchase, vice Robert Henry Macfarlane, deceased. Dated 8th September 1864.

Lieutenant George Alexander Shegog to be Instructor of Musketry, vice Lieutenant Edward Wildman B. Villiers, who has resigned the appointment. Dated 1st February 1863.

18th Foot—Ensign Henry Gordon Heath to be Lieutenant, without purchase, vice Falcon Peter Leonard, deceased. Dated 5th August 1864.

30th Foot—The second Christian name of Ensign Burns in *Reoch*, not *Keoch*, as stated in the Gazette of 9th August 1864.

33d Foot—Assistant-Surgeon Richard Hall, M.D., from the 103d Foot, to be Assistant-Surgeon, vice Thomas Clark, promoted on the Staff. Dated 11th November 1864.

Staff-Assistant-Surgeon John Joseph Ball, M.D., to be Assistant-Surgeon, vice Thomas Quinlan, appointed to the Staff. Dated 11th November 1864.

38th Foot—Staff-Surgeon Watkin Sandom Wylock, M.D., to be Surgeon, vice James Davys, appointed to the Staff. Dated 11th November 1864.

51st Foot—Lieutenant Arthur Shaen Carter to be Instructor of Musketry, vice Lieutenant William Charles Edward Scott, promoted. Dated 24th August 1864.

59th Foot—Lieutenant Edward Gunter to be Adjutant, vice Lieutenant John Shephard, who resigns that appointment. Dated 11th November 1864.

60th Foot—Lieutenant Nesbitt Willoughby Wallace to be Adjutant, vice Lieutenant George Charles Kelly, promoted. Dated 28th October 1864.

103d Foot—Staff-Assistant-Surgeon John Edward Barker, M.B., to be Assistant-Surgeon, vice Richard Hall, M.D., appointed to the 33d Foot. Dated 11th November 1864.

107th Foot—Lieutenant Christopher Middlemass to be Adjutant, vice Lieutenant Frederick William Leman, who resigns the appointment. Dated 23d August 1864.

108th Foot—Lieutenant Francis William Bedingfeld to be Adjutant, vice Lieutenant John Hay Shaw, who resigns the appointment. Dated 11th November 1864.

4th West India Regiment—Ensign John William Arrowsmith, from the Ceylon Rifle Regiment, to be Lieutenant, without purchase, vice Charles Thomas Doorly, whose promotion from 20th Foot has been cancelled. Dated 11th November 1864.

Royal Canadian Rifle Regiment—Lieutenant George John Charles Whittington to be Instructor of Musketry, vice Lieutenant Mortimer James Macdonald, promoted. Dated 4th October 1864.

DEPOT BATTALION.

Captain James Fox Bland, 76th Foot, to be Instructor of Musketry, vice Captain George Wilbraham Northey, appointed Adjutant to a Depot Battalion. Dated 11th October 1864.

Captain William Newenham Morris Orpen, 77th Foot, to be Instructor of Musketry, vice Captain William Collum, 94th Foot, who has held the appointment the regulated period. Dated 1st November 1864.

Captain Malcolm John Robert MacGregor, 13th Foot, to be Instructor of Musketry, vice Captain Alfred Henry Waldy, 46th Foot, who has resigned the appointment. Dated 1st November 1864.

ROYAL MILITARY COLLEGE.

Lieutenant De Lancy R. Anderson, 2d Foot, to be Lieutenant of a Company of Gentlemen Cadets, vice Massy, 5th Foot, who resigns the appointment on promotion to a Company in his Regiment. Dated 11th November 1864.

MEDICAL DEPARTMENT.

Surgeon James Davys, from 38th Foot, to be Staff-Surgeon, vice Watkin Sandom Whylock, M.D., appointed to the 38th Foot. Dated 11th November 1864.

Assistant-Surgeon Thomas Clark, from the 33d Foot, to be Staff-Surgeon, vice John Donald, placed upon half-pay. Dated 11th November 1864.

Assistant-Surgeon Thomas Quinlan, from the 33d Foot, to be Staff-Assistant-Surgeon, vice John Joseph Ball, M.D., appointed to the 33d Foot. Dated 11th November 1864.

CHAPLAINS' DEPARTMENT.

The Reverend Sydney Clark, M.A., Chaplain of the Fourth Class, to be Chaplain of the Third Class. Dated 16th October 1864.

BREVET.

Lieutenant-Colonel and Brevet-Colonel Frederick Paul Haines, half-pay, late 8th Foot, at present serving as Brigadier-General in Ireland, to have the local rank of Major-General in the East Indies. Dated 28th March 1865.

Lieutenant-Colonel and Brevet-Colonel William O'Grady Haly, C.B., 38th Foot, at present serving as a Brigadier-General in India, to have the local rank of Major-General in the East Indies. Dated 28th March 1865.

The Commission as Colonel of Major and Brevet-Colonel George Harry Smith Willis, Unattached, to be altered to 26th June 1862.

Lieutenant-Colonel Arnold Thompson, Royal Artillery, having completed the qualifying service in the rank of Lieutenant-Colonel, to be Colonel, under the Royal Warrant of 14th October 1858. Dated 25th September 1864.

Lieutenant-Colonel William Collier Menzies, Royal Engineers, having completed the qualifying service in the rank of Lieutenant-Colonel, to be Colonel, under the Royal Warrant of 14th October 1858. Dated 25th October 1864.

Paymaster, with the honorary rank of Captain, John M. Gibbs, 20th Foot, to have the honorary rank of Major. Dated 19th October 1864.

Staff-Surgeon-Major John Donald, who retires upon half-pay, to have the honorary rank of Deputy Inspector-General of Hospitals. Dated 11th November 1864.

The following promotions to take place consequent on the decease of General Thomas William Robbins, Colonel 80th Foot, on 27th October 1864, and of Lieutenant-General Charles Anthony Ferdinand Bentinck, Colonel of the 12th Foot, on 28th October 1864:—

Lieutenant-General Sir Duncan McGregor, K.C.B., to be General. Dated 28th October 1864.

Major-General Joseph Clarke, Colonel, 76th Foot, to be Lieutenant-General. Dated 28th October 1864.

Major-General Sir John Gaspard Le Marchant, G.C.M.G., Colonel 11th Foot, to be Lieutenant-General. Dated 29th October 1864.

Brevet-Colonel John Leslie Dennis, from Lieutenant-Colonel, 52d Foot, to be Major-General. Dated 28th October 1864.

Brevet-Colonel Charles R. Sackville, Lord West, C.B., from Lieutenant-Colonel, half-pay, Depôt Battalion, to be Major-General. Dated 29th October 1864.

Major Charles Courteney Villiers, 47th Foot, to be Lieutenant-Colonel. Dated 28th October 1864.

Captain and Brevet-Major John Robinson, 44th Foot, to be Lieutenant-Colonel. Dated 29th October 1864.

Captain Neville Saltren Keats Bayly, Royal Artillery, to be Major. Dated 28th October 1864.

Captain James Stewart, 57th Foot, to be Major. Dated 29th October 1864.

ADMIRALTY, November 8, 1864.

Royal Marine Light Infantry.

Colonel and Second Commandant William Henry March to be Colonel Commandant, vice Ayles, retired on full-pay. Dated 5th November 1864.

Lieutenant-Colonel Hayes Marriott to be Colonel Second Commandant, vice March. Dated 5th November 1864.

Captain John Henry Stewart to be Lieutenant-Colonel, vice Marriott. Dated 5th November 1864.

First Lieutenant Frederick Gaspar Le Grand to be Captain, vice Stewart. Dated 5th November 1864.

Second Lieutenant John Cecil Peters to be First Lieutenant, vice Le Grand. Dated 5th November 1864.

Colonel and Second Commandant Galloway Byng Payne to be Colonel Commandant, vice Hopkins, retired on full-pay. Dated 5th November 1864.

Lieutenant-Colonel and Brevet-Colonel Samuel Netterville Lowder to be Colonel Second Commandant, vice Payne. Dated 5th November 1864.

Captain David Blyth to be Lieutenant-Colonel, vice Lowder. Dated 5th November 1864.

First Lieutenant Samuel James Graham to be Captain, vice Blyth. Dated 5th November 1864.

Second Lieutenant William Gage Armstrong to be First Lieutenant, vice Graham. Dated 5th November 1864.

ADMIRALTY, November 8, 1864.

The following promotions have this day been made:—

Dr Henry Jones Domville to be Deputy Inspector-General of Hospitals and Fleets.

Dr John William Sinclair Meiklejohn, and John Dunwoodie, Esq., to be Surgeons in Her Majesty's Fleet.

David Francis Guy, Esq., Charles Locke Brockman, Esq., and Isaac William Rufus Brooks Galsworthy, Esq., to be Paymasters in Her Majesty's Fleet.

ADMIRALTY, November 9, 1864.

Mr George Hamilton Lawson to be Lieutenant.

Mr Thomas Ramsbotham to be Lieutenant.

Mr Richard Ponsonby Purdon to be Acting Lieutenant.

Mr Frederick Ross Boardman to be Lieutenant.

Mr Thomas Peere Williams Nesham to be Lieutenant.

Mr John Coke Burnell to be Acting Lieutenant.

Mr Robert Conran Smith to be Lieutenant.

Mr Charles William Talbot to be Lieutenant.

Mr Edward FitzGerald Day to be Lieutenant.

Mr Henry John Hesketh to be Acting Lieutenant.

Mr Robert Watts Davies to be Lieutenant.

Mr Charles Reynold Harris to be Lieutenant.

Mr Stuart Hamilton Rickman to be Lieutenant.

Mr Richard Horace Hamond to be Lieutenant.

Mr George Wise Osmond to be Lieutenant.

NOTICE TO MARINERS.

(No. 50.)—ENGLAND—SOUTH COAST.

Alteration of Light at Dartmouth Harbour.

THE Commissioners of Dartmouth harbour have given Notice, that on and after the 14th day of December 1864, a light will be exhibited from a lighthouse recently erected on the northern, or Kingswear, side of the harbour, near Beacon-hill House.

The light will be a *fixed* light, showing white over the fairway entrance to the harbour, through an arc of $9\frac{1}{2}^{\circ}$, between the bearings of N. $\frac{3}{4}$ W. and N. by W. $\frac{1}{4}$ W.; *red* between N. by W. $\frac{1}{4}$ W. and the land to the north-east, over the shoals of Kettle point and Castle ledge; and *green* between N. $\frac{3}{4}$ W. and the land to the south-west, over the shoals of the Checkstone and Pin rock. The light will be 85 feet above high water, and in clear weather should be visible from a distance of 11 miles.

The illuminating apparatus is dioptric or by lense, of the fourth order.

The tower is octagon, 36 feet high, and stands about 150 feet southward of Beacon-hill House.

A *fixed* white leading light, at an elevation of 70 feet above high water, will also be exhibited from a flag-staff, at the distance of 110 feet seaward of the principal white light, which in line bearing N. $\frac{3}{4}$ W. will lead in the middle of the fairway channel.

After passing between Castle and Kettle points, a smaller white light, near the coast-guard station, at the southern part of the town of Dartmouth, will indicate the fairway to the anchorage; a *red* light will show over the shoals on the north side of the harbour; and a *green* light over the shoal of the One Gun point on the south.

A Beacon of masonry, built of gray granite, in the form of a pyramid, 80 feet high, will be erected on the high land, about 500 feet above the sea, at nearly half a mile N.E. by N. from the outer Froward point, at the eastern side of entrance to the harbour.

The fixed red light at St Petrox point, near Dartmouth Castle, on the south-east side of the entrance to the harbour, will be discontinued.

[All bearings are magnetic. Variation $22^{\circ} 15'$ West, in 1864.]

By Command of their Lordships,

GEO. HENRY RICHARDS, Hydrographer.
Hydrographic Office, Admiralty, London,
28th October 1864.

This Notice affects the following Admiralty Charts:—English Channel, No. 1598, No. 2675a; England, South Coast, Sheet 3, No. 2620; and Dartmouth Harbour, No. 2253. Also, Channel Pilot, Part-1, page 98; and British Islands Lights List, No. 15.

BYE LA W.

25th and 26th Vict., cap. 97.

"AN ACT TO REGULATE AND AMEND THE LAW
RESPECTING

THE SALMON FISHERIES OF SCOTLAND."

District of the River LOCHY.

WE, the Commissioners appointed under the said Act, and empowered thereby "To determine, subject to the provisions of this Act, at what dates the annual close time for every District shall commence and terminate, and at what periods subsequent to the commencement and prior to the termination of the annual close time it shall be lawful to fish for and take Salmon with the rod and line," do hereby determine that the annual close time for the district of the River LOCHY shall commence on the 27th day of August, and terminate on the 10th day of February, both days inclusive, and that it shall be lawful to fish for and to take Salmon with the rod and line from the 27th day of August to the 31st day of October both days inclusive.

WM. J. FFENNELL, }
FRED. EDEN, } Commissioners.
JAMES LESLIE, }

Fisheries Department, Home Office,
13th day of July 1864.

Approved,
Whitehall, 7th November 1864,
G. GREY.

BANKRUPTS

FROM THE LONDON GAZETTE.

BANKRUPTCY ANNULLED AND DISMISSED.

John Harrison, of 3, Upper Sussex Place, Old Kent Road, Surrey, builder, out of business, a prisoner for debt in Horsemonger Lane Gaol, Surrey.

BANKRUPTCIES AWARDED.

Robert Francis Millgate, late of Week Street, Maidstone, Kent, but now of 57, Page's Walk, Swan Street, Old Kent Road, Surrey, dealer in cattle, manure, and hay.
Sydney Glitsenstein, (trading under the style or firm of Sydney Glitsenstein & Company,) of 63, Great Tower Street, and 70, Lower Thames Street, London, wine merchant.

Morton Andrew Edwards, of Cambridge Terrace, Shepherd's Bush, Uxbridge Road, Bayswater, and George Street, Hanover Square, all in Middlesex, mason modeller.

Charles Fenn, of 97, Fetter Lane, London, cheesemonger.
Samuel Francis Bilton, late of 9, Hamilton Place, Brixton Road, Surrey, and then and now of 77, Chancery Lane, Middlesex, barrister-at-law.

Johann Christian Tettenborn, formerly of 94, Tatchbrook Street, Pimlico, but now of 2, Laurel Villas, Chatham Road, Wandsworth Common, Surrey, musician.

Ebenezer Mason, of 1, Shrubland Road, Dalston, Middlesex, and late of 19, Tooley Street, Surrey, cheesemonger.

Robert Makins, formerly of Great Fransham, Norfolk, farmer, then 17, Grove Terrace, Commercial Road, Peckham, out of business, now of the White Swan, 37, Crosby Row, Walworth Road, both in Surrey, manager to a licensed retailer of beer, a prisoner for debt in the County Gaol for Surrey.

John Wheeler Jones, of 35, Gloucester Terrace, New Road, Commercial Road East, Middlesex, shoe manufacturer.

Edward Orton Ayre, of 61, Mark Lane, London, corn commission agent.

John Somerville, of Manor House, Stockwell Common, Surrey, builder and zinc worker.

Edward Thomas Dunn, of 15, Queen Street, Hammer-smith, Middlesex, commercial clerk, previously of 82, Old Broad Street, London, manager to the British and Foreign India Rubber Company.

Thomas Aldridge Woods, of 10, Fenton Street, Commercial Road East, Middlesex, late of 30, Grove Buildings, Dorchester, Dorset, accountant and builder's assistant.

George Samuel Frankham, of Victoria Road, Upper Norwood, and 9, Mead Row, Lambeth, both in Surrey, builder.

Henry Docwra, of Thames Street, Kingston-on-Thames, Surrey, fishmonger and poulterer.

Thomas Burrowes, formerly of 1, Montpelier Villas, South Lambeth Road, Stockwell, Surrey, having offices at 1, Angel Court, Throgmorton Street, London, stock jobber.

Thomas Henry Martin and Nicholas Slight, of 34, Cavendish Street, New North Road, Hoxton, Middlesex, and of 10, Monkwell Street, London, printers and stationers, carrying on business under the style of Martin & Slight.

Richard James Kennett, the younger, of 6, Clarence Place, Clapham Road, Surrey, stationer and news agent.

Henry Thomas Cooper, (sued as Henry Cooper,) of 38, Charlotte Terrace, Islington, Middlesex, writing and dressingcase maker.

Sarah Ann Cleaver, of 23, Colebrook Row, Islington, Middlesex, lodginghouse keeper.

William Dyer, of 12, Russell Street, Brixton, Surrey, general dealer and beer retailer.

James Mayo, the younger, of Larkhall Lane, Clapham, Surrey, carman and contractor, a prisoner for debt in the County Gaol at Horsemonger Lane, Surrey.

Joseph Parker, late of 17, Friars Mount, Bethnal Green, Middlesex, but now of 16, Friars Mount aforesaid, pianoforte smith.

Gideon Morley, the elder, of 1, Mary Street, North Wood Street, Birmingham, Warwick, japanner.

Richard Boland, of Gravelly Hill, near Birmingham, Warwick, out of business, previously carrying on business at 19, Hall Street, Birmingham aforesaid, with one William Boland, under the style or firm of R. & W. Boland, at 85, Hatton Garden, London, Middlesex, trading there under the style or firm of Boland Brothers, as gold chain makers and jewellers, and sued as an alleged partner of one Henry Maddison, of 85, Hatton Garden aforesaid.

Richard Woodruffe, of Harlaxton, Lincoln, innkeeper.

Robert Canning Collins, of Newark Street, Bath, Somerset, wine merchant and commission agent.

William Pascoe, of Ludgvan, near Penzance, Cornwall, tailor and mercer.

John Watson and Thomas Francis Schollick, of Bradford, York, excavators, formerly contractors for the removal of nightsoil, ashes, and rubbish, and dealers in manure, trading under the style or firm of Watson & Schollick.

William Gray, of Stamford Bridge, York, brick and tile maker, bricklayer, and builder.

Edmund Freeman, of Keighley, York, linen draper.

Charles Wilkinson Clark, (commonly known as Charles Wilkinson,) of Morley, near Leeds, York, brickmaker, woolstapler, rag merchant, bill broker, and cloth manufacturer.

John Price, of 28, Danube Street, Liverpool, and carrying on business at Albert Park, Ullet Road, near Liverpool, both in Lancaster, builder and brickmaker.

Charles Allcard, formerly of Saint Alban's, Everton, Liverpool, Lancaster, now of Holt Hill, Tranmere, Chester, and Clayton Square, Liverpool aforesaid, builder and surveyor.

Edward Brooks and Samuel Lomax, both of Tottington Lower End, Lancaster, manufacturers.

William Campbell, of Stretford New Road, Hulme, Lancaster, wine merchant and provision dealer.

John Lord, of 10, New Brown Street, Manchester, yarn agent.

Henry Whittaker, of Accrington, Lancaster, manufacturer and yarn dealer.

Catherine Shaxson, of Thomas Street, Llanelly, Carmarthen, grocer and confectioner, late of the Station Road, Llanelly aforesaid, grocer and confectioner.

Joseph Woodruff, late of Swinton, station clerk, but now of Barnsley, both in York, warehouseman.

Edward Blakeney, now and for about fourteen years last past of Cleveland Street, Wolverhampton, Stafford, iron plate worker and brazier.

James Jarratt, of Horsley Fields, Wolverhampton, Stafford, forge roller.

John Passey, the younger, of Kempsey, Worcester, carpenter, joiner, wheelwright, and blacksmith.

John Wright, of Cotmanhay, Ilkeston, Derby, boatman on canals.

James Thirlwell, of Nile Bank Cottage, Upper King Street, Southport, Lancaster, slater and plasterer.

James Bolton, of Carr Top, in Golcar, Huddersfield, York, manufacturer.

Jonas Brook, of Cowcliffe, Huddersfield, York, manufacturing chemist and dealer in coals.

Charles Dawson, of Birkby, near Huddersfield, York, painter.

Mary Williams, of Ferry House, Earlswood, near Briton Ferry, Glamorgan, publican and ferry owner.

William Nash, of the Market House Tavern, Abersychan, beerhouse keeper and butcher, previously of Snatchwood, both in Trevelth, Monmouth, butcher.

John Silcock, of Wheeldon Lane, Chesterfield, Derby, beerhouse keeper.

Thomas Rowlands, of 94, Rose Place, Liverpool, Lancaster, butcher.

William Harrison, of Crookes, Sheffield, York, file grinder.

Joseph Brockley, of Hanley, Stafford, cabinetmaker and joiner.

Joseph Hackney, residing in lodgings at 16, Queen Street, Tunstall, out of business, previously of Goldenhill, Wolstanton, both in Stafford, beerseller and dealer in tobacco.

James Allen Christian, late of Binbrook, now of Great Grimsby, Lincoln, innkeeper.

George Philcox, of Aldershot, Southampton, watchmaker.

Thomas Lavery, formerly of the Five Bells, Church Street, Salisbury, Wilts, licensed victualler and common brewer, then of Sandhill Heath Farm, Fordingbridge, Hants, farmer, a prisoner for debt in the Gaol of Winchester, Hants.

James Sharp, of 74, Church Street, Warrington, Lancaster, provision dealer.

William Quarterman, of Longborough, Gloucester, shoemaker.

Jane Jones Howard, of Bathpool, West Monkton, Somerset, out of business.

Charles Edmund Howard, of Bathpool, West Monkton, Somerset, out of business.

John Turner, of Harwich, Essex, boot and shoe maker.

John Watts, Junior, of Wellingborough, Northampton, late a shoe manufacturer, but now a machinist.

George Dring, of Moreton-in-Marsh, Gloucester, farrier and horse doctor.

John Charles Raine, of Hungerford, Berks, butcher.

AN ACCOUNT of the Importations and Exportations of Bullion and Specie,
registered in the Week ended 9th November 1864.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
France	1,060	...	1,060	13,840	...	13,840
Gibraltar	343	...	343	6,952	...	6,952
Egypt	2,445	...	2,445	...	...	...
Nova Scotia	1,392	347	1,739	...	...	...
United States of America	28,652	...	28,652	...	...	...
Mexico .....	...	...	...	15,900	...	15,900
Brazil	7,274	1,875	9,149	5,440	23,200	28,640
Other Countries	879	...	879	2,351	...	2,351
...
...
...
...
Aggregate of the Importations } registered in the Week ... }	42,045	2,222	44,267	44,483	23,200	67,683
Approximate Value of the } said Importations computed at the rates specified below }	£ 160,925	£ 7,777	£ 168,702	£ 11,160	£ 6,320	£ 17,480
Rates of Valuation, per ounce	£ s. d. 3 13 10 to 3 17 10½	£ s. d. 3 10 0	...	s. d. 4 11 to 5 0½	s. d. 5 5½	...

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.			British.	Foreign.		
Holland	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
...	...	...	...	...	...	16,400	91,200	107,600
France .....	...	1,150	27,092	28,242	...	24,500	...	24,500
Egypt	637	...	...	637	...	362,072	2,220	364,292
British Possessions in S. Africa	6,250	...	...	6,250	...	...	...	...
British N. American Provinces	10,794	...	...	10,794	27,520	...	...	27,520
Other Countries	5,000	...	...	5,000	...	...	12,000	12,000
...
...
...
...
...
Aggregate of the Exportations } registered in the Week }	22,681	1,150	27,092	50,923	27,520	402,972	105,420	535,912
Approximate Value of the said } Exportations computed at the rates specified below ... }	£ 88,314	£ 4,380	£ 101,821	£ 194,515	£ 6,980	£ 101,163	£ 28,716	£ 136,859
Rates of Valuation, per ounce	£ s. d. 3 17 10½	£ s. d. 3 16 2	£ s. d. 3 15 2	...	s. d. 5 0½	s. d. 5 0¼	s. d. 5 5½	...

JOHN A. MESSENGER,
Inspector-General of Imports and Exports.

Office of the Inspector-General of Imports and Exports,
Custom-House, London, 10th November 1864.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday the 9th day of November 1864.

ISSUE DEPARTMENT.

£		£
Notes issued.....	27,575,010	Government Debt, 11,015,100
		Other Securities, 3,634,900
		Gold Coin and Bullion, ... 12,925,010
		Silver Bullion,..... —
	<u>£27,575,010</u>	<u>£27,575,010</u>

Dated the 10th day of November 1864.

W. MILLER, Chief Cashier.

BANKING DEPARTMENT.

£		£
Proprietors' Capital.....	14,553,000	Government Securities (including
Rest	3,304,487	Dead Weight Annuity)... 9,972,542
Public Deposits, (including Exchequer,		Other Securities..... 19,506,294
Savings' Banks, Commissioners of		Notes 7,184,915
National Debt, and Dividend		Gold and Silver Coin... 722,260
Accounts).....	4,560,836	
Other Deposits	14,438,450	
Seven days and other Bills.....	529,238	
	<u>£37,386,011</u>	<u>£37,386,011</u>

Dated the 10th day of November 1864.

W. MILLER, Chief Cashier.

IN PARLIAMENT.—SESSION 1865.
THE NORTHERN ASSURANCE COMPANY
(Repeal, Amendment, and Consolidation of Acts,
Alteration, and Enlargement of the Powers of
the Company).

NOTICE is Hereby Given, that the Northern Assurance Company (who are herein referred to as "the Company") intend to apply to Parliament next Session for leave to bring in a Bill to repeal, annul, alter, enlarge, and consolidate the powers and provisions of the contract of copartnership of the company, dated the 2d day of June, 1836, and subsequent dates, the articles of agreement and deed of accession, bearing date the 1st day of April, 1847, and various subsequent dates, and of the following Acts relating to the company, namely; an Act passed in the session of Parliament held in the 11th and 12th years of the reign of her Majesty, cap. 46, and intituled "An Act for incorporating the North of Scotland Fire and Life Assurance Company under the name of 'The Northern Assurance Company,' for enabling the said company to sue and be sued, and to take, hold, and transfer property, for confirming the rules and regulations of the said company, and for other purposes relating thereto," and an Act passed in the 24th year of the reign of her Majesty, cap. 40, and intituled "The Northern Assurance Amendment Act, 1861."

And it is intended by the said bill to effect the following, or some of the following, among other purposes:—

1. To make such alterations in the constitution of the company, and its management and capital, as the bill will define.
2. To alter and regulate the existing capital of the company, and to authorise the company to raise further capital by shares or stock, upon such terms and conditions, and with such advantages as

the bill will define, with power to convert the present shares of the company into shares of a higher denomination.

3. To regulate the domicile of the company, to establish a General Court of Directors and to define its powers, and to alter and define the present constitution, proceedings, and functions of the Aberdeen and London boards, of the local boards of the company, and of the participation policy-holders' committee.

4. To provide for the holding of the general meetings of the company in England as well as in Scotland, and to regulate the proceedings at such meetings.

5. To enable the company to purchase and hold land of any tenure, and to invest on the security of land.

6. To give powers for the purchase, wholly or in part, of the business of other insurance companies, and for amalgamation with any such companies; and for the sale, in whole or in part, of the business of the company; and for the dissolution of the company for the purpose of any such amalgamation, sale, or otherwise.

The bill will confer upon the company all such rights and privileges as are necessary for carrying into effect the objects of the bill; and it will vary and extinguish all such existing rights and privileges as may interfere with the attainment of any of these objects.

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

Dated this 1st day of November, 1864.

ADAM and ANDERSON, Aberdeen.

JOHNSTON, FARQUHAR, and LEECH,
65, Moorgate Street, London,
Solicitors for the said Bill.

SCOTTISH NORTH-EASTERN RAILWAY COMPANY.

Vesting the Carmyllie Private Railway, Lands, and Works, in the Scottish North-Eastern Railway Company by way of Sale and Purchase; Powers to Company and to Owners of Railway and Others aforesaid to enter into Arrangements as to Payment of and Security for Rent or Purchase-Money; Powers to Company to Raise Additional Capital and Borrow Money, to Levy Tolls, and Maintain Railway; Alteration and Amendment of Acts; and other Purposes.

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill to effect or authorise all or some of the following objects and purposes, that is to say,

1. To Vest in the Scottish North-Eastern Railway Company (hereinafter called the Company), by way of Sale and Purchase, the undertaking called the Carmyllie Railway, being a Private Mineral Railway, commencing out of the Dundee and Arbroath Railway at or near to the Elliot Station of the said last-mentioned Railway, and at or near to where the River Elliot runs into the Sea, and extending thence upon and through Lands belonging exclusively to the Owner or Owners of the said Private Mineral Railway, and terminating at certain Quarries belonging to the Right Honourable Fox Maule, Earl of Dalhousie, and Baron Panmure of Brechin and Navar, under the provisions of a certain Deed of Entail, dated the 16th, and recorded in the Particular Register kept for the purpose, conform to Act of Parliament, the 20th days of July 1853, called the Carmyllie Quarries, in the Parish of Carmyllie, in the County of Forfar, which said Private Railway is situate in the several Parishes of Arbirlot and Carmyllie, all in the County of Forfar, and was constructed by the said Earl of Dalhousie at his own expense, on Lands belonging to himself and others, and also the Railway, Stations, and Works, with the Plant, Rolling Stock, and other Property, used along with the said Railway, and belonging exclusively to the said Earl of Dalhousie, such vesting to take effect from such period and upon such terms and conditions as have been, or may hereafter be agreed upon between the Company and the Owners of the said Railway, Lands, Works, and others, or as may be fixed, ascertained, and determined by or under the provisions of the said Bill.

2. To enable the said Earl, and any other persons interested in the said Railway, Lands, Works, and others, whose consent to a Sale is necessary, absolutely to sell the same to the Company for a price, or annual sum by way of Feu-duty, or both or either of them, and to enable the Company to purchase, upon the terms and conditions before mentioned or referred to.

3. To enable and compel the Company, after such vesting in or sale to them of the said Railway, Lands, Works, and others, to uphold, maintain, and work the same, and to exercise the powers and provisions to be conferred upon them by the said Bill in regard to the said Railway.

To enable the Company to apply any of their existing capital or funds for the purposes of the said Bill, and to raise additional Capital for all or any of such purposes, by the creation and issue of new Shares or Stock, with or without a preference or priority in the payment of dividend, or other privileges attached thereto, over all or any of the existing obligations, preference, and ordinary capital of the Company, by borrowing and by the issue of Debenture Stock, or by such other means as shall

be provided in the said Bill, and to vary and postpone all existing rights and privileges to give effect to any such provisions.

To enable the Company to make the price, feu-duty, and other annual payments payable by them to the owners of the said Railway, Lands, Works, and others, under the terms of any such sale and purchase, a first charge on the Tolls, Rates, and Duties levied or arising on the said Railway, as also a charge on the undertakings, Tolls, Rates, and Duties of the Company, and, in case of non-payment thereof, to enable the owner or owners for the time being of the said price, feu-duty, or other payment, to re-enter on the said Railway, and on the lands on which the same is constructed, and to exercise other powers for the recovery of the said price, feu-duty, or other annual payment, and to subject the Company to penalties for non-payment thereof.

To enable the Company to levy Tolls, Rates, and Charges in respect of the use of the Railway, Lands, Works, and others so vested in them as aforesaid, and for the Carriage of Passengers, Animals, Minerals, Goods, and other Traffic upon or over the same; and for the use of Engines, Carriages, Wagons, and Trucks for such Traffic; and to grant Exemptions from the Payment of the Tolls, Rates, and Charges which the Company may be empowered to levy or take under the said Bill; and to confer, vary, and extinguish all or any existing Rights and Privileges affecting the said Railway; and to confer, vary, and extinguish other Rights, Privileges, and Exemptions.

To incorporate in the said Bill, and to confer upon the Company, in respect of the said Railway, all or some of the powers and provisions now vested in them under their existing Acts relating to their present undertaking, and also all or some of the powers and provisions of "The Companies' Clauses Consolidation (Scotland) Act 1845," "The Lands' Clauses Consolidation (Scotland) Act 1845," "The Lands' Clauses Consolidation Acts Amendment Act 1860," "The Railways' Clauses Consolidation (Scotland) Act 1845," "The Railways' Clauses Act 1863," "The Companies' Clauses Act 1863," and all other necessary powers and provisions, and to make the said Railway subject to the provisions of the said Acts, and of the General Acts relating to Railways.

And it is intended by the said Bill, so far as it may be necessary for the purposes thereof, to repeal, alter, amend, and enlarge or extend all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say:—"The Scottish North Eastern Railway Act 1863," and the several Acts therein recited, "The Alyth Railway Act 1864," and the several Acts therein recited, "The Scottish North Eastern and Perth Almond Valley and Methven Railway Act 1864," and the several Acts therein recited, "The Denburn Valley Railway Act 1864," and the several Acts therein recited, "The Scottish North-Eastern Railway (Newtyle and Meikle Junction) Act 1864," and "The Scottish North-Eastern Railway (Dundee and Forfar) Act 1864," and the several other Acts relating to the Scottish North-Eastern Railway Company, and to make other provisions in lieu of the provisions so repealed, varied, or altered.

Printed copies of the said Bill or Act will, on or before the 23d day of December next, be deposited at the Private Bill Office of the House of Commons.

Dated this 11th day of November 1864.

CHRIS. KERR, Town Clerk, Dundee, } Solicitors.
SHIELL & SMALL, Writers, Dundee, }

DURNFORD & CO., } Parliamentary
39, Parliament Street, } Agents.
Westminster, }

CALEDONIAN RAILWAY.

CLELAND & MID-CALDER RAILWAY AND BRANCHES.

(Construction of Railway from the Caledonian Railway Company's Line near Cleland to their Line near Mid-Calder, with Branches to the Mineral Fields and Works in that District; 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 empower the Caledonian Railway Company to make and maintain the following Railways, or one or more of them, or part thereof, and all proper Stations, approaches, roads of access, and other Works and conveniences in connection therewith respectively; that is to say,—

First, A Railway (hereinafter called Railway No. 1), commencing by a Junction with the Cleland Branch of that portion of the undertaking of the Caledonian Railway Company known as the Wishaw and Coltness Railway, at a point in the Parish of Bothwell and County of Lanark near to the bridge by which the turnpike-road leading from Motherwell to Newarthill is carried over the said Cleland Branch, and terminating by a Junction with the Main Line of the Caledonian Railway from Carlisle to Edinburgh, at or near a point in the Parish of Kirknewton and County of Edinburgh about fifteen chains eastward from the farm-steading of West Langton; which proposed Railway No. 1, and Works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the Parishes of Bothwell, Shotts, and Cambusnethan, in the County of Lanark, the Parish of Whitburn, in the County of Linlithgow, and the Parishes of West-Calder, Mid-Calder, and Kirknewton, in the County of Edinburgh, or some of them.

Secondly, A Branch Railway (hereinafter called Railway No. 2) commencing by a Junction with Railway No. 1 at or near a point in the Parish of Shotts and County of Lanark about eighteen chains westward from the farm-steading of Langbyres and about five chains south-westward from Scarhill Cottage, and terminating by a Junction with the Caledonian Railway Company's Drumbowie Branch at or near a point in the same Parish about twenty-three chains northward from the said farm-steading of Langbyres; which proposed Railway No. 2 and Works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are wholly situate in the Parish of Shotts, and County of Lanark.

Thirdly, A Branch Railway (hereinafter called Railway No. 3) commencing by a junction with Railway No. 1 at or near a point in the Parish of Cambusnethan and County of Lanark about three furlongs and a half north-westward from the farm-steading of Leadloch, and terminating at or near a point in the Parish of Shotts and County of Lanark about four furlongs south-eastward from the farm-steading of Benhar; which proposed Railway No. 3 and Works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Parishes of Cambusnethan and Shotts in the County of Lanark, and the Parish of Whitburn in the County of Linlithgow, or some of them.

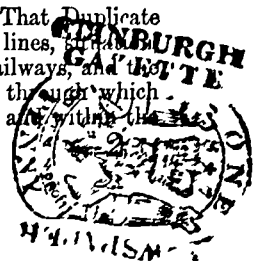
Fourthly, A Branch Railway (hereinafter called Railway No. 4) commencing by a junction with Railway No. 1 at or near a point in the Parish of West Calder and County of Edinburgh, about four chains north-eastward from the eastern end of the row of cottages called Bridge-end, and about four furlongs and a half westward from the farm-steading of West Handaxwood, and terminating in the Lands of Muldron at or near a point in the same parish about three chains westward from the eastern march wall of the said Lands of Muldron and about two furlongs southward from the Turnpike-road leading from Muldron Bridge to West Calder; which proposed Railway No. 4 and Works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate wholly in the Parish of West Calder and County of Edinburgh.

Fifthly, A Branch Railway (hereinafter called Railway No. 5) commencing by a junction with Railway No. 1 at or near a point in Nether Longford Moss in the Parish of West Calder and County of Edinburgh about three furlongs and three quarters eastward from the farm-steading of Blackhill, and terminating at or near a point in the same parish about one furlong eastward from the farm-steading of Woodmuir; which Branch Railway No. 5 and Works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are wholly situate in the Parish of West Calder and County of Edinburgh.

Sixthly, A Branch Railway (hereinafter called Railway No. 6) commencing by a Junction with Railway No. 1 at or near a point in the Parish of West Calder and County of Edinburgh about three furlongs south-westward from the farm-steading of Muirhousedykes Mains, and terminating by a Junction with Railway No. 1 at or near a point in the last-mentioned parish about fifteen chains eastward from the cottage called Chapelton, and about twenty-four chains northward from the mansion-house of Hermard; which proposed Railway No. 6, and Works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Parish of West Calder in the County of Edinburgh, and the Parishes of Whitburn and Livingston in the County of Linlithgow, or some of them.

Seventhly, A Branch Railway (hereinafter called Railway No. 7) commencing by a junction with the Main Line of the Caledonian Railway from Carlisle to Edinburgh, at or near the point in the Parish of Kirknewton and County of Edinburgh where the said Main Line is carried across the road leading from Kirknewton by Hillhouse towards Hatton House on the level thereof, and terminating on the south side of the turnpike-road leading from Mid Calder to Edinburgh, at or near a point in the same parish about eighteen chains northward from the farm-steading of Burn House; which Branch Railway No. 7 and Works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are wholly situate in the Parish of Kirknewton and County of Edinburgh.

And Notice is Further Given, That Duplicate Plans and Sections, describing the lines, levels, and levels of the said proposed Railways, and the lands, houses, and other property through which the same are intended to be made, and situate in the



limits of deviation as defined on the said Plans, and which may be required to be taken for the purposes of the said proposed Railways and Works, together with a Book of Reference to such Plans, containing the names of the Owners or Reputed Owners, Lessees or Reputed Lessees, and Occupiers of such lands, houses, and other property, and a published Map with the lines of the proposed Railways delineated thereon so as to show their general course and direction, and a copy of this Notice as published in the London and Edinburgh Gazettes, will, on or before the Thirtieth day of November instant, be deposited for public inspection in the offices at Hamilton, Airdrie, and Glasgow respectively of the principal Sheriff-Clerk of the County of Lanark; in the Office at Linlithgow of the principal Sheriff-Clerk of the County of Linlithgow; and in the office in Edinburgh of the principal Sheriff-Clerk of the County of Edinburgh; and that a copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the Parishes before specified respectively, with a copy of this Notice as published in the London and Edinburgh Gazettes, will also, on or before the Thirtieth day of November instant, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such Parish, at the usual place of abode of such Schoolmaster or Session-Clerk.

And Notice is Further Given, that it is intended by the said Bill to empower the Caledonian Railway Company to deviate, in the construction of the said proposed Railways, from the lines and levels delineated on the Plans and Sections intended to be deposited as aforesaid, to such an extent as will be defined on the said Plans and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, water-courses, telegraphic apparatus, and gas and water-pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said Railways, or any of the Works and conveniences connected therewith.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company to purchase, compulsorily and otherwise, the lands, houses, and other property, required for the purposes aforesaid; to convey passengers, goods, and other traffic on the said proposed Railways; to levy tolls, rates, and charges for the use of the said Railways and relative Works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges; and to exercise all other usual and necessary powers.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company, and the owners of, and other parties interested in the lands, houses, and other property required for the purposes aforesaid, and any other companies, corporations, commissioners, trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the said Company of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground-annual, or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges, which may affect or be affected by the construction, main-

tenance, or use of the said proposed Railways and other Works, and for the use of the said Railways and other lines of Railway communicating therewith, and as to the tolls, rates, and charges to be levied thereon respectively; and to execute all agreements, conveyances, contracts of feu and of ground-annual, leases, and other deeds necessary for these purposes.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company to raise money for the several purposes aforesaid, by the creation and issue of Shares or Stock, on such terms and conditions, and with such preferences, priorities, and privileges (if any) *inter se* and in respect to their other shares and stock, and subject, as regards preference shares or Stock, to such powers of redemption (by the substitution of ordinary shares or stock to be created under the powers of the said Bill or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond, or cash-credit; and to fund or issue Debenture stock in lieu of the money so borrowed or authorized to be borrowed.

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

And, for these and other purposes, it is Intended by the said Bill to amend "The Caledonian Railway Act 1845," and the several other Acts relating to the Caledonian Railway Company, passed in the Sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth years of the Reign of Her present Majesty.

And Notice is Further Given, That printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons on or before the twenty-third day of December next.

Dated this First day of November

Eighteen hundred and sixty-four.

HOPE & MACKAY, W.S., Edinburgh,
GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

CALEDONIAN RAILWAY.

MUIRKIRK AND GLESPIN BRANCHES.

(Extension of Douglas Branch of Caledonian Railway to Muirkirk, with Branch to Glespin Mineral Field; 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 empower the Caledonian Railway Company to make and maintain the following Branch Railways, or one of them, or part thereof, and all proper stations, approaches, roads of access, and other Works and conveniences in connection therewith

respectively : That is to say, *First*, A Railway (to be called the "Muirkirk Branch"), the Eastern Terminus of which will join the Branch of the Caledonian Railway described in "The Caledonian Railway (Branches) Act 1860" as the "Douglas Branch," at or near the termination of that Branch in the Parish of Douglas and County of Lanark, on the eastern side of the Turnpike-Road leading from Glasgow to Carlisle ; and the Western Terminus of which will join the Glasgow and South-Western Railway Company's Branch to Muirkirk at or near a point in the Parish of Muirkirk and County of Ayr about two furlongs and a half north-eastward from the Booking-office of the Muirkirk Station on the last-mentioned Branch ; which proposed "Muirkirk Branch" Railway and Works and conveniences connected therewith, and the lands, houses, and property which may be taken for the purposes thereof, will be, and are situate in the Parish of Douglas in the County of Lanark, and the Parish of Muirkirk in the County of Ayr : *Secondly*, A Railway (to be called the "Glespin Branch"), commencing by a junction with the said proposed "Muirkirk Branch" at or near a point about half a furlong south-eastward from the cottage called Inches, and about three furlongs and a half north-westward from the dwelling-house of Carmacoup, in the Parish of Douglas and County of Lanark, and terminating at or near a point about 13 chains south-westward from the farm-steading of Andershaw in the same Parish and County ; which "Glespin Branch" Railway, and Works and conveniences connected therewith, and the lands, houses, and property which may be taken for the purposes thereof, will be, and are wholly situate in the Parish of Douglas and County of Lanark.

And Notice is Further Given, That Duplicate Plans and Sections, describing the lines, situation, and levels of the said proposed Branch Railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said Plans, and which may be required to be taken for the purposes of the said Works, together with a Book of Reference to such Plans, containing the names of the Owners or Reputed Owners, Lessees or Reputed Lessees, and Occupiers of such lands, houses, and other property, and a published Map, with the lines of the proposed Branch Railways delineated thereon so as to show their general course and direction, and a copy of this Notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November instant, be deposited for public inspection in the offices, at Lanark and Glasgow respectively, of the Principal Sheriff-Clerk of the County of Lanark, and in the office at Ayr of the Principal Sheriff-Clerk of the County of Ayr ; and that a copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the Parishes before specified respectively, with a copy of this Notice as published in the London and Edinburgh Gazettes, will also, on or before the thirtieth day of November instant, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each of the said Parishes, at the usual place of abode of such Schoolmaster or Session-Clerk.

And Notice is Further Given, That it is intended by the said Bill to empower the Caledonian Railway Company to deviate, in the construction of the said proposed Branch Railways, from the lines and levels delineated on the Plans and Sec-

tions intended to be deposited as aforesaid, to such an extent as will be defined on the said Plans and provided by the said Bill ; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, water-courses, telegraphic apparatus, and gas and water-pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said Branch Railways, or any of the Works and conveniences connected therewith.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company to purchase, compulsorily and otherwise, the lands, houses, and other property required for the purposes aforesaid ; to convey passengers, goods, and other traffic on the said Branch Railways ; to levy tolls, rates, and charges for the use of the said Branch Railways and relative Works, and the conveyance of such traffic ; to confer certain exemptions from the payment of such tolls, rates, and charges ; and to exercise all other usual and necessary powers.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company, and the Owners of, and other parties interested in the lands, houses, and other property required for the said proposed Branch Railways and other Works, and any other Companies, Corporations, Commissioners, Trustees and other bodies or persons, whether under legal disability or not, to contract and agree with each other for the acquisition by the said Company of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price and subject to such feu-duty, ground-annual, or rent, or for such other consideration as may be fixed upon ; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect, or be affected by the construction, maintenance, or use of the said proposed Branch Railways and other Works ; and for the use of the said Branch Railways and other lines of Railway communicating therewith ; and as to the tolls, rates, and charges to be levied thereon respectively ; and to execute all agreements, conveyances, contracts of feu and of ground-annual, leases, and other deeds necessary for these purposes.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company to raise money for the several purposes aforesaid, by the creation and issue of Shares or Stock, on such terms and conditions, with such preferences, priorities, and privileges (if any) *inter se* and in respect to the other shares and stock in the Caledonian Railway Company, and subject as regards preference shares or stock to such powers of redemption (by the substitution of ordinary shares or stock to be created under the powers of the Bill, or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond or cash credit ; and to fund or i ue Deben-ture stock in lieu of the money so borrowed or authorized to be borrowed.

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

And, for these and other purposes, it is intended by the said Bill to amend "The Caledonian Railway Act 1845," and the several other Acts relating to the Caledonian Railway Company, passed in the Sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth years of the Reign of Her present Majesty.

And Notice is Further Given, That printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons on or before the twenty-third day of December next.

Dated this First day of November
Eighteen Hundred and sixty-four.

HOPE & MACKAY, W.S., Edinburgh.
GRAHAM & WARDLAW,
30 Great George Street, Westminster.

CALEDONIAN RAILWAY.

BARRHEAD AND PAISLEY BRANCHES, &c.

(Construction of Railway from Glasgow, Barrhead, and Neilston Direct Railway near Barrhead, to Glasgow and Paisley Joint Line near Paisley, and of Branches therefrom near that Town; Improvement of Railway between Barrhead and Crofthead; 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 empower the Caledonian Railway Company to make and maintain the following Branch Railways, or some one or more of them, or some part thereof, and all proper Works and conveniences in connection therewith respectively; that is to say,—

First, A Branch Railway (hereinafter called Railway No. 1) commencing by a Junction with the Glasgow, Barrhead, and Neilston Direct Railway, held in lease by the Caledonian Railway Company, at or near a point in the Parish of Neilston and County of Renfrew about eleven chains north-eastward from the Booking-Office of the Barrhead Station on that Railway, and terminating by a Junction with the Joint Line of Railway between Glasgow and Paisley belonging to the Caledonian and Glasgow and South-Western Railway Companies, at or near a point in the Abbey Parish of Paisley and County of Renfrew about two furlongs and a half south-westward from the western end of the Arkleston Tunnel: *Secondly*, A Branch Railway (hereinafter called Railway No. 2) commencing by a junction with Railway No. 1 at or near a point in the Abbey Parish of Paisley and County of Renfrew about four chains eastward from the farm-steading of Whitehaugh, and terminating by a Junction with the Branch Railway authorized to be formed by the Glasgow and South-Western Railway Company from the said Joint Line of Railway to the Paisley and Renfrew Railway, and with the lines

of Railway intended to be laid for connecting the last-mentioned Branch Railway and the said Joint Line with the proposed Goods Station at Greenlaw Gardens, at or near a point in the said Abbey Parish on the northern side of the said Joint Line about three furlongs south-westward from the western end of the said Arkleston Tunnel: *Thirdly*, A Branch Railway (hereinafter called Railway No. 3) commencing by a Junction with Railway No. 1 at or near a point in the Abbey Parish of Paisley about fourteen chains southward from Todholm Cottage, and terminating at or near a point in the same Parish about two chains north-eastward from the south-eastern end of the Blackhall Buildings, Lonend: Which proposed Railways No. 1, No. 2, and No. 3, and the Works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the following places, or some of them, that is to say, the Parish of Neilston, the Abbey Parish of Paisley, and the Town of Paisley, all in the County of Renfrew.

And Notice is Further Given, That it is intended by the said Bill to empower the Caledonian Railway Company to alter and improve that portion of the said Glasgow, Barrhead, and Neilston Direct Railway, and of the line of Railway formed by the Caledonian Railway Company in continuation thereof to Crofthead, which lies between a point about one chain westward from the Booking Office of the Barrhead Station and the present termination of the said line of Railway at Crofthead, by altering the line and levels thereof, and laying an additional line or additional lines of rails between the said point about one chain westward from the Booking Office of the Barrhead Station and a point about three chains north-westward from the said present termination of the said line of Railway at Crofthead; which proposed alteration and improvement and the Works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are wholly situate in the Parish of Neilston and County of Renfrew.

And Notice is Further Given, that Duplicate Plans and Sections, describing the lines, situation, and levels, of the said proposed Branch Railways and alteration and improvement of existing Lines, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said Plans, or which may be required to be taken for the purposes of the said Works, together with a Book of Reference to such Plans, containing the names of the Owners or Reputed Owners, Lessees or Reputed Lessees, and Occupiers of such lands, houses, and other property, and a published Map with the lines of the proposed Branch Railways and alteration and improvement of existing lines delineated thereon so as to show their general course and direction, and a copy of this Notice as published in the London and Edinburgh Gazettes, will, on or before the Thirtieth day of November instant, be deposited for public inspection in the office at Paisley of the principal Sheriff Clerk of the County of Renfrew; and that a copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the Parishes before specified respectively, with a copy of this Notice as published in the London and Edinburgh Gazettes, will also, on or before the thirtieth day of November instant, be deposited for public inspection with the Schoolmaster, or if there be no

Schoolmaster, with the Session-Clerk of each such Parish, at the usual place of abode of such Schoolmaster or Session-Clerk.

And Notice is Further Given, that it is intended by the said Bill to empower the Caledonian Railway Company to deviate, in the construction of the said proposed Branch Railways and alteration and improvement, from the lines and levels delineated on the Plans and Sections intended to be deposited as aforesaid, to such an extent as will be defined on the said Plans and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, water-courses, telegraphic apparatus, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said proposed Branch Railways and alteration and improvement of existing lines, or any of the Works and conveniences connected therewith.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company to purchase, compulsorily and otherwise, the lands, houses, and other property required for the several purposes aforesaid; to convey passengers, goods, and other traffic on the said proposed Branch Railways and altered and improved lines; to levy tolls, rates, and charges for the use of the said proposed Branch Railways and altered and improved lines and relative Works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges; and to exercise all other usual and necessary powers.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company, and the Owners of, and other parties interested in the lands, houses, and other property required for the purposes aforesaid, and any other companies, corporations, commissioners, trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the said Company of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground-annual or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation or extinction of any duties, customs, or other payments, and rights and privileges which may affect or be affected by the construction, maintenance, or use of the said proposed Branch Railways and altered and improved lines and other Works; and to execute all agreements, conveyances, contracts of feu and of ground-annual, leases, and other deeds necessary for these purposes.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company to raise money for the purposes of the said proposed Branch Railways, alteration and improvement, and other Works, by the creation and issue of Shares or Stock, on such terms and conditions, with such preferences, priorities and privileges (if any) *inter se* and in respect to the other shares and stock in the Caledonian Railway Company, and subject, as regards preference shares or stock, to such powers of redemption (by the creation and substitution of ordinary shares or stock or otherwise) as may be considered expedient, and also by borrowing upon mortgage, or bond, or cash-credit; and to fund or issue Debenture-stock in lieu of

the money so borrowed or authorized to be borrowed.

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

And, for these and other purposes, it is Intended by the said Bill to amend "The Caledonian Railway Act 1845;" "The Caledonian Railway (Glasgow, Barrhead, and Neilston Direct Railway Lease) Act 1849;" "The Caledonian Railway (Crofthead Extension and Amendment) Act 1853;" and the several other Acts relating to the Caledonian Railway Company, passed in the Sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth years of the Reign of Her present Majesty.

And Notice is Further Given, That printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons on or before the twenty-third day of December next.

Dated this First day of November
Eighteen hundred and sixty-four.

HOPE & MACKAY, W.S., Edinburgh.
GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

CALEDONIAN RAILWAY.

BALERNO AND PENICUICK BRANCHES.

(Construction of Branch Railways from Caledonian Railway near Edinburgh to Balerno and to Penicuik; 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 empower the Caledonian Railway Company to make and maintain the following Branch Railways, or one of them, or part thereof, and all proper Stations, Approaches, Roads of Access, and other Works and conveniences in connection therewith respectively; that is to say,—*First*, A Railway (to be called the "Balerno Branch") commencing by a junction with the Main Line of the Caledonian Railway from Carlisle to Edinburgh at a point in the Parish of St. Cuthbert's and County of Edinburgh near to and on the western side of the Booking Office of the Slateford Station of the Caledonian Railway, and terminating at or near a point in the Parish of Currie and County of Edinburgh, about a chain and a half north-eastward of the bridge called Balerno Bridge by which the road leading from Currie by Newmills to Balerno is carried over the Water of Leith; which proposed Balerno Branch Railway and Works connected therewith, and the lands, houses, and other property which may be taken for the pur-

poses thereof, will be, and are situate in the Parishes of St. Cuthbert's, Colinton, and Currie, or some of them, all in the County of Edinburgh; *Secondly*, A Railway (to be called the "Penicuik Branch") commencing by a Junction with the said Main Line of the Caledonian Railway at or near a point in the Parish of St. Cuthbert's and County of Edinburgh immediately to the south-westward of the bridge by which the cross-road connecting the Turnpike-Road from Edinburgh to Slateford with the Turnpike-Road from Edinburgh to Colinton is carried over the said Main line to the south-eastward of Gorgie Cottage, and terminating at or near a point in the Parish of Penicuik and County of Edinburgh about three chains to the northward of the bridge by which the road leading from Penicuik to Peebles is carried over the River Esk near to the mill called Bank Mill in the occupation of Alexander Cowan and Sons, Paper Manufacturers; which proposed Penicuik Branch Railway and Works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the Parishes of St. Cuthbert's, Colinton, Liberton, Lasswade, Glencross, and Penicuik, or some of them, all in the County of Edinburgh.

And Notice is Further Given, That Duplicate Plans and Sections, describing the lines, situation, and levels of the said proposed Branch Railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said Plans, and which may be required to be taken for the purposes of the said Works, together with a Book of Reference to such Plans, containing the names of the Owners or Reputed Owners, Lessees or Reputed Lessees, and Occupiers of such lands, houses, and other property, and a published Map with the lines of the proposed Branch Railways delineated thereon so as to show their general course and direction, and a copy of this Notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November instant, be deposited for public inspection in the office at Edinburgh of the principal Sheriff-clerk of the County of Edinburgh; and that a copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the Parishes before specified respectively, with a copy of this Notice as published in the London and Edinburgh Gazettes, will also, on or before the thirtieth day of November instant, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-clerk, of each of the said Parishes, at the usual place of abode of such Schoolmaster or Session-clerk.

And Notice is Further Given, That it is intended by the said Bill to empower the Caledonian Railway Company to deviate, in the construction of the said proposed Branch Railways, from the lines and levels delineated on the Plans and Sections intended to be deposited as aforesaid, to such an extent as will be defined on the said Plans and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, water-courses, telegraphic apparatus, and gas and water-pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said Branch Railways, or any of the Works and conveniences connected therewith.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company to

purchase, compulsorily and otherwise, the lands, houses, and other property required for the purposes aforesaid; to convey passengers, goods, and other traffic on the said Branch Railways; to levy tolls, rates, and charges for the use of the said Branch Railways and relative Works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges; and to exercise all other usual and necessary powers.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company, and the Owners of, and other parties interested in the lands, houses, and other property required for the said proposed Branch Railways and other Works, and any other Companies, Corporations, Commissioners, Trustees and other bodies or persons, whether under legal disability or not, to contract and agree with each other for the acquisition by the said Company of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price and subject to such feu-duty, ground-annual, or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect, or be affected by the construction, maintenance, or use of the said proposed Branch Railways and other Works; and for the use of the said Branch Railways and other lines of Railway communicating therewith; and as to the tolls, rates, and charges to be levied thereon respectively; and to execute all agreements, conveyances, contracts of feu and of ground-annual, leases, and other deeds necessary for these purposes.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company to raise money for the several purposes aforesaid, by the creation and issue of Shares or Stock, on such terms and conditions, with such preferences, priorities, and privileges (if any) *inter se* and in respect to the other shares and stock in the Caledonian Railway Company, and subject as regards preference shares or stock to such powers of redemption (by the substitution of ordinary shares or stock to be created under the powers of the Bill, or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond or cash credit; and to fund or issue Debenture stock in lieu of the money so borrowed or authorized to be borrowed.

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

And, for these and other purposes, it is intended by the said Bill to amend "The Caledonian Railway Act 1845," and the several other Acts relating to the Caledonian Railway Company, passed in the Sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-

seventh and twenty-eighth years of the Reign of Her present Majesty.

And Notice is Further Given, That printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons on or before the twenty-third day of December next.

Dated this First day of November
Eighteen Hundred and sixty-four.

HOPE & MACKAY, W.S., Edinburgh.
GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

CALEDONIAN RAILWAY.

CORSTORPHINE AND BANGHOLM JUNCTIONS.

(Construction of Connecting Branch Railways from the Caledonian Railway to the Lines of the Edinburgh and Glasgow and North British Railway Companies near Edinburgh; Arrangements with those Companies, and Mutual Running Powers and Facilities; 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 empower the Caledonian Railway Company to make and maintain the following Branch Railways or one of them, and all proper Works and conveniences in connection therewith respectively; that is to say, *First*, A Branch Railway (to be called the Corstorphine Branch) commencing by a Junction with the Main Line of the Caledonian Railway from Carlisle to Edinburgh, at or near a point in the parish of St. Cuthbert's and County of Edinburgh about three furlongs north-eastward from the Booking-Office at the Slateford Station of the Caledonian Railway, and terminating by a Junction with the Main Line of the Edinburgh and Glasgow Railway, at or near a point in the parish of Currie and County of Edinburgh about six and a half furlongs eastward from the Booking-Office at Gogar Passenger Station on the Edinburgh and Glasgow Railway; which proposed Branch Railway and Works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parishes of St. Cuthbert's, Colinton, Corstorphine, and Currie, or some of them, all in the County of Edinburgh; and *Secondly*, A Branch Railway (to be called the Bangholm Junction) commencing by a Junction with the Leith Branch of the Caledonian Railway, at or near a point in the parish of North Leith and County of Edinburgh about four chains eastward from where the Trinity Road, passing Bangholm Bower, crosses the said Leith Branch, and terminating by a Junction with the authorised Branch of the North British Railway called "Railway No. 1," in "The North British (Edinburgh Dunfermline and Perth) Railway Act 1863," at or near a point in the parish of St. Cuthbert's and County of Edinburgh on the north side of the Turnpike-Road which leads from Leith to Queensferry, and about thirteen chains eastward from the Bridge which carries the said Turnpike-Road over the North British Railway (late Edinburgh Perth and Dundee Railway) near Bangholm Cottage; which proposed Branch Railway and Works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parishes of

North Leith and St. Cuthbert's and the City of Edinburgh, all in the County of Edinburgh.

And Notice is Further Given, That Duplicate Plans and Sections, describing the lines, situation, and levels of the said proposed Branch Railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said Plans, and which may be required to be taken for the purposes of the said Works, together with a Book of Reference to such Plans, containing the names of the Owners or Reputed Owners, Lessees or Reputed Lessees, and Occupiers of such lands, houses, and other property, and a published Map with the lines of the proposed Branch Railways delineated thereon so as to show their general course and direction, and a copy of this Notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November instant, be deposited for public inspection in the office at Edinburgh of the principal Sheriff-Clerk of the County of Edinburgh; and that a copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the Parishes before specified and to the said City of Edinburgh respectively, with a copy of this Notice as published in the London and Edinburgh Gazettes, will also, on or before the thirtieth day of November instant, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such Parish, at the usual place of abode of such Schoolmaster or Session-Clerk, and with the Town-Clerk of the said City at his office in Edinburgh.

And Notice is Further Given that it is intended by the said Bill to empower the Caledonian Railway Company to deviate, in the construction of the said proposed Branch Railways, from the lines and levels delineated upon the Plans and Sections intended to be deposited as aforesaid, to such an extent as will be defined on the said Plans and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, water courses, telegraphic apparatus, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said Branch Railways or any of the Works and conveniences connected therewith.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company to purchase, compulsorily and otherwise, the lands, houses, and other property required for the purposes aforesaid; to convey passengers, goods and other traffic on the said Branch Railways; to levy tolls, rates, and charges for the use of the said Branch Railways and relative Works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges; and to exercise all other usual and necessary powers.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company, and the Owners of and other parties interested in the lands, houses, and other property required for the said proposed Branch Railways and other Works, and any other Companies, Corporations, Commissioners, Trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the said Company of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price, or sub-

ject to such feu-duty, ground-annual or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect or be affected by the construction, maintenance and use of the said proposed Branch Railways and other Works; and for the use of the said Branch Railways and other lines of Railway communicating therewith; and as to the tolls, rates, and charges to be levied thereon respectively; and to execute all agreements, conveyances, contracts of feu and of ground-annual, leases, and other deeds necessary for these purposes.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company on the one hand, and the Edinburgh and Glasgow Railway Company and the North British Railway Company respectively, or one of them, on the other hand, to enter into arrangements and execute agreements with each other in respect to the use of, and the interchange, forwarding, working, and conducting of traffic between, over, and upon the undertakings belonging to and held in lease by them respectively, or any part thereof; and to confirm any agreements which may have been or may be entered into between the said Companies respectively in relation to the said matters or any of them; or to make provision with respect to these matters, or any of them, in the said Bill.

And it is Further Intended by the said Bill to repeal or amend the restriction contained in Section sixteen of "The Caledonian Railway (Edinburgh Station and Branches) Act 1847," with respect to the use by the Caledonian Railway Company of the Branches authorised by that Act, and of certain portions of the undertaking of the Edinburgh and Glasgow Railway Company.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company to raise money for the several purposes aforesaid, by the creation and issue of shares or stock, on such terms and conditions, and with such preferences, privileges, and priorities (if any) *inter se* and with respect to the other shares and stock in the Caledonian Railway Company, and subject, as regards preference shares, to such powers of redemption (by the substitution of ordinary shares or stock to be created under the powers of the said Bill or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond, or cash-credit; and to fund or issue Debenture stock in lieu of the money so borrowed or authorized to be borrowed.

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

And, for these and other purposes, it is Intended by the said Bill to amend "The Caledonian Railway Act 1845," and the several other Acts relating to the Caledonian Railway Company and the undertakings belonging to and held in lease by them, passed in the Sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the

twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth years of the Reign of Her present Majesty: and also "The Edinburgh and Glasgow Railway Consolidation Act 1852," and the several Acts relating to the Edinburgh and Glasgow Railway Company and the undertakings belonging to and held in lease by them, passed in the Sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the sixteenth and seventeenth, the eighteenth and nineteenth, the nineteenth and twentieth, the twenty-first and twenty-second, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth years of the reign of Her present Majesty, and any other Acts relating to the Edinburgh and Glasgow Railway Company and the undertakings belonging to and held in lease by them; as also "The North British, Edinburgh Perth and Dundee, and West of Fife Railways Amalgamation Act 1862," and the several Acts relating to the North British Railway Company and the undertakings belonging to and held in lease by them, passed in the Sessions of Parliament held respectively in the fourteenth and fifteenth, the sixteenth and seventeenth, the eighteenth and nineteenth, the nineteenth and twentieth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth years of the reign of Her present Majesty, and any other Acts relating to the North British Railway Company and the undertakings belonging to and held in lease by them.

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 twenty-third day of December next.

Dated this First day of November

Eighteen hundred and sixty-four.

HOPE & MACKAY, W.S., Edinburgh.

GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

GENERAL TERMINUS AND GLASGOW HARBOUR AND CALEDONIAN RAILWAY COMPANIES.

(Amalgamation, Purchase, or Lease; Running Powers in favour of Glasgow and South-Western Railway Company and Proprietors of Joint Line of Railway between Glasgow and Paisley; and Amendment or Repeal 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 vest in the Caledonian Railway Company, or to authorise or provide for the vesting in that Company, by amalgamation, purchase, or lease, from such date, and upon such terms and conditions as have been or may be agreed upon, or as may be fixed by or under the provisions of the said Bill, of the undertaking of The General Terminus and Glasgow Harbour Railway Company, except in so far as the same has been already transferred to

and vested in The Caledonian Railway Company, and of all the lands, works, property, feu-duties, rights of superiority, rolling-stock, debts, and effects, powers, rights, and privileges of The General Terminus and Glasgow Harbour Railway Company, of whatsoever kind, and whether with reference to the raising and borrowing of money, the purchase, compulsorily or otherwise, of lands and houses, the construction of works, the fixing and levying of tolls, rates, and charges, the management, maintenance, working, and use of the said Undertaking, or otherwise, which shall have been or shall be vested in or held or enjoyed by the General Terminus and Glasgow Harbour Railway Company at the time of the said amalgamation, purchase, or lease.

And it is Intended by the said Bill to provide, if thought expedient, for the dissolution of the General Terminus and Glasgow Harbour Railway Company, and for the incorporation of the Shareholders therein (or some of them) with the Caledonian Railway Company and the Shareholders in that Company; and also to provide for varying, regulating, and fixing the Capital of the said two Companies, or of the Caledonian Railway Company, and the rights, privileges, preferences, and priorities, in and against the Caledonian Railway Company, and the respective Undertakings of the said two Companies, or the united Undertaking and the respective portions thereof, of the several classes of Shareholders in the said two Companies, and of the holders of Debenture-stock in, and of annuities, mortgages, bonds, and funded and other debts due by the said two Companies respectively, or either of them; and for the fulfilment and discharge by the Caledonian Railway Company of all or some of the obligations entered into, and debts and liabilities incurred by the General Terminus and Glasgow Harbour Railway Company.

And it is Intended by the said Bill to authorise the Caledonian Railway Company to redeem the shares which have been issued by the General Terminus and Glasgow Harbour Railway Company, by payment of such price, or substitution of such shares or stock in the Caledonian Railway Company, as have been or may be agreed upon, or as may be provided by the said Bill; and to authorise the Caledonian Railway Company to guarantee a fixed rate or rates of dividend upon the shares in the General Terminus and Glasgow Harbour Railway Company, and to create and issue new stock or shares, with or without guarantee of dividend, and to borrow additional money on mortgage, or on bond or cash credit, and to create and issue debenture-stock in lieu of the sums so borrowed or authorised to be borrowed; as also to levy tolls, rates, and charges in respect of the use of the General Terminus and Glasgow Harbour Railway, and the conveyance of traffic thereon; and to authorise the alteration of existing tolls, rates, and charges, the conferring, varying, and extinguishing of exemptions from payment of tolls, rates, and charges, and other rights and privileges; and to enact or provide for all such powers, provisions, matters, and things, as may be necessary, convenient, or proper, for effecting such amalgamation, purchase, or lease as aforesaid, or in relation thereto; And to authorise the said Companies to enter into and execute all conveyances, leases, and agreements which may be necessary for effecting the objects aforesaid; and to confirm any such Agreement or Agreements which may have been, or may be entered into between them prior to the passing of the said Bill.

And it is Intended by the said Bill to empower the Glasgow and South-Western Railway Company separately, and the Caledonian, and Glasgow and South-Western Railway Companies jointly, or the joint Committee appointed for managing the Joint Line of Railway between Glasgow and Paisley belonging to those Companies, to run over and use with their engines and carriages, and to use with their clerks, officers, and servants, for traffic of every description, the Lines of Railway and other Works proposed to be vested in the Caledonian Railway Company by the said Bill, and also such portions of the Lines of Railway formerly transferred from the General Terminus and Glasgow Harbour Railway Company to the Caledonian Railway Company as are necessary for affording access between the said Joint Line of Railway and the Lines of Railway to be vested in the Caledonian Railway Company by the said Bill as aforesaid, upon such terms and conditions, and on payment of such tolls, rates, and charges as may have been or may be agreed upon; and to confirm any Agreements which may have been or may be entered into between the Caledonian Railway Company and the Glasgow and South-Western Railway Company in relation thereto; and so far as necessary for these purposes, to alter the tolls, rates, and charges leviable in respect of the said several Lines of Railway and other Works.

And it is Intended by the said Bill to amend some of the powers and provisions of "The Caledonian Railway Act 1845," and "The Caledonian Railway (General Terminus Purchase) Act 1854," and of the several other Acts relating to the Caledonian Railway Company, passed in the Sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth years of the reign of Her present Majesty; and also "The Glasgow and South-Western Railway Consolidation Act 1855" and the Acts therein recited, and the several other Acts relating to the Glasgow and South-Western Railway Company, passed in the Sessions of Parliament held respectively in the nineteenth and twentieth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth years of the reign of Her present Majesty; and also to amend or wholly or partially to repeal "The General Terminus and Glasgow Harbour Railway Act 1846," and "The General Terminus and Glasgow Harbour Railway (Branches) Act 1847."

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 twenty-third day of December next.

Dated this First day of November

Eighteen hundred and sixty-four.

HOPE & MACKAY, W.S. *(Edinburgh)*

GRAHAMES & WARDLAW, *(Edinburgh)*.

CALEDONIAN, AND SCOTTISH CENTRAL RAILWAY COMPANIES.

(Amalgamation; Arrangements between Amalgamated Company and other Companies; Mutual Running Powers and Facilities; Amendment and Repeal 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 effect, or to authorize and provide 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 and determined in and by or under the provisions of the said Bill, of the Caledonian Railway Company and the Scottish Central Railway Company into one Company, by dissolving the Scottish Central Railway Company and constituting the Shareholders in that Company Shareholders in the Caledonian Railway Company; and for vesting in the Caledonian Railway Company the Undertaking of the Scottish Central Railway Company and all their property and effects, together with their interest in and with respect to other Railway Undertakings, Ferries, Roads, Stations, and Works, and their rights, powers, and privileges of what nature or kind soever, and whether with reference to the management, maintenance, working, and use of their Undertaking, the raising and borrowing of monies, the purchasing of lands and houses by compulsion or agreement, the construction or completion of Works, the fixing and levying of tolls, rates, and charges, the acquiring, leasing, managing, maintaining, working, using, subscribing to, or holding shares in or debts affecting other lines of Railway, Railway Stations or Works, ferries or roads, or providing plant and rolling-stock or otherwise, including any works, property, effects, and interests which may become vested in the said Scottish Central Railway Company, or which they may be authorized to construct and acquire, and any rights, powers, and privileges which may be conferred on them in virtue of any Act or Acts which may be passed in the ensuing Session of Parliament, but subject, in so far as not otherwise provided by the said Bill, to their debts and liabilities, and to the Contracts, Agreements, Arrangements, and Obligations entered into or liable to be performed by them.

And it is Intended by the said Bill to make provision for regulating, fixing, and determining the amount of the Capital Stock and other Share Capital of such united Company, and the number and nominal value of the Shares or respective classes of Shares therein, and the rights, privileges, preferences, and priorities of the several classes of Shareholders of the said existing Companies, in the Capital Stock and other Share Capital of the united Company.

And it is intended by the said Bill to regulate and fix the amount of mortgage, bond, and funded debt, and debenture stock of such united Company and of the said existing Companies, and to regulate the rights, privileges, preferences and priorities of the holders of such mortgage, bond, and funded debt, and debenture stock, and of the other Creditors of the said Companies respectively, in and upon the Undertaking and funds of the united Company.

And it is intended by the said Bill to provide that the tolls, rates, and charges, and other revenue and income of the united Company, after deduc-

tion of all expenses and charges incurred in relation to the working, use, management, and maintenance of the undertaking of the united Company, and all interests, annuities, rents, guaranteed and preference dividends, share of surplus profits payable to other Companies, rates, taxes, duties and other annual burdens or claims payable in respect thereof, shall be divided amongst the classes of Shareholders in the said united Company representing the holders of the ordinary Stock or Share Capital of the said existing Companies respectively, in such proportions, and with such priorities as may have been or may be agreed upon between the said existing Companies, or as may be defined and settled in or provided for by the said Bill.

And it is intended by the said Bill to provide, if thought expedient, for the appointment of a Board of Directors for the management of the united Company, and to regulate the qualification of Shareholders to vote, and the scale and mode of voting by Shareholders 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 united Company, and of the Directors and Shareholders thereof.

And it is intended by the said Bill, so far as necessary or expedient, to alter the tolls, rates, and charges now leviable by the said existing Companies respectively, or by one of them, and to enable the said united Company to levy the same or lower or higher tolls, rates, and charges; and to confer, vary, and extinguish exemptions from payment of such existing and proposed tolls, rates, and charges, or some of them.

And it is intended by the said Bill to vary or extinguish such of the powers, rights, privileges, preferences and priorities of the Glasgow, Garnkirk, and Coatbridge Railway Company, the Clydesdale Railway Guaranteed Company, the Greenock Railway Guaranteed Company, the Wishaw Railway Guaranteed Company; the Glasgow Barrhead and Neilston Direct Railway Company, the Lesmahagow Railways Guaranteed Company, the Hamilton and Strathaven Railway Company, the Dumfries, Lochmaben and Lockerby Junction Railway Company, the Greenock and Wemyss Bay Railway Company, the Busby Railway Company, the General Terminus and Glasgow Harbour Railway Company, the Monkland Railways Company, the Edinburgh and Glasgow Railway Company, the Dunblane Doune and Callander Railway Company, the Forth and Clyde Junction Railway Company, the Crieff Junction Railway Company, the Lancaster and Carlisle Railway Company, the Lancaster and Preston Junction Railway Company, the Maryport and Carlisle Railway Company, the Solway Junction Railway Company, the Castle-Douglas and Dumfries Railway Company, the Portpatrick Railway Company, the Glasgow and South-Western Railway Company, the North-Eastern Railway Company, the London and North-Western Railway Company, the Midland Railway Company, the North British Railway Company, the Scottish North-Eastern Railway Company, the Dundee and Perth and Aberdeen Railway Junction Company, the Dundee and Newtyle Railway Company, the Inverness and Perth Junction Railway Company, the Caledonian Railway Company and the Scottish Central Railway Company respectively, and of the several classes of guaranteed, preference, and other shareholders therein, and of the holders of mortgages, bonds, funded debt, and

debenture-stock thereof; and of any other Companies and persons, whether secured by Act of Parliament, deed, agreement, or otherwise, as would anywise interfere with the proposed union and Amalgamation of the said two first-named Companies, or with any of the powers to be conferred on the united Company, or with any of the other provisions of the said Bill, and to confer, vary, and extinguish other powers, rights, privileges, preferences, and priorities.

And it is intended by the said Bill to make provision for facilitating the interchange and conveyance of traffic between and over the Railways of the said united Company and the Railways and Canals of the other Companies before named respectively, and also of the Great Northern Railway Company, the North-Western Railway Company, the Kendal and Windermere Railway Company, the Eden Valley Railway Company, the Lancashire and Yorkshire Railway Company, the Devon Valley Railway Company, the Perth Almond Valley and Methven Railway Company, the Crieff and Methven Junction Railway Company, the Kirkcudbright Railway Company, the Leadburn Linton and Dolphinton Railway Company, the Edinburgh and Bathgate Railway Company, the Blane Valley Railway Company, the Glasgow and Milngavie Junction Railway Company, the City of Glasgow Union Railway Company, and the Company of Proprietors of the Forth and Clyde Navigation, or some of the said Railways and Canals or some parts thereof, and for the running over and use by the said several Companies respectively, or some one or more of them, with and by their respective engines and carriages, officers and servants, of the Railways, Canals, Stations, and other Works belonging to or under the control of some other or others of such Companies, or some parts thereof, and for the alteration, fixing, collection and apportionment of the tolls, rates and charges leviable in respect of such conveyance or use; to empower the united Company and the several other Companies before named respectively, or some one or more of them, to enter into agreements with each other in relation to the said several matters or some of them, and to confirm certain agreements which have been or may be entered into between certain of the said Companies in relation thereto.

And it is Intended by the said Bill, so far as necessary or expedient for the purposes thereof, to amend and enlarge, or to repeal and re-enact and consolidate, with such amendments as may be expedient, all or some of the powers and provisions of the several Acts relating to the Caledonian Railway Company, the Scottish Central Railway Company, and the several other Companies hereinbefore named or referred to, and to their respective Undertakings, and to the Joint Line of Railway between Glasgow and Paisley, and the Stations at Bridge Street and Sighthill, Glasgow, at Paisley, at Carlisle, at Perth, at Stirling, at Dunblane, at Crieff Junction, at Greenhill, at Larbert, and at Morningside, and elsewhere, in which the said two first-named Companies are respectively interested—that is to say (local and personal), 10 George III., chapter 105; 30 George III., chapter 73; 48 George III., chapter 46; 53 George III., chapter 75; 57 George III., chapter 56; 59 George III., chapter 29; 1 and 2 George IV., chapter 122; 4 George IV., chapter 18; 7 George IV., chapters 45, 101, and 103; 7 and 8 George IV., chapter 88; 10 George IV., chapters 72 and 107; 11 George IV., chapters 60, 62, and 125; 1 and 2

William IV., chapters 58 and 60; 2 William IV., chapter 69; 2 and 3 William IV., chapter 92; 4 William IV., chapter 41; 5 William IV., chapter 30; 5 and 6 William IV., chapter 31; 6 William IV., chapters 32, 34, 51, and 81; 6 and 7 William IV., chapters 102 and 111; 7 William IV., chapters 22 and 24; 1 Victoria, chapters 22, 25, 68, 100, 105, 116, 117, and 118; 1 and 2 Victoria, chapters 23 and 60; 2 and 3 Victoria, chapters 55 and 58; 3 Victoria, chapters 14 and 53; 3 and 4 Victoria, chapters 4, 107 and 123; 4 Victoria, chapters 5, 7, 11, and 25; 4 and 5 Victoria, chapters 44, 54, 55, and 59; 5 Victoria, Session 2, chapters 29, 41, 80, and 83; 6 Victoria, chapter 8; 6 and 7 Victoria, chapters 4, 49, 55, and 63; 7 Victoria, chapters 16, 21, 27, 34, and 37; 7 and 8 Victoria, chapters 3, 18, 59, 60, 61, 66, 82, 87, and 98; 8 Victoria, chapter 3; 8 and 9 Victoria, chapters 31, 32, 34, 35, 36, 37, 38, 39, 43, 44, 49, 54, 56, 57, 58, 83, 84, 90, 92, 95, 101, 103, 104, 105, 109, 111, 112, 123, 148, 153, 156, 157, 160, 162, 163, 166, 170, 171, 172, 181, 192, and 198; 9 Victoria, chapters 11, 51, 58, 59, 60, 65, 66, and 67; 9 and 10 Victoria, chapters 71, 75, 77, 78, 80, 81, 82, 88, 89, 92, 95, 96, 102, 130, 133, 142, 143, 147, 149, 152, 153, 154, 156, 157, 163, 164, 182, 184, 185, 188, 192, 193, 201, 202, 203, 204, 206, 207, 211, 212, 228, 229, 231, 232, 233, 235, 241, 242, 243, 244, 247, 248, 249, 254, 255, 257, 259, 261, 262, 263, 264, 265, 266, 269, 271, 272, 276, 277, 282, 300, 301, 302, 306, 309, 310, 311, 312, 314, 322, 323, 324, 326, 328, 329, 330, 331, 332, 334, 340, 354, 359, 368, 369, 378, 379, 380, 381, 384, 390, 394, 395, and 396; 10 Victoria, chapters 22, 23, and 24; 10 and 11 Victoria, chapters 39, 73, 75, 82, 83, 89, 90, 95, 103, 105, 106, 107, 113, 114, 117, 118, 120, 121, 122, 125, 131, 132, 133, 134, 135, 139, 140, 141, 142, 143, 146, 148, 150, 159, 161, 163, 164, 166, 168, 169, 172, 178, 183, 188, 191, 210, 214, 215, 216, 218, 219, 221, 228, 236, 237, 240, 245, 246, 270, 272, 278, 286, 287, 288, 289, and 294; 11 and 12 Victoria, chapters 21, 22, 24, 26, 41, 52, 53, 54, 55, 56, 57, 58, 60, 62, 67, 68, 71, 72, 73, 78, 81, 84, 88, 114, 115, 116, 118, 121, 127, 129, 130, 131, 134, 148, 154, and 160; 12 and 13 Victoria, chapters 19, 27, 39, 43, 50, 58, 60, 67, 71, 74, 81, 84, 86, 87, and 90; 13 and 14 Victoria, chapters 27, 36, 38, 39, 53, 61, 72, 78, 83, 94, 95, and 99; 14 Victoria, chapters 28 and 39; 14 and 15 Victoria, chapters 45, 46, 47, 55, 56, 57, 62, 63, 84, 85, 88, 89, 94, 99, 113, 114, and 134; 15 Victoria, chapters 36, 37, 45, 57, 83, 96, 98, 105, 109, and 114; 15 and 16 Victoria, chapters 127, 132, 135, and 144; 16 Victoria, chapter 33; 16 and 17 Victoria, chapters 52, 60, 82, 83, 90, 97, 101, 108, 109, 110, 125, 136, 145, 149, 151, 152, 157, 160, 161, 163, 188, 205, 211, 216, and 222; 17 Victoria, chapters 58, 59, and 73; 17 and 18 Victoria, chapters 57, 117, 146, 155, 156, 164, 184, 201, 204, and 211; 18 Victoria, chapter 56; 18 and 19 Victoria, chapters 79, 91, 96, 97, 124, 127, 129, 158, 172, 190, and 194; 19 and 20 Victoria, chapters 52, 54, 69, 98, 99, 106, 113, 114, 123, 134, and 136; 20 and 21 Victoria, chapters 19, 33, 34, 40, 46, 64, 78, 91, 98, 108, 123, 124, 128, 129, 134, 138, 149, 151, and 161; 21 Victoria, chapters 13, 14, and 15; 21 and 22 Victoria, chapters 14, 64, 65, 66, 73, 75, 106, 109, 113, 115, 116, 117, 122, 128, 130, 131, 134, and 143; 22 Victoria, chapter 35; 22 and 23 Victoria, chapters 1, 2, 3, 5, 10, 14, 18, 24, 29, 32, 34, 40, 73, 83, 88, 91, 96, 100, 110, 113, 124, 126, 127, 129, 130, 134, and 136; 23 Victoria, chapters 44, 52, 65, 66,

67, 72, 77, 79, 83, 87, 91, and 97; 23 and 24 Victoria, chapters 120, 140, 144, 145, 159, 168, 178, 195, and 198; 24 and 25 Victoria, chapters 34, 35, 36, 37, 50, 57, 63, 66, 70, 72, 84, 86, 96, 101, 102, 106, 110, 114, 123, 128, 130, 131, 135, 139, 141, 157, 163, 166, 177, 186, 195, 198, 200, 201, 202, 205, 208, 214, 223, 226, 228, 229, 230, and 248; 25 Victoria, chapters 1, 35, 40, 47, 48, 49, and 51; 25 and 26 Victoria, chapters 54, 55, 64, 66, 78, 80, 81, 85, 90, 91, 97, 98, 100, 104, 106, 112, 118, 120, 121, 135, 136, 137, 138, 142, 145, 146, 148, 154, 160, 171, 173, 176, 181, 189, 194, 198, 200, 208, and 209; 26 Victoria, chapters 5, 10, 14, 24, 25, 26, 38, 47, 58, and 61; 26 and 27 Victoria, chapters 74, 122, 124, 147, 148, 149, 157, 177, 182, 183, 187, 191, 194, 195, 213, 217, 221, 223, 226, 231, 237, and 238; 27 Victoria, chapters 20 and 32; and 27 and 28 Victoria, chapters 49, 55, 60, 62, 67, 71, 81, 82, 83, 84, 100, 111, 115, 124, 132, 158, 164, 173, 189, 194, 196, 202, 214, 226, 230, 231, 242, 243, 245, 250, 263, 270, 271, 273, 279, 286, 288, 290, 292, 296, 317, 318, and 323; and of any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned Companies and Undertakings or Works, or any other Company or body who, or whose property and interests, may be affected by any of the powers or provisions of the said Bill.

And Notice is Hereby Given, That on or before the 23d day of December next, 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.

Dated this Third day of November,
Eighteen hundred and sixty-four.

HOPE & MACKAY, W.S., Edinburgh.
GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

AYR AND DOUGLAS JUNCTION RAILWAY.

(Incorporation of Company; Construction of Railway from Ayr to Muirkirk, with Branches; Power to Caledonian Railway Company to subscribe to and maintain and work proposed Undertaking, and to raise money; Power to use portions of Lines belonging to and held in lease by the Glasgow and South-Western Railway Company and their Station at Ayr; Arrangements between those three Companies, and mutual running powers and facilities; Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill to incorporate a Company, with powers to make and maintain the following Railways, or one or more of them, or part thereof, and all proper stations, approaches, roads of access, and other Works and conveniences connected therewith respectively, viz.: *First*, A Railway commencing by a junction with that portion of the undertaking of the Glasgow and South-Western Railway Company, formerly called the Ayr and Dalmellington Railway, at or near a point in the Parish of St. Quivox and County of Ayr about one chain northward from the bridge by which that Railway is carried under the approach to Craigie House, and terminating by a junction with the proposed Muirkirk Branch of

the Caledonian Railway at or near a point in the Parish of Muirkirk and County of Ayr about 22 chains southward from the farm-steading of Lightshaw; which proposed Railway and relative Works, and the lands and houses which may be taken for the purposes thereof, will be, and are situate in the following parishes and places, or some of them, viz. the Parishes of St. Quivox, Coylton, Ayr, Stair, Ochiltree, Old Cumnock, Auchinleck, Sorn, and Muirkirk, and the Parliamentary Burgh of Ayr, all in the County of Ayr: *Secondly*, A Branch Railway commencing by a junction with the Railway first above described at or near a point in the Parish of St. Quivox about 24 chains southward from the farm-steading of Braehead, and terminating at or near a point in the Parish of Newton-upon-Ayr on the north side of the Harbour of Ayr, and about 5 chains westward from the drawbridge over the entrance to the Slip of the Ship-building Yard of Messrs. D. and A. Fullarton and Company, near the west end of North Harbour Street; which Branch Railway and relative Works, and the lands and houses which may be taken for the purposes thereof, will be, and are situate in the parishes and places after mentioned, or some of them, viz. the Parishes of St. Quivox and Newton-upon-Ayr, the Burgh of Newton-upon-Ayr, and the Royal Burgh of Ayr,—all in the County of Ayr: *Thirdly*, A Branch Railway commencing by a junction with the Railway secondly above described at or near a point in the Parish of St. Quivox about 14 chains north-eastward from the dwelling-house of Blackhouse, and terminating by a junction with the said Railway formerly called the Ayr and Dalmellington Railway, at a point in the Parish of Newton-upon-Ayr at or near the Bridge by which the last-mentioned Railway is carried under the Turnpike-Road leading from Ayr to Prestwick; which Branch Railway and relative Works, and the lands and houses which may be taken for the purposes thereof, will be, and are situate in the following parishes and places, or some of them, viz. the Parishes of St. Quivox and Newton-upon-Ayr, the Burgh of Newton-upon-Ayr, and the Parliamentary Burgh of Ayr, all in the County of Ayr: *Fourthly*, A Branch Railway commencing by a junction with the Railway first above described at or near a point in the Parish of St. Quivox about 5 chains southward from the farm-steading of Dalmilling, and terminating at or near a point in the same Parish about one furlong eastward from the farm-steading of Wheatpark; which Branch Railway and relative Works, and the lands and houses which may be taken for the purposes thereof, will be, and are wholly situate in the said Parish of St. Quivox and County of Ayr: *Fifthly*, A Branch Railway commencing by a junction with the railway first above described at or near a point in the Parish of Ayr about seven chains south-westward from the Farm-steading of Bellston, and terminating at or near a point in the Parish of Coylton about four chains southward from the farm-steading of Springs; which Branch Railway and relative Works, and the lands and houses which may be taken for the purposes thereof, will be and are situate in the following Parishes, or some of them, viz., the Parishes of Ayr, Coylton, and Tarbolton, all in the County of Ayr: *Sixthly*, A Branch Railway commencing by a junction with the Railway first above described at or near a point in the Parish of Ochiltree about 15 chains north-eastward from the farm-steading of Drumsudden, and terminating at or near a point in the same Parish about 12 chains south-westward from the cottage called Beechbank

or Beechland; which Branch Railway and relative Works, and the lands and houses which may be taken for the purposes thereof, will be, and are wholly situate in the said Parish of Ochiltree and County of Ayr: *Seventhly*, A Branch Railway commencing by a junction with the Railway first above described at or near a point in the Parish of Old Cumnock about eleven chains westward from Eastwoodhead Cottages, and terminating by a junction with the Glasgow and South-Western Railway at or near a point in the same Parish about seven chains north-eastward from the eastern end of the houses called Polquhapp; which Branch Railway and relative Works, and the lands and houses which may be taken for the purposes thereof, will be, and are wholly situate in the said Parish of Old Cumnock and County of Ayr: *Eighthly*, A Branch Railway commencing by a junction with the Railway first above described at or near a point in the Parish of Old Cumnock about one furlong south-westward from the Gate Lodge near the southern end of the southern approach to Logan House, and terminating by a junction with the Glasgow and South-Western Railway at or near a point in the same Parish about eighteen chains north-eastward from the farm-steading of Drumbroekan; which Branch Railway and relative Works, and the lands and houses which may be taken for the purposes thereof, will be, and are wholly situate in the said Parish of Old Cumnock and County of Ayr: *Ninthly*, A Branch Railway commencing by a junction with the Railway first above described at or near a point in the Parish of Auchinleck about eight chains northward from the farm-steading of Wallaceton, and terminating by a junction with the Glasgow and South-Western Railway Company's Branch Railway to Muirkirk at or near a point in the same Parish about three chains south-westward from the place where that Branch Railway crosses the road leading from the farm-steading of Morton-Muir to the Turnpike-Road leading from Cumnock to Muirkirk; which proposed Branch Railway and relative Works, and the lands and houses which may be taken for the purposes thereof, will be, and are wholly situate in the said Parish of Auchinleck and County of Ayr.

And Notice is Further Given, That Duplicate Plans and Sections, describing the lines, situation, and levels of the said proposed Railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said Plans, or which may be required to be taken for the purposes of the said Works, together with a Book of Reference to such Plans, containing the names of the Owners or Reputed Owners, Lessees or Reputed Lessees, and Occupiers of such lands, houses, and property, and a published Map with the lines of the proposed Railways delineated thereon so as to show their general course and direction, and a copy of this Notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of the present month of November, be deposited for public inspection in the office at Ayr of the principal Sheriff-Clerk of the County of Ayr, and that a copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the Parishes, and to the Royal Burgh before specified, with a copy of this Notice as published in the London and Edinburgh Gazettes, will also, on or before the said thirtieth day of the present month of November be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such Parish,

at the usual place of abode of such Schoolmaster or Session-Clerk, and with the Town Clerk of the said Royal Burgh, at his office in Ayr.

And Notice is Further Given, That it is intended by the said Bill to apply for power to deviate, in the construction of the said proposed Railways, from the lines and levels delineated on the Plans and Sections intended to be deposited as aforesaid, to such an extent as will be defined on the said Plans and provided by the said Bill; and also to cross, alter, divert, and stop up, and to alter the lines, levels, and inclinations of highways, turnpike and other roads, railways, bridges, streets, paths, passages, rivers, canals, streams, sewers, water-courses, telegraphic apparatus, and gas and water-pipes, so far as may be necessary or expedient for the purpose of making, maintaining, working or using the said Railways, or any part thereof, or any of the Works and conveniences connected therewith.

And it is Further Intended by the said Bill to empower the Company so to be incorporated, to purchase, compulsorily and otherwise, the lands, houses, and other property required for the purposes aforesaid; to raise money by the creation and issue of Shares, and by borrowing upon mortgage or bond or cash credit, and to fund or issue Debenture Stock in lieu of the money so borrowed or authorized to be borrowed; to convey passengers, goods, and other traffic on the said intended Railways and the Railways communicating therewith; to levy tolls, rates and charges for the use of the said intended Railways and relative Works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges; and to exercise all other usual and necessary powers.

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

And it is Further Intended by the said Bill to empower the Company to be incorporated as aforesaid, and all other Companies and Persons working or lawfully using the said proposed Railways or any of them, to run over and use with their engines and carriages of every description, and to use with their clerks, officers, and servants, that portion of the Railway of the Glasgow and South-Western Railway Company which lies between the junction therewith of the Railway first above described near the said Bridge under the approach to Craigie House and the last-mentioned Company's Station at the Townhead of Ayr, together with the said Station and the booking-offices thereof and other Works and conveniences connected

therewith and with the said portion of Railway ; and also those portions of the Railways of the Glasgow and South-Western Railway Company, and of the Kilmarnock and Troon Railway held in lease by them, which lie between the point of junction hereinbefore defined of the proposed Railway thirdly above described with the said Railway formerly called the Ayr and Dalmellington Railway and the Harbour of Troon, together with the Works and conveniences connected with the said portions of Railways, all upon such terms and conditions and on payment of such consideration as may be agreed upon, or settled by arbitration, or defined by the said Bill ; and to that effect to alter and confer exemptions from the tolls, rates, and charges leviable in respect of the use of the said several portions of Railways and Station and relative Works and conveniences.

And it is Further Intended by the said Bill to empower the Company to be incorporated as aforesaid, the Caledonian Railway Company, and the Glasgow and South-Western Railway Company respectively, to enter into arrangements and execute Agreements with each other in respect to the use of, and the interchange, forwarding, working, and conducting of traffic between, over, and upon the undertakings belonging to and held in lease by them respectively, or any part thereof ; and to confirm any Agreements which may have been or may be entered into between the said Companies respectively in relation to the said matters or any of them ; or to make provision with respect to these matters, or any of them, in the said Bill.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company, by themselves or others on their behalf, to subscribe and contribute money towards the expense of the construction, maintenance, and working of the said proposed Railways and relative Works, and to take, purchase, and hold shares in the Company to be incorporated as aforesaid ; and, in respect of such contributions or shares, to appoint Directors of the last-mentioned Company, and to vote at Meetings of that Company ; and for these purposes to empower the Caledonian Railway Company to raise money by the creation and issue of new shares or stock in their undertaking on such terms and conditions, with such guarantee or priority of dividend, and other privileges (if any) *inter se* and in respect to the other Shares and Stock in the Caledonian Railway Company, and subject, as regards preference shares or stock, to such powers of redemption (by the substitution of ordinary shares or stock to be created under the powers of the Bill, or otherwise) as may be thought expedient, and by borrowing on mortgage or bond, or by one or other of these means, and to fund or issue Debenture stock in lieu of the amount so borrowed, or authorised to be borrowed : And it is Further Intended by the said Bill to empower the Caledonian Railway Company and the said intended Company to enter into agreements in relation to the maintenance and management, by the Caledonian Railway Company, of the said proposed Railways and Works, or any part or parts thereof, the use thereof and working of traffic thereon, the fixing, alteration, collection, and apportionment of the tolls, rates, and charges to be levied in respect of such use and working, and the appointment of a Joint Committee of Directors for managing the aforesaid matters, or any of them ; and to confirm any agreements which may have been, or may be entered into for effecting the objects aforesaid, or otherwise in relation thereto ;

as also to provide for and regulate the aforesaid matters, or some of them, by the said Bill.

And it is Further Intended by the said Bill to vary or extinguish all such customs or other duties, pontages, rights, and privileges as aforesaid, and all other existing rights and privileges which may in any manner impede or interfere with the objects aforesaid, or any of them ; and to confer all rights, privileges, and exemptions necessary or expedient for effecting the said objects, or in relation thereto.

And, so far as necessary for the foresaid purposes, it is intended by the said Bill to alter and amend the powers and provisions of the several Acts after mentioned, or some of them—that is to say, “ The Caledonian Railway Act 1845,” and the several Acts relating to the Caledonian Railway Company and the Undertakings belonging to and held in lease by them, passed in the Sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth years of the Reign of Her present Majesty ; as also “ The Glasgow and South-Western Railway Consolidation Act 1855,” and the Acts therein recited, “ The Ayr and Dalmellington Railway Transfer Act 1858,” the Acts (local) 48 George III., chapter 46, 1 Victoria, chapter 105, and 9 and 10 Victoria, chapter 211 relating to the Kilmarnock and Troon Railway, and the several other Acts relating to the Glasgow and South-Western Railway Company and the Undertakings belonging to and held in lease by them, passed in the Sessions of Parliament held respectively in the nineteenth and twentieth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth years of the Reign of Her present Majesty.

And Notice is Further Given, That 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 twenty-third day of December next.

Dated this First day of November
Eighteen hundred and sixty-four.

HOPE & MACKAY, W.S., Edinburgh.
GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

CALEDONIAN RAILWAY.

BRANCH TO DUMFRIES AND LOCKERBIE RAILWAY.

(Construction of Branch Railway from the Caledonian Railway near Dalmakeddar to the Dumfries, Lochmaben, and Lockerby Junction Railway ; 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 em-

power the Caledonian Railway Company to make and maintain a Branch Railway, and all proper stations, approaches, roads of access, and other Works and conveniences in connection therewith; which Branch Railway is intended to commence by a junction with the Main Line of the Caledonian Railway, at or near a point in the Parish of Applegarth and County of Dumfries, about thirteen chains westward from the farm-steading of Dalmakeddar, and to terminate by a junction with the Dumfries Lochmaben and Lockerby Junction Railway, at or near a point in the Parish of Tinwald and County of Dumfries about twenty-two chains south-westward from the Booking-office of the Shielhill Station on that Railway; which proposed Branch Railway, and Works connected therewith, and the lands, houses, and other property which may be taken under the powers of the said Bill, will be, and are situate in the Parishes of Applegarth, Johnstone, Kirkmichael, and Tinwald, or some of them, all in the County of Dumfries.

And Notice is Further Given, That Duplicate Plans and Sections, describing the line, situation, and levels of the said proposed Branch Railway, and the lands, houses, and other property through which the same is intended to be made, and within the limits of deviation as defined on the said Plans, and which may be required to be taken for the purposes of the said Works, together with a Book of Reference to such Plans, containing the names of the Owners or Reputed Owners, Lessees or Reputed Lessees, and Occupiers of such lands, houses, and other property, and a published Map with the line of the proposed Branch Railway delineated thereon so as to show its general course and direction, and a copy of this Notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November instant, be deposited for public inspection in the office at Dumfries of the principal Sheriff-Clerk of the County of Dumfries; and that a copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the Parishes before specified respectively, with a copy of this Notice as published in the London and Edinburgh Gazettes, will also, on or before the thirtieth day of November instant, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each of the said Parishes, at the usual place of abode of such Schoolmaster or Session-Clerk.

And Notice is Further Given that it is intended by the said Bill to empower the Caledonian Railway Company to deviate, in the construction of the said proposed Branch Railway, from the line and levels delineated on the Plans and Sections intended to be deposited as aforesaid, to such an extent as will be defined on the said Plans and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, water-courses, telegraphic apparatus, and gas and water-pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said Branch Railway or any of the Works and conveniences connected therewith.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company to purchase, compulsorily and otherwise, the lands, houses, and other property required for the purposes aforesaid; to convey passengers, goods, and other traffic on the said Branch Railway; to levy

tolls, rates, and charges for the use of the said Branch Railway and relative Works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges; and to exercise all other usual and necessary powers.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company, and the owners of and other parties interested in the lands, houses, and other property required for the said proposed Branch Railway and other Works, and any other Companies, Corporations, Commissioners, Trustees, and other bodies or persons, whether under legal disability or not, to contract and agree with each other for the acquisition by the said Company of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground-annual, or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect, or be affected by the construction, maintenance, or use of the said proposed Branch Railway and other Works; and for the use of the said Branch Railway and other Lines of Railway communicating therewith; and as to the tolls, rates, and charges to be levied thereon respectively; and to execute all agreements, conveyances, contracts of feu and of ground-annual, leases, and other deeds necessary for these purposes.

And it is Further Intended by the said Bill to empower the Caledonian Railway Company to raise money for the several purposes aforesaid, by the creation and issue of shares or stock, on such terms and conditions, with such preferences, priorities, and privileges (if any) *inter se* and in respect to the other shares and stock in the Caledonian Railway Company, and subject as regards preference shares or stock to such powers of redemption (by the substitution of ordinary shares or stock to be created under the powers of the Bill, or otherwise) as may be considered expedient, and also by borrowing upon mortgage, or bond, or cash-credit; and to fund or issue Debenture Stock in lieu of the money so borrowed, or authorised to be borrowed.

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

And, for these and other purposes, it is Intended by the said Bill to amend "The Caledonian Railway Act 1845," and the several other Acts relating to the Caledonian Railway Company, passed in the Sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth years of the Reign of Her present Majesty.

And Notice is Further Given, That printed copies of the said Bill, as proposed to be intro-

duced into Parliament, will be deposited in the Private Bill Office of the House of Commons on or before the twenty-third day of December next.

Dated this First day of November
Eighteen hundred and sixty-four.

HOPE & MACKAY, W.S., Edinburgh.
GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

LONDON AND NORTH WESTERN RAILWAY

NEW WORKS AND ADDITIONAL POWERS (ENGLAND AND SCOTLAND).

(New Railways, Road, and Works, and Additional Lands in the counties of Lancaster, Derby, Salop, Middlesex, Stafford, Buckingham, and Chester; Stopping up and Discontinuance of Roads and Footpaths in the parishes of Manchester, Liverpool, and Saint Helen's; Extension of Time for Sale of Superfluous Lands; Further Powers in reference to the Undertakings of the Bedford and Cambridge, South Staffordshire, Hampstead Junction, Saint Helen's, Lancaster and Carlisle, Cromford and High Peak, and Portpatrick Railway Companies; and Arrangements with those Companies and the Midland Company, and with the Corporation of Salford; and Confirmation of existing Agreements; Provision as to Joint Station at Preston and Preston and Wyre and North Union Railways and Stations; Additional Capital; Amendment of Acts, and other Purposes).

NOTICE is Hereby Given, that Application is intended to be made to Parliament, in the next Session, by the London and North Western Railway Company (hereinafter called "The Company"), for an Act for the following purposes, or some of them, (that is to say):

To enable the Company to make and maintain the Railways following, or some or one of them, with all proper approaches, stations, works, and conveniences connected therewith (that is to say):

A Railway commencing in the township of Huyton, otherwise Huyton-with-Roby, in the county of Lancaster, by a junction with the London and North Western Railway, at or near Huyton Hey Bridge, and terminating in the town of Saint Helen's, by a junction with the Saint Helen's Railway, four chains or thereabouts north of the bridge which carries Raven Street over such last-mentioned Railway in the township of Windle otherwise Hardshaw-within-Windle, in the parish of Prescott, in the same county; which said intended Railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say): Huyton, Huyton-with-Roby, Prescott, Whiston, Eccleston, Sutton, Saint Helen's, Hardshaw, Windle, and Hardshaw-within-Windle, all in the county of Lancaster;

A Railway to be situate wholly in the township of Widnes, and parish of Prescott, in the county of Lancaster, commencing by a junction with the Warrington and Garston Railway one chain or thereabouts on the east side of the point where such Railway crosses the Marsh Road, and terminating by a junction with the same Railway one chain or thereabouts on the west side of the point where such Railway crosses the road leading from Carter's House to Carter's House Bridge;

A Railway to be situate wholly in the township of Widnes, and parish of Prescott aforesaid, commencing by a junction with the intended Railway lastly hereinbefore described, in a field called Old Field, being part of Moorhouse Farm, belonging to John Shaw Leigh, Esquire, and in the occupation of William Beesley; and terminating by a junction with the Saint Helen's Railway eleven chains or thereabouts north of the existing crossing by the Warrington and Garston Railway of the Railway from Saint Helen's to Widnes Dock;

A Railway to be situate wholly in the township of Sutton, in the parish of Prescott, in the county of Lancaster, commencing by a junction with the Saint Helen's Railway seven chains or thereabouts south-east of Peasley Cross Station, and terminating by a junction with the Broad Oak Branch of the Saint Helen's Railway at or near the point where Sutton Brook passes under that Branch Railway;

A Railway, herein designated Branch No. 1, commencing by a junction with the Eccles Tyldesley and Wigan Branch of the London and North Western Railway, near to the bridge which carries the public road from Roe Green to Shaving Lane over such Railway at Roe Green, in the township of Worsley and parish of Eccles, and terminating at Street Gate, in a field belonging to Strettle Seddon, and occupied by James Wharmby, ten chains or thereabouts north of Clegg's Lane, in the township of Little Hulton and parish of Dean; which said intended Railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Eccles, Worsley, Worsley Lower Division, Worsley Higher Division, Walkden Moor, Peel, Street Gate, Little Hulton, and Dean, all in the county of Lancaster;

A Railway commencing at the terminus of Branch No. 1, at Street Gate, in a field belonging to Strettle Seddon, and occupied by James Wharmby, ten chains or thereabouts north of Clegg's Lane, in the township of Little Hulton and parish of Dean, and terminating on the Rothwell's Farm estate, in a field called Farnworth Field, belonging to and occupied by Francis Charlton, Esquire, in the township of Farnworth and parish of Dean; which last mentioned intended Railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Dean, Little Hulton, Middle Hulton, and Farnworth, all in the county of Lancaster;

A Spur or Railway wholly in the township of Little Hulton and parish of Dean, in the county of Lancaster, commencing by a junction with Branch No. 1, on the Mount Skip Farm, in a field which adjoins the public road called Clegg's Lane, belonging to the trustees of Jacob Fletcher Fletcher, Esquire, and occupied by Robert Rothwell, and terminating on Walkden Moor Ley, belonging to and occupied by the trustees of the late Duke of Bridgewater, equi-distant, or nearly so, between the places known as Old Pole and Sod Hall;

A Railway commencing by a junction with the Cromford and High Peak Railway, in the

township of Hartington Middle Quarter, in the parish of Hartington, in the county of Derby, eighty yards or thereabouts north of the centre of the turnpike road leading from Bakewell to Longnor, where it is crossed by the said Cromford and High Peak Railway, and terminating by a junction with the same Railway, in the township of Hartington Upper Quarter, in the said parish of Hartington, in the said county of Derby, at or near the distance-post thereon denoting nineteen miles thereon, which last-mentioned Railway will be situate in and pass through or into the several parishes, townships, and extra-parochial or other places following (that is to say): Hartington, Hartington Middle Quarter, and Hartington Upper Quarter, all in the county of Derby:

And it is proposed by the intended Act to authorise and provide for the abandonment of that portion of the Cromford and High Peak Railway which is situate between the two points of junction therewith of the last-mentioned intended Railway, or some part thereof:

To enable the Company to widen and improve and lay down additional lines of rails upon so much of their Railway as is situate between a point in the township of Wavertree, in the parish of Childwall, in the county of Lancaster, four chains or thereabouts west of the place where Picco otherwise Pighue Lane crosses the London and North Western Railway and a point in the township of Huyton, otherwise Huyton with Roby, in the parish of Huyton in the same county, one chain or thereabouts east of Huyton Hey Bridge, which said intended widening will be situate within the parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Childwall, Wavertree, Much Woolton, Thingwall, Walton on the Hill, West Derby, Huyton, Roby, and Huyton with Roby, all in the county of Lancaster:

To enable the Company to widen, improve, and lay down additional lines of rails upon so much of their Railway as is situate between the bridge carrying the Oldfield Road over the said Railway, in the township of Salford, in the parish of Manchester, and the point, in the township of Barton-on-Irwell, in the parish of Eccles, where the Eccles Tyldesley and Wigan Railway of the Company unites with or diverges from the same Railway, which said intended widening will be situate in the parishes, townships, and extra-parochial or other places of Salford, Pendleton, Pendlebury, Barton-on-Irwell, Eccles, and Manchester, or some of them, all in the county of Lancaster:

To empower the Company to make a new road in the township of Windle, in the parish of Prescott, in the county of Lancaster, to commence by a junction with Green Leach Lane at a point four chains or thereabouts west of Carr Mill Dam, and to terminate by a junction with Broad Lane at a point eight chains or thereabouts west of the dam and sluice dividing Carr Mill Dam from Carr Mill Higher Dam; and to empower the Company to stop up and discontinue as a thoroughfare, and appropriate to the purposes of the Company, so much of the existing roads called Green Leach Lane and Broad Lane as is situate between the termini of the said new road:

To empower the Company to stop up, discontinue, and extinguish all rights of way over, and to appropriate to the use of the Company, so much of the public highway known as Ordsall Lane, as lies between the south side of the London and North Western Railway and the street communicating

between Ordsall Lane and Wilburn Street, a distance of sixty-five yards or thereabouts, all in the township of Salford and parish of Manchester; and also so much of the same public highway as extends from the said Railway on the north side thereof for a distance of fifteen yards or thereabouts therefrom:

To empower the Company to carry their Railway over Wilburn Street in the township of Salford, in the parish of Manchester, by means of an additional bridge:

To empower the Company to construct three additional arches or openings under Oldfield Road, in the township of Salford, in the parish of Manchester; two on the southerly and one on the northerly side of the arch by which the London and North Western Railway at present passes under that road:

To empower the Company to stop up and discontinue and extinguish all rights of way over, and to appropriate to the use of the Company so much of the public footway, in the township of Gorton, in the parish of Manchester, in the county of Lancaster, leading from the Redgate Farm Tavern over and across the London and North Western Railway by a bridge, as extends for a distance of one hundred and thirty yards or thereabouts in a south-westerly direction from such bridge, and for a distance of one hundred and fifty yards or thereabouts in an easterly direction from the same bridge; and also to stop up, and discontinue, and extinguish all rights of way along, under, and over, and to appropriate to the use of the Company, the archway and road in the said township of Gorton, in the said parish of Manchester, in the said county of Lancaster, under the London and North Western Railway as is situate one hundred and thirty yards or thereabouts north-west of the last-mentioned footway-bridge; and also along and over so much of such last-mentioned road as extends ninety yards or thereabouts in a westerly direction from such archway, and one hundred and fifty yards or thereabouts in an easterly direction from the same archway; and also so much of the street in the township and parish of Liverpool, called Hotham Street, as extends for seventy yards or thereabouts southwards from Sydney Street:

To empower the Company to stop up and discontinue as a public thoroughfare so much of the street in the town and parish of Saint Helen's called Atlas Street as is situate between the south-westerly side of the Gerard's Bridge Branch of the Saint Helen's Railway and the junction of the said street with Earle Street, and to appropriate to the purposes of the Company the portion of the said street which is crossed by the said Railway, and to vest the remainder of the site of the said street in such persons as shall be designated in the said Act:

To empower the Company to acquire by compulsion or agreement lands, houses, and property for all or any of the purposes aforesaid, and also the lands, houses, and property hereinafter described or referred to (that is to say):—

Certain lands, houses, and property situate within the township of Whitechurch and parish of Whitechurch, in the county of Salop, forming two several strips of land each fifty-five yards, or thereabouts, in width, parallel with and adjoining the Shrewsbury and Crewe Branch of the London and North Western Railway Company, and on the east and west sides respectively, (save and except such land as now belongs to the London and North Western Railway Company, and extends

eight hundred yards or thereabouts north-east of the bridge which carries the Railway over the turnpike road adjoining the Whitchurch Station; and another strip of land of the same width or thereabouts, and parallel with and adjoining the said Shrewsbury and Crewe Branch, and on the east side thereof, and extending five hundred yards, or thereabouts, south-east of the said turnpike road adjoining the Whitchurch Station;

Certain land and houses also situate within the said township of Whitchurch, forming a strip of land fifty-five yards or thereabouts in width, parallel with and adjoining the west side of the said Shrewsbury and Crewe Branch, and extending from the south-east side of the fence of the Oswestry Ellesmere and Whitchurch Railway, in a southerly direction two hundred and fifty yards or thereabouts;

Certain lands, houses, and property situate in the township and parish of Manchester, in the county of Lancaster, and lying between and bounded by Boad Street, Store Street, Berry Street, Malaga Street, and Sheffield Street, exclusive of the site of the streets intersecting the same;

Certain lands, houses, and property in the township of Salford, in the said parish of Manchester, situate between Hampson Street, Wilburn Street, the Company's Railway, and Nangreave Street;

Certain lands, houses, and property in the same township and parish situate between Oldfield Road, Middlewood Street, and the Railway and premises of the Company;

Certain lands, houses, and property situate in the township of West Derby, in the parish of Lancaster, bounded on the north by the public road leading from Liverpool to Wavertree, on the south by the goods yard and premises of the Company, on the east by and including a road or street called Spekefields Street, and on the west by the eastern side of a road or street called Speke Street;

Certain lands, houses, and property in the township of Gorton, in the parish of Manchester, in the county of Lancaster, situate on the northern, north-eastern, and south-western sides of the London and North Western Railway, commencing on the northern side from a point near the toll-bar on the Hyde Turnpike Road, where a new street, intended to be called "Toll Bar Street," joins that road, extending to a point fronting such road for a distance of one hundred and eighty-six yards or thereabouts, and from such last-mentioned point in a south-easterly direction for a distance of three hundred and eighty-two yards or thereabouts to the public footway leading from the Redgate Farm Tavern across the London and North Western Railway by a bridge, and containing in depth from north-east to south-west about one hundred and twenty-six yards; and also lands and property situate on the said south-western side of and abutting on the said London and North Western Railway, extending in a north-westerly direction three hundred yards or thereabouts from the bridge carrying such last-mentioned public footway over the said Railway, and one hundred yards or thereabouts in a south-easterly direction from such bridge, and containing

in depth from north-east to south-west seventy yards or thereabouts;

Certain lands and property situate in the township of Ardwick, in the parish of Manchester, in the county of Lancaster, abutting on the London and North Western Railway on the south-west side thereof commencing from a point one hundred and thirty yards or thereabouts south-east of the junction of the Manchester Sheffield and Lincolnshire Railway with the London and North Western Railway, and extending from such point in a south-easterly direction for a distance of one hundred and sixty-six yards or thereabouts, and extending from the south-easterly extremity thereof in a south-westerly direction for a distance of eighty-three yards or thereabouts, and extending from the north-westerly extremity thereof in a southerly direction to meet such last-mentioned point, for a distance of one hundred and thirty yards or thereabouts;

Certain lands, houses, and property in the townships of Windle, Parr, Ashton-in-Makerfield, Billinge Chapel End, and Winstanley, in the parishes of Prescott, Winwick, and Wigan, in the county of Lancaster, comprising the sites of Carr Mill Dam and Carr Mill Higher Dam, and lands adjoining the same on each side and surrounding the same;

Certain lands, houses, and property in the township and parish of Liverpool, in the county of Lancaster, situate between Lord Nelson Street, Pudsey Street, and Hotham Street, and land and houses fronting the south side of London Road, and to make a communication by means of a bridge or archway under Lord Nelson Street from the land so proposed to be acquired to Lime Street Station at Liverpool belonging to the Company;

Certain lands, houses, and property in the parish of Saint Mary Islington, in the county of Middlesex, bounded in part by land belonging to the Great Northern Railway Company, by land belonging to the North London Railway Company, by York Road, by the back of premises on the east side of York Road, by land and premises of or connected with the Metropolitan Cattle Market, by the west end of Nailour Street, by the houses and premises on the west side of Charles Street, and by the west end of Frederick Street, including the sites of part of Pleasant Grove, part of Brandon Road, and part of Blundell Street, and all other ways, passages, and footpaths within the aforesaid limits, with power to discontinue the same as public thoroughfares, and to make a communication by means of a bridge or archway over York Road from the land so proposed to be acquired to certain lands of the Company on the east side of York Road;

Certain lands and property situate within the township of Whitmore, in the parish of Whitmore, in the county of Stafford, forming a strip of land parallel with and adjoining the south-western side of the London and North Western Railway, one hundred yards in width or thereabouts, and extending in a south-easterly direction from the public road leading from Market Drayton to Newcastle under Lyme, four hundred and sixty yards or thereabouts;

Certain lands, houses, and property in the parish of Wolverton, in the county of Buckingham,

situate on the west of and adjoining the Company's workshops and locomotive establishment at Wolverton, and bounded on the north by the Grand Junction Canal, and on the south by lands and property of the trustees of Dr. Radcliffe, lying on the north side of the road leading from the Newport Pagnell and Stony Stratford turnpike road to Stratford, and extending from the Company's aforesaid premises westward for a distance of four hundred and fifty yards, or thereabouts ;

Certain lands, houses, and property in the township of Sutton and parish of Prescott, in the county of Lancaster, and situate on each side of the Saint Helen's Railway, and running parallel therewith, and extending from Dutch Barn Bridge to the station on the said Railway at Sutton ;

Certain lands, houses, and property in the township of Weston, in the parish of Runcorn, in the county of Chester, belonging to George Orred, Esquire, and lying and abutting on the easterly side of the canal and towing-path from Runcorn to Weston Point, and extending from such canal and towing-path a distance of about one hundred and twenty yards in an easterly direction, and bounded on the northerly side by the boundary dividing the township of Runcorn from the township of Weston, and extending two hundred yards or thereabouts in a southerly direction from such boundary :

To vary and extinguish all existing rights and privileges connected with any lands, houses, or property proposed to be purchased or appropriated for the purposes of the intended Act, which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges :

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike roads, highways, tramways, canals, rivers, and streams within or adjoining to the aforesaid parishes and townships which it may be necessary to cross, stop up, alter, or divert, in executing the several purposes of the intended Act :

To authorise the Company to levy tolls, rates, and duties for or in respect of the said Railways and works, and to grant exemptions from the payment of such tolls, rates, and duties :

To extend the time for the sale by the Company of all or any lands acquired by them which are not or eventually may not be required for the purposes of their undertaking, and to confer further powers on the Company with reference to the sale and granting of leases of lands held by the Company, or otherwise in relation thereto :

To repeal the twenty-fourth section of "The London and North Western Railway (Lines near Liverpool) Act, 1861," in reference to the access to the docks and works of the Duke of Bridgewater's Trustees and the Company of Proprietors of the Mersey and Irwell Navigation :

To empower the Company and the Corporation of Salford to enter into and carry into effect contracts and agreements with reference to the construction by the Company of certain roads and the execution of other works in the borough of Salford, and to confirm and give effect to any contracts or agreements already entered into with reference thereto :

To provide for the vesting in the Company as part of their undertaking of the Bedford and Cambridge Railway, and for the exercise and fulfilment by the

Company of all the rights, powers, privileges, liabilities, and obligations of the Bedford and Cambridge Railway Company in relation thereto, whether with reference to the acquisition of lands, the construction of works, the levying of tolls, rates, and charges, or otherwise, and for the conversion into shares or stock of the Company of the shares in the capital of the Bedford and Cambridge Railway Company, either before or after the same shall have been paid up in full, and for securing the mortgage bond or other debts of the Bedford and Cambridge Railway Company :

To confirm and give effect to all or any agreements made between or on behalf of the Company and the Bedford and Cambridge Railway Company with reference to all or any of the matters aforesaid :

To provide, if need be, for the dissolution of the Bedford and Cambridge Railway Company, and the winding up of their affairs :

To empower the Company and the respective holders of shares or stock in the capital of the South Staffordshire Railway Company to agree for the conversion of such shares or stock into stock of the Company, upon such terms as may be mutually agreed upon :

To provide, if need be, for the dissolution of the South Staffordshire Railway Company, and for the winding up of their affairs, and for the more complete and effectual vesting of their undertaking in the Company :

To confirm and give effect to all or any agreements made between or on behalf of the Company and the South Staffordshire Railway Company, and the holders of shares or stock in the capital of that Company respectively with reference to all or any of the matters aforesaid :

To empower the Company and the respective holders of shares or stock in the capital of the Hampstead Junction Railway Company to agree for the conversion of such shares or stock into stock of the Company, upon such terms as may be mutually agreed upon :

To provide, if need be, for the dissolution of the Hampstead Junction Railway Company, and the winding up of their affairs, and for the more complete and effectual vesting of their undertaking in the Company :

To confirm and give effect to all or any agreements made between or on behalf of the Company and the Hampstead Junction Railway Company, and the holders of shares or stock in the capital of that Company respectively, with reference to all or any of the matters aforesaid :

To make further provision with reference to certain debts and liabilities of the Saint Helen's Canal and Railway Company, and to alter and amend the provisions of "The Saint Helen's Canal and Railway Transfer Act, 1864," and to enable the Company to deduct from any rent or dividend payable to the Saint Helen's Canal and Railway Company such sums (if any) as may be paid by the Company in discharge of any such debts and liabilities, and to authorise the Company, if thought fit, to apply their funds in or towards the discharge of such debts and liabilities, and to confirm and give effect to any contracts or agreements entered into between the Company and the Saint Helen's Canal and Railway Company in reference thereto :

To empower the Company and the Midland Railway Company to enter into and carry into effect agreements with reference to the working and use, management and maintenance of the undertaking of the Lancaster and Carlisle Railway Company, including the Lancaster and Preston Junction Railway and the Kendal and Windermere

Railway; and to provide, if thought fit, for the appointment of a joint committee for the regulation and management of such undertaking, and to confirm and give effect to all or any agreements already made between the Company and the Midland Railway Company in relation to all or any of the matters aforesaid :

To confer upon the Lancaster and Carlisle Railway Company, or the shareholders for the time being therein, the right to participate, from time to time, in the allotment of any future creation of shares or stock by the Company, and to empower the Company to appropriate a portion of such shares or stock to the Lancaster and Carlisle Railway Company, or the shareholders for the time being therein, and to enable the Lancaster and Carlisle Railway Company to accept any such allotted shares or stock, and to apply the corporate funds of that Company, or so much thereof as shall from time to time be necessary, in taking up and paying the calls upon any such shares or stock, and to authorise the Lancaster and Carlisle Railway Company to raise a further sum of money for the purposes aforesaid by the creation of shares or stock in their undertaking, or by borrowing on mortgage or bond, or by any of such means :

To empower the Company and the respective holders of shares or stock in the capital of the Lancaster and Carlisle Railway Company to agree for the conversion of such shares or stock into stock of the Company upon such terms as may be mutually agreed upon :

To empower the Company from time to time to supply water and gas from their station at Crewe not required for their own purposes to any local board or other local authority, and to any Company or person respectively, and to recover the rents or sums of money from time to time payable in respect of any such supply of water and gas, and also to empower the Company and any local board or other authority, and any such Company or person to enter into contracts and agreements with reference to the purposes aforesaid, or any of them ;

To confirm and give effect to a certain lease granted by the Company of the land on which the Railway Clearing House has been erected, and is now being enlarged :

To make provision for the future management, government, direction, working, and use of the station at Preston, in the county of Lancaster, known as the Preston Station, belonging to the Company and the Lancashire and Yorkshire Railway Company ; and of the Preston and Wyre Railway, and the North Union Railway, and the stations and works connected therewith respectively ; and to provide for the settlement of all differences and disputes between those Companies respectively in relation thereto, either by the appointment of a standing arbitrator, or by such means as may either be agreed upon between the two Companies, or as may be provided for by the said Act ; and so far as may be necessary for the purposes aforesaid, or any of them, to alter, amend, and enlarge, or to repeal all or some of the provisions of the Act (local or personal) 9 and 10 Victoria, cap. 231, and of all or any other Acts or Act relating to the said Preston Station ; also of the Act 12 and 13 Vict. cap. 74, and of all or any other Acts or Act relating to the Preston and Wyre Railway ; and also of the Act 9 and 10 Vict. cap. 231 ; and of all or any other Acts or Act relating to the North Union Railway :

To empower the Company to exercise, in lieu of the Lancaster and Carlisle Railway Company, the powers of that Company in relation to the

appointment of directors of the Portpatrick Railway Company :

To authorise the Company to increase their capital, to raise a further sum of money for all or any of the purposes of the intended Act, and for the general purposes of the Company, by the creation of new shares or stock with or without a guaranteed or preference dividend or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any of such means, and also to apply to all or any of such purposes any capital or funds now belonging to the Company, or hereafter to belong to them, or under the control of their directors :

And for the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several Acts following, or some of them, directly or indirectly relating to the Company, (that is to say) : local and personal Acts 8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198 ; 9 Vict. cap. 67 ; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396 ; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294 ; 11 and 12 Vict. caps. 58, 60, and 130 ; 12 and 13 Vict. cap. 74 ; 13 and 14 Vict. cap. 36 ; 14 Vict. cap. 28 ; 14 and 15 Vict. cap. 94 ; 15 Vict. caps. 98 and 105 ; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222 ; 17 and 18 Vict. caps. 201 and 204 ; 18 and 19 Vict. caps. 172 and 194 ; 19 and 20 Vict. caps. 52, 69, and 123 ; 20 and 21 Vict. caps. 64, 98, and 108 ; 21 and 22 Vict. caps. 130 and 131 ; 22 and 23 Vict. caps. 1, 2, 5, 88, 113, 124, 126, and 134 ; 23 and 24 Vict. caps. 77 and 79 ; 24 and 25 Vict. caps. 66, 110, 123, 128, 130, 208, and 223 ; 25 and 26 Vict. caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209 ; 26 and 27 Vict. caps. 5, 108, 177, 208, and 217 ; and 27 and 28 Vict. caps. 194, 226, 263, 273, 288, and 296 :

Also of the Acts 23 and 24 Vict. cap. 183, and 27 and 28 Vict. cap. 62, and any other Act or Acts relating to the Bedford and Cambridge Railway Company :

Also of the following Acts, or some of them, relating to the South Staffordshire Railway Company, (that is to say) : 9 and 10 Vict. caps. 300 and 316 ; 10 and 11 Vict. cap. 189 ; 13 and 14 Vict. cap. 58 ; 14 and 15 Vict. cap. 94 ; 17 and 18 Vict. cap. 53 ; 18 and 19 Vict. cap. 175 ; 22 and 23 Vict. cap. 109 ; 24 and 25 Vict. cap. 136 ; and 26 and 27 Vict. cap. 6 :

Also of the following Acts, or some of them relating to the Hampstead Junction Railway Company (that is to say) : 16 and 17 Vict. cap. 222 ; 19 and 20 Vict. cap. 52 ; 22 and 23 Vict. cap. 13 ; and 26 and 27 Vict. cap. 217 :

And also of the Act 27 and 28 Vict. cap. 296, and any other Act or Acts relating to the Saint Helen's Canal and Railway Company :

And also of the Act 7 and 8 Vict. cap. 18, relating to the Midland Railway Company, and any other Act or Acts relating to that Company :

Also of the following Acts, or some of them, relating to the Lancaster and Carlisle Railway Company (that is to say) : 7 Vict. cap. 37 ; 8 and 9 Vict. cap. 83 ; 9 and 10 Vict. cap. 257 ; 20 and 21 Vict. cap. 161 ; 21 and 22 Vict. cap. 128 ; and 22 and 23 Vict. cap. 124 :

Also of the following Acts, or some of them, relating to the Lancaster and Preston Junction Railway Company (that is to say) : 7 Will. IV. and

1 Vict. cap. 22 ; 3 and 4 Vict. cap. 4 ; 6 and 7 Vict. cap. 4 ; 12 and 13 Vict. cap. 87 ; and 22 and 23 Vict. cap. 124 :

Also of the following Acts, or some of them, relating to the Kendal and Windermere Railway Company (that is to say) : 8 and 9 Vict. cap. 32 ; 11 and 12 Vict. cap. 26 ; and 22 and 23 Vict. cap. 124 :

Also of the Act 18 and 19 Vict. cap. 75, and any other Act or Acts relating to the Cromford and High Peak Railway Company ;

And also of the Act 20 and 21 Vict. cap. 149, and any other Act or Acts relating to the Portpatrick Railway Company :

And Notice is hereby also given, That on or before the thirtieth day of November instant, a published map and plans and sections relating to the objects of the proposed Act, with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited as follows (that is to say) : as regards the works and lands in the county of Lancaster, with the clerk of the peace for the county of Lancaster, at his office at Preston ; as regards the works and lands in the county of Derby, with the clerk of the peace for the county of Derby, at his office at Derby ; as regards the works and lands in the county of Salop, with the clerk of the peace for the county of Salop, at his office at Shrewsbury ; as regards the works and lands in the county of Middlesex, with the clerk of the peace for the county of Middlesex, at his office in Clerkenwell ; as regards the works and lands in the county of Stafford, with the clerk of the peace for the county of Stafford, at his office in Stafford ; as regards the works and lands in the county of Buckingham, with the clerk of the peace for the county of Buckingham, at his office at Aylesbury ; and as regards the works and lands in the county of Chester, with the clerk of the peace for the county of Chester, at his office in the city of Chester ; and that copies of so much of the said plans, sections, and books of reference as relates to the several parishes and extra-parochial places in or through which the said intended works are proposed to be made, or lands are situate, together with a copy of this Notice as published in the London Gazette, will, on or before the said thirtieth day of November, be deposited as follows (that is to say) : As regards the works and lands in the parish of Saint Mary Islington, with the vestry clerk of that parish, at his office, Vestry Hall, Upper Street, Islington ; and as regards the several other parishes with the parish clerk of each such parish at his residence, and in case of any extra-parochial place with the clerk of some parish immediately adjoining such extra parochial place :

And Notice is hereby further given, That on or before the twenty-third day of December next printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November 1864.

JAMES BLENKINSOP,
Solicitor for the said Company.

DUMFRIES LOCHMABEN AND LOCKERBY JUNCTION AND CALEDONIAN RAILWAY COMPANIES.

(Amalgamation, Purchase or Lease ; and Amendment or Repeal 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 vest

in the Caledonian Railway Company, or to authorize or provide for the vesting in that Company, by Amalgamation, Purchase or Lease, from and after such date, and upon such terms and conditions as have been or may be agreed upon, or as may be fixed by or under the provisions of the said Bill, of the undertaking of the Dumfries Lochmaben and Lockerby Junction Railway Company, and of all the lands, works, property, monies and effects, powers, rights and privileges of the Dumfries Lochmaben and Lockerby Junction Railway Company of whatsoever kind, and whether with reference to the raising and borrowing of money, the purchase compulsorily or otherwise of lands and houses, the construction of Works, the fixing and levying of tolls, rates, and charges, the management, maintenance, working and use of the said undertaking, or otherwise, which shall have been or shall be vested in or held or enjoyed by the Dumfries Lochmaben and Lockerby Junction Railway Company at the time of the said amalgamation, purchase, or lease.

And it is intended by the said Bill, to provide, if thought expedient, for the dissolution of the Dumfries, Lochmaben, and Lockerby Junction Railway Company, and for the incorporation of the Shareholders therein (or some of them) with the Caledonian Railway Company, and the Shareholders in that Company ; and also to provide for varying, regulating and fixing the capital of the said two Companies, or of the Caledonian Railway Company, and the rights, privileges, preferences, and priorities, in and against the Caledonian Railway Company, and the respective undertakings of the said two Companies, or the united undertaking and the respective portions thereof, of the several classes of Shareholders in the said two Companies, and of the holders of debenture Stock in, and of annuities, mortgages, bonds, and funded and other debts due by the said two Companies respectively, or either of them ; and for the fulfilment and discharge by the Caledonian Railway Company, of all or some of the obligations entered into and debts and liabilities incurred by the Dumfries Lochmaben and Lockerby Junction Railway Company.

And it is intended by the said Bill to authorize the Caledonian Railway Company to redeem the shares which have been issued by the Dumfries, Lochmaben, and Lockerby Junction Railway Company, by payment of such price, or substitution of such shares or stock (ordinary, preference, or guaranteed) in the Caledonian Railway Company, as have been or may be agreed upon, or as may be provided by the said Bill ; and to authorize the Caledonian Railway Company to guarantee a fixed or fluctuating dividend upon the shares in the Dumfries, Lochmaben, and Lockerby Junction Railway Company, and to create and issue new stock or shares in the Caledonian Railway Company, with or without preference or guarantee of dividend, and to borrow additional money on mortgage or on bond or cash credit ; and to create and issue Debenture Stock in lieu of the sums so borrowed or authorized to be borrowed ; as also to levy tolls, rate, and charges in respect of the use of the Dumfries Lochmaben and Lockerby Junction Railway, and the conveyance of traffic thereon ; and to authorize the alteration of existing tolls, rates, and charges, the conferring, varying, and extinguishing of exemptions from payment of tolls, rates, and charges, and other rights and privileges ; and to enact or provide for all such powers, provisions, matters, and things as may be necessary, convenient, or proper for effecting such Amalgamation, purchase, or lease as aforesaid, or in relation thereto ; and to authorize the said Companies to enter into

and execute all conveyances, leases, and agreements which may be necessary for effecting the objects aforesaid, and to confirm any such Agreement or Agreements which may have been or may be entered into between them prior to the passing of the said Bill.

And it is Intended by the said Bill to amend some of the powers and provisions of "The Caledonian Railway Act 1845," and of the several other Acts relating to the Caledonian Railway Company passed in the Sessions of Parliament held respectively in the 9th and 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 23d, the 23d and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, and the 27th and 28th years of the Reign of Her present Majesty; and also to amend or wholly or partially to repeal "The Dumfries Lochmaben and Lockerby Junction Railway Act 1860," and "The Dumfries Lochmaben and Lockerby Junction Railway Deviation Act 1861."

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 twenty-third day of December next.

Dated this Eleventh day of November
Eighteen Hundred and sixty-four.

HOPE & MACKAY, W.S., Edinburgh.
GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

DUMFRIES, LOCHMABEN, AND LOCKERBY JUNCTION RAILWAY.

(Application to Board of Trade for Certificate to
Raise Additional Capital.)

NOTICE is Hereby Given that, pursuant to the provisions of the Railway Companies Powers Act, 1864, Application has been made by the DUMFRIES, LOCHMABEN, and LOCKERBY JUNCTION RAILWAY COMPANY (herein called the Company) to the Lords of the Committee of Her Majesty's Privy Council, appointed for the consideration of matters relating to Trade and Foreign Plantations (herein called the Board of Trade), to Make and Issue a Certificate pursuant to the terms of the aforesaid Act, with the following Powers and Provisions, or some of them (that is to say) :—

To authorise the Company for all or any of the purposes specified in the said application, and for the general purposes of the Company, as may be prescribed in the Certificate, to raise further or additional Capital, by the creation and issue of new Shares or Stock in the capital of the Company, either Ordinary or Preference, or partly Ordinary and partly Preference, or partly in that mode and partly by Borrowing on Mortgage at the option of the Company, or as may be prescribed in the Certificate, with power to create and issue Debenture Stock with and under such provisions as the said Certificate may prescribe.

To incorporate with the said Certificate the whole or part of the Companies Clauses Consolidation (Scotland) Act, 1845, and the Companies Clauses Act, 1863.

And, so far as may be necessary, to Alter and Amend the Acts following (that is to say) :—The Dumfries, Lochmaben, and Lockerby Junction Railway Act, 1860, and the Dumfries, Lochmaben, and Lockerby Junction Railway Deviation Act, 1861.

And Notice is Hereby Further Given, that Copies of the Draft of the Certificate as proposed by the Company will be furnished to all persons applying for the same, at the price of Sixpence each, at the Office of the Parliamentary Agents for the Company, as under-mentioned.

And Notice is Hereby Further Given, that all persons desirous of making to the Board of Trade any representation, or of bringing before them any objection respecting the said application, may do so by letter addressed to the Secretary of the Board of Trade, on or before the First day of January next, 1865.

Dated this 12th day of November 1864.

DODDS & HENDRY,
18, Abingdon Street, Westminster,
Parliamentary Agents.

EDINBURGH AND GLASGOW RAILWAY (No. I.)

Construction of Railway from the Wilsontown, Morningside, and Coltness Railway to the Edinburgh and Bathgate Railway; Power to Subscribe to and make Agreements with, the City of Glasgow Union Railway Company; Increase of Capital; 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 for all or some of the following purposes (that is to say) :—

To authorise the Edinburgh and Glasgow Railway Company (hereinafter called the Company) to make and maintain a Railway, with all proper stations, approaches, works, and conveniences connected therewith, commencing by a Junction with the Wilsontown, Morningside, and Coltness Railway, belonging to the Company, at or near a point in the Parish of Whitburn and County of Linlithgow where the said Wilsontown, Morningside, and Coltness Railway crosses the public road on the level immediately to the east of Bents Station on the said Railway, and terminating by a Junction with the Edinburgh and Bathgate Railway at or near a point in the parish of Livingstone and county of Linlithgow, 466 yards or thereby measured along the Edinburgh and Bathgate Railway, in the direction of Bathgate, from the mile-post on the said last mentioned Railway, indicating the distance to be 14 miles from Edinburgh and 5½ miles from Ratho Junction; which intended Railway, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, are or will be situate in or pass from, through, or into the parishes of Whitburn and Livingstone, in the County of Linlithgow, and

the parishes of West-Calder and Mid-Calder, in the county of Edinburgh.

To authorise the Company to deviate, in the construction of the said intended Railway, from the line and livels delineated on the plans intended to be deposited as after-mentioned, to such extent as will be shown on the said plans or provided by the said Bill; and to cross, stop up, alter, or divert temporarily or permanently such highways, turnpike and other roads, railways, tramways, bridges, streets, paths, passages, rivers, canals, brooks, streams, aqueducts, sewers, water courses, telegraphic apparatus, and gas and water pipes, as it may be necessary or expedient to cross, stop up, alter, or divert for the purpose of making, maintaining, or using the said intended Railway and works.

To take power to purchase compulsorily, or feu and otherwise acquire, lands, houses, and heritages for the purposes of the said intended Railway and works.

To authorise the Company to convey passengers, animals, goods, and other traffic on the said intended Railway; to levy tolls, rates, and charges, on and for the use of the said intended Railway and works, and the conveyance of traffic thereon; to alter existing tolls, rates, and charges; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

To authorise the Company to subscribe to and hold shares or stock in the capital and undertaking of the City of Glasgow Union Railway Company; to relieve any persons who have subscribed for such shares or stock on behalf of the Company; and to apply any part of the existing or authorised capital of the Company, or of the capital intended to be authorised to be raised by the said Bill, in paying such subscriptions or the calls on such shares or stock; and also to empower the Company to appoint Directors in the City of Glasgow Union Railway Company.

To authorise the Company and the said City of Glasgow Union Railway Company to enter into agreements for the use, lease, or purchase by the Company of any portions of the Railways authorised by the "City of Glasgow Union Railway Act, 1864," which will be situate between the Sighthill Branch of the Edinburgh and Glasgow Railway, and the Terminus (at or near the principal entrance gate of the College of Glasgow) of the Railway Number Eight authorised by the said Act, and of any portions of the Station on the City of Glasgow Union Railway, to be formed at or near the said College, or of the Lands or Houses authorised to be taken for the purposes thereof, on such terms and conditions, and for payment of such price, rent, or other consideration as may be agreed on or provided by the said Bill; and to transfer to and vest in the Company the powers of taking Land, constructing Works, and levying Tolls Rates and Charges for or with respect to the said portions of Railway and Station conferred on the said City of Glasgow Union Railway Company by the "City of Glasgow Union Railway Act, 1864;" and to confirm any agreement which has been or may be made between the said Companies with respect to such use, lease, or purchase.

To authorise the Company to raise, by the issue of new shares, either ordinary, guaranteed, or prefer-

ential, or on mortgage or bond, or Debenture Stock, such additional capital as may be necessary, not only for the purposes herein-before mentioned, but for the general purposes of their undertaking, and to fund the capital so to be raised on mortgage or bond.

To amend or repeal, so far as necessary for the purposes of the said Bill, all or some of the powers and provisions of the several Acts relating to the Company, and the Edinburgh and Bathgate Railway Company—that is to say, (Local and Personal) 57 Geo. III., c. 56; 59 Geo. III., c. 29; 1 and 2 Geo. IV., c. 122; 4 Geo. IV., c. 18; 7 Geo. IV., c. 45; 4 and 5 Vic., c. 59; 6 and 7 Vic., c. 55; 8 and 9 Vic., c. 148; 9 and 10 Vic., c. 81, 202, 263, 332, and 377; 10 and 11 Vic., c. 83, 245, and 246; 11 and 12 Vic., c. 116, 118, 127, and 160; 12 and 13 Vic., c. 39 and 86; 15 Vic., c. 109; 16 and 17 Vic., c. 151; 18 and 19 Vic., c. 158 and 190; 19 and 20 Vic., c. 98 and 106; 21 and 22 Vic., c. 64; 24 and 25 Vic., c. 84, 195, 198, and 248; 25 and 26 Vic., c. 135 and 138; 26 and 27 Vic., c. 187, 213, and 237; 27 and 28 Vic., c. 81, 248, 271, 279, and 286; and of the "City of Glasgow Union Railway Act, 1864," and of any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the Companies above mentioned or their undertakings or works.

To vary or extinguish all rights and privileges connected with the lands, houses, and heritages to be purchased, feued, or acquired, as aforesaid, and all other rights and privileges which 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 or expedient for carrying the same or any of them into effect.

Plans and Sections describing the line, situation, and levels of the said intended Railway and Works, and the lands, houses, and heritages in or through which the same are to be made, 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, and a published Map, with the intended Line of Railway delineated thereon, and a copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited, on or before the 30th day of November, 1864, in the Office at Edinburgh of the Principal Sheriff-Clerk of the County of Edinburgh, and in the Office at Linlithgow of the Principal Sheriff-Clerk of the County of Linlithgow; and a Copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the said Parishes in or through which the said intended Railway and Works are to be made, with a Copy of this Notice, will be deposited on or before the same date with the Schoolmaster, or if there be no Schoolmaster, with the Session Clerk of each such Parish at his residence.

Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23d day of December, 1864.

HILL, REID, & DRUMMOND, W.S.,
Edinburgh.

LOCH & MACLAURIN,
8, Great George Street, Westminster.

Edinburgh, 10th November 1864.

GLASGOW & SOUTH-WESTERN RAILWAY
(AYRSHIRE, &c., LINES.)

(Construction of New Railways in the Counties of
Ayr, Lanark and Dumfries—Increase of Capital
—Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament, in the ensuing Session, for an Act to effect the objects following, or some of them, viz. :—

To enable the Glasgow and South-Western Railway Company, hereinafter called "The Company," to make and maintain the following Railways, or some of them, with all proper works, stations, approaches and conveniences connected therewith, respectively, viz. :—

First.—A Railway, designated Railway No. 1, commencing by a Junction with the Glasgow and South-Western Railway, at or near a point thereon 650 yards or thereabouts to the Southward of the bridge thereon by which the turnpike road between Ayr and Kilmarnock is carried over the same, and terminating by a Junction with the Glasgow and South-Western Railway, at or near the Passenger Booking-Office at Mauchline Station; which Railway No. 1 will pass from, through, or into the Parishes of Newton-upon-Ayr, St. Quivox, Tarbolton and Mauchline, or some of them, in the County of Ayr.

Second.—A Railway, designated Railway No. 2, commencing by a Junction with the Glasgow and South-Western Railway, at or near the bridge thereon, by which the turnpike road between Ayr and Kilmarnock is carried over the same, and terminating by a Junction with Railway No. 1, at or near a point, 500 yards or thereabouts to the South-eastward of the last-mentioned bridge; which Railway, No. 2, will be wholly situate in the Parish of Newton-upon-Ayr, in the County of Ayr.

Third.—A Railway, designated Railway No. 3, commencing at or near a point, seventy yards or thereabouts, to the westward of the eastern entrance to the slip-dock of the Ship-building yard on the North Quay of the Harbour of Ayr, and terminating by a Junction with the Glasgow and South-Western Railway, at or near the bridge thereon, by which the turnpike road between Ayr and Kilmarnock is carried over the same; which Railway No. 3 will be wholly situate in the Parish of Newton-upon-Ayr, in the County of Ayr.

Fourth.—A Railway, designated Railway No. 4, commencing by a Junction with the Glasgow and South-Western Railway, between Holybush Station and Patna Station, at or near a point thereon 370 yards or thereabouts to the Southward of the Bridge by which the road leading to Holehouse Farm Steading is carried under the same, and terminating by a Junction with the Glasgow and South-Western Railway, between Old Cumnock Station and New Cumnock Station, at or near a point thereon 520 yards or thereabouts to the Southward of the mile post thereon, indicating a distance of 52 miles from Glasgow; which Railway, No. 4, will pass from, through or into the Parishes of Dalrymple, Coynton, Ochiltree and Old Cumnock, or some of them, in the County of Ayr.

Fifth.—A Railway, designated Railway No. 5, commencing by a Junction with Railway No. 1, at or near a point 170 yards or thereabouts to the Eastward of Little Bogend Farm Steading, in the occupation of William Gemmell, and terminating by a Junction with Railway No. 4, at or near a point 740 yards or thereabouts to the Eastward of Drummedan Farm Steading, in the occupation of George

Brown; which Railway, No. 5, will pass from, through or into the Parishes of Tarbolton, Coynton, Stair and Ochiltree, or some of them, in the County of Ayr.

Sixth.—A Railway, designated Railway No. 6, commencing at or near a point 520 yards or thereabouts to the Westward of Knockshoggle Farm Steading, in the occupation of Robert Caldwell, and terminating by a Junction with Railway No. 5, at or near a point 260 yards or thereabouts to the Westward of the said Knockshoggle Farm Steading; which Railway, No. 6, will be wholly situate in the Parish of Coynton, in the County of Ayr.

Seventh.—A Railway, designated Railway No. 7, commencing in the lands of Rankinston, at or near a point 730 yards or thereabouts to the South-eastward of Barnhill Cottage, in the occupation of John Smith, and terminating by a Junction with Railway No. 4, at or near a point 530 yards or thereabouts to the Southward of Waterton Farm Steading, in the occupation of John Murray; which Railway, No. 7, will pass from, through or into the Parishes of Coynton and Ochiltree, or one of them, in the County of Ayr.

Eighth.—A Railway, designated Railway No. 8, commencing at or near a point 720 yards or thereabouts to the South-westward of Fordmouth Farm Steading, in the occupation of James Hastings, and terminating by a Junction with the Glasgow and South-Western Railway, between Old Cumnock Station and New Cumnock Station, at or near a point thereon 170 yards or thereabouts to the North-westward of the mile post thereon, indicating a distance of 54 miles from Glasgow; which Railway, No. 8, will be wholly situate in the Parish of New Cumnock, in the County of Ayr.

Ninth.—A Railway, designated Railway No. 9, commencing by a Junction with the Glasgow and South-Western Railway, at or near a point thereon 320 yards or thereabouts to the North-eastward of the Passenger Booking-Office at Muirkirk Station, and terminating by a Junction with the Caledonian Railway, (Douglas Branch), at or near a point thereon 650 yards or thereabouts to the Eastward of the Passenger Booking-Office at Happenden Station; which Railway No. 9, will pass from through or into the Parish of Muirkirk, in the County of Ayr, and the Parish of Douglas, in the County of Lanark, or one of them.

Tenth.—A Railway, designated Railway No. 10, commencing by a Junction with Railway No. 9, at or near a point 200 yards or thereabouts to the Southward of Poneil Farm Steading, in the occupation of Thomas Hamilton, and terminating by a Junction with the Caledonian Railway, (Lesmahagow Branch), at or near a point thereon 270 yards or thereabouts to the North-eastward of the mile post thereon, indicating a distance of 16 miles from Motherwell Junction; which Railway, No. 10, will pass from, through or into the Parishes of Douglas and Lesmahagow, or one of them, in the County of Lanark.

Eleventh.—A Railway, designated Railway No. 11, commencing by a Junction with the Glasgow and South-Western Railway at or near a point thereon 500 yards or thereabouts to the North-westward of the Passenger Booking-Office at Sanquhar Station, and terminating by a Junction with Railway No. 9, at or near a point 1,000 yards or thereabouts to the Northward of Hazelside Mains Farm Steading, in the occupation of James Black, and in or near to a Wood known as Windrow Wood; which Railway, No. 11, will pass from, through or into the Parishes of Sanquhar and Kirkconnel, and the Royal Burgh of Sanquhar, or some of them, in the County of Dumfries, and the

Parishes of Crawfordjohn and Douglas, or one of them, in the County of Lanark.

To enable the Company to cross, alter, stop up, and divert all such roads, streams, canals, railways, tramways, sewers, telegraphic apparatus, water and gas pipes, and other works, as it may be necessary or expedient to cross, alter, stop up, or divert for making, maintaining, or using the several proposed Railways, or any of the works connected therewith.

To enable the Company to purchase, compulsorily or by agreement, or to lease, or feu, or otherwise acquire lands, houses, and other property, for the purposes of the intended Act, and to vary and extinguish all existing rights and privileges in any manner connected with such lands, houses, and other property, and all such other rights and privileges as it may be necessary or expedient to vary or extinguish in carrying into execution any of the purposes of the said Act.

To enable the Company to levy tolls, rates, and charges in respect of the said proposed Railways, and the conveyance of traffic thereon, and to confer certain exemptions from payment of such tolls, rates and charges, and to confer other rights and privileges.

To enable the Company to raise by the issue of new Shares, either ordinary, guaranteed or preferential, and on mortgage or bond, such additional capital as may be necessary for the purposes hereinbefore-mentioned, and to fund or issue Debenture Stock in lieu of the capital raised, or authorised to be raised on mortgage or bond.

To alter, amend, extend and enlarge, or to repeal all or some of the existing powers and provisions of the several local and personal Acts following, or some of them, (that is to say) "The Glasgow and South-Western Railway Consolidation Act, 1855," and the several other Acts relating to the Glasgow and South-Western Railway Company and their undertaking, passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, and the 27th and 28th years of the reign of Her present Majesty.

And Notice is Hereby Given, That Plans and Sections, describing the lines, situation, and levels of the said proposed Railways, and the lands, houses, and other property which may be required to be taken for the purposes thereof; together with Books of Reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses and other property, and also published maps to a scale of not less than half an inch to a mile, with the lines of the said proposed Railways delineated thereon, and copies of this Notice, as published in the Edinburgh Gazette, will be deposited for public inspection in the Offices, at Ayr and Kilmarnock, of the Principal Sheriff-Clerk of the County of Ayr; in the Offices, at Glasgow and Lanark, of the Principal Sheriff-Clerk of the County of Lanark; and in the Office, at Dumfries, of the Principal Sheriff-Clerk of the County of Dumfries; and that a copy of so much of the said Plans, Sections, and Books of Reference as relates to each of the said Parishes, together with a like copy of this Notice, will be deposited with the Schoolmaster, or, if there be no Schoolmaster, then with the Session-Clerk of such Parish, at the usual place of abode of such Schoolmaster or Session-Clerk; and that so much of the Plans, Sections, and Books of Reference as relates to the Royal Burgh of Sanquhar, together with a like copy of this Notice, will be deposited with the Town-Clerk of the said Royal Burgh, at his Office in Sanquhar; and that all such deposits

will be made on or before the 30th day of November, 1864.

Copies of the Bill for effecting the said objects will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, 1864.

Dated this 10th day of November, 1864.

MORRISONS & ANDERSON,
40 St Vincent Place, Glasgow, } Solicitors.
JAMES KERR,
14 Bridge Street, Glasgow, }

PRITT, SHERWOOD, VENABLES } Parliamentary
& GRUBBE, Westminster, } Agents.

KIRKCUDBRIGHT RAILWAY.

(Extension to Castle-Douglas and Dumfries Railway; Abandonment of part of existing line; Increase of Capital; and Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament, in the ensuing Session, for an Act to effect the objects following, or some of them, viz. :—

To enable the Kirkcudbright Railway Company, hereinafter called "The Company," to make and maintain a Railway, with all proper works, stations and conveniences connected therewith, commencing by a Junction with the Kirkcudbright Railway, at or near a point thereon, 400 yards or thereabouts to the south-westward of the Bridge by which the Portpatrick Railway is carried under the Mail Trust road leading from Castle-Douglas to Dumfries, and terminating by a Junction with the Castle-Douglas and Dumfries Railway, at or near a point 110 yards or thereabouts to the eastward of the said bridge; which Railway, with the works, stations and conveniences connected therewith, and the land, houses and other property which may be taken for the purposes thereof, will be, and are situate in the Parishes of Crossmichael and Kelton, or one of them, in the County or Stewartry of Kirkcudbright.

To enable the Company to abandon and discontinue so much of their existing Railway as is situate between the commencement of the said proposed Railway and the Junction of their Railway with the Portpatrick Railway; and to use for the purposes of the Company's undertaking, the land belonging to the Company occupied by the portion of Railway intended to be abandoned; which portion of Railway so to be abandoned is situate in the said Parishes of Crossmichael and Kelton, or one of them, in the County or Stewartry of Kirkcudbright.

To enable the Company to cross, alter, stop up, and divert all such roads, streams, canals, railways, tramways, sewers, telegraphic apparatus, water and gas pipes, and other works as it may be necessary or expedient to cross, alter, stop up, or divert for making, maintaining or using the said proposed Railway or any of the works connected therewith.

To enable the Company to purchase, compulsorily or by agreement, or to lease or feu, or otherwise acquire lands, houses and other property, for the purposes of the intended Act, and to vary and extinguish all existing rights and privileges in any manner connected with such lands, houses and other property, and all such other rights and privileges as it may be necessary or expedient to vary or extinguish in carrying into execution any of the purposes of the said Act.

To enable the Company to levy tolls, rates, and charges in respect of the said proposed Railway

and the conveyance of traffic thereon, and to confer certain exemptions from payment of such tolls, rates and charges, and to confer other rights and privileges.

To enable the Company to raise by the issue of new shares, either ordinary, guaranteed, or preferential, and on mortgage or bond, such additional capital as may be necessary for the purposes hereinbefore mentioned, and also generally for the purposes of the undertaking of the Company, and to fund or issue Debenture Stock in lieu of the Capital raised, or authorised to be raised, on mortgage or bond.

To enable the Company, and the Glasgow and South-Western and the Castle-Douglas and Dumfries Railway Companies to enter into agreements with each other, in relation to the maintenance and management of the said proposed Railway and Works, the use of, and interchange and working of the traffic between and upon their respective Railways and Stations, or any part thereof, the alteration, fixing, collection and apportionment of the tolls, rates and charges to be levied in respect of such use and working, and the appointment of a Joint Committee of Directors for managing the aforesaid matters, or any of them; and to confirm any agreements which may have been, or may be entered into, for effecting the objects aforesaid, or otherwise in relation thereto; as also, to provide for and regulate the aforesaid matters, or some of them, by the said Bill.

To alter, amend, extend and enlarge, or repeal all or some of the existing powers and provisions of the several local and personal Acts following, or some of them, viz., "The Kirkcudbright Railway Act, 1861," "The Glasgow and South-Western Railway Consolidation Act, 1855," and the several other Acts relating to the Glasgow and South-Western Railway Company and their undertaking, passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, and the 27th and 28th years of the Reign of Her present Majesty: "The Castle-Douglas and Dumfries Railway Act, 1856;" and "The Castle-Douglas and Dumfries Railway (Amendment) Act, 1859."

A Plan and Section in duplicate, describing the lines, situation, and levels of the said proposed Railway, and the lands, houses and other property which may be required to be taken under the compulsory powers of the Act, a book of reference to such plan, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses and other property, and a published map to a scale of not less than half an inch to a mile, with the line of the said proposed Railway delineated thereon, will be deposited for public inspection in the Office at Kirkcudbright of the principal Sheriff or Steward-Clerk of the County or Stewartry of Kirkcudbright; and a copy of so much of the said plan, section and book of reference as relates to any Parish, will be deposited with the Schoolmaster, or, if there be no Schoolmaster, then with the Session-Clerk of such Parish, at the usual place of abode of such Schoolmaster or Session-Clerk, and all such deposits will be made on or before the 30th day of November, 1864, and will be accompanied by a copy of this notice.

Copies of the Bill for effecting the said objects will be deposited in the Private Bill Office of the House of Commons, on or before the 23d day of December, 1864.

Dated this 8th day of November, 1864.

W. H. & D. McLELLAN, Kirkcudbright.
MORRISONS & ANDERSON, Glasgow.

DOUGLAS AND DOLPHINTON RAILWAY.

(Incorporation of Company: Construction of Railway from near Douglas to Leadburn, Linton and Dolphinton Railway, at Dolphinton, with Branches to Lines of the Caledonian Railway: Powers to the North British and Glasgow and South-Western Railway Companies to raise and contribute money, and hold Shares: Powers to said Companies and proposed Company to make Working Agreements: Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament, in the ensuing Session, for an Act to incorporate a Company, hereinafter called "The Company," to make and maintain the following Railways, or some of them, with all proper works, stations, approaches and conveniences connected therewith, respectively, viz. :—

A Railway, commencing at or near a point 50 yards or thereabouts to the north-westward of the Passenger Booking Office of the Caledonian Railway Company, at the Happendon Station of their Douglas Branch Railway, and terminating by a Junction with the Leadburn, Linton, and Dolphinton Railway, at or near a point thereon, 330 yards or thereby to the north-eastward of the Passenger Booking Office of the Leadburn, Linton, and Dolphinton Railway Company at their Dolphinton Station, and passing from, through, or into the Parishes of Douglas, Lesmahagow, Carmichael, Covington, Covington and Thankerton united, Libberton, Libberton and Quothquban united, Biggar, Walston, and Dolphinton, or some of them, in the County of Lanark, and Linton, in the County of Peebles.

A Railway, designated Branch No. 1, commencing by a Junction with the said proposed Railway, at or near a point 90 yards or thereabouts to the south-eastward of Poniel Bridgend Cottage, and terminating by a Junction with the said Douglas Branch of the Caledonian Railway, 70 yards or thereabouts to the eastward of the said Passenger Booking Office at the said Happendon Station: which Branch No. 1, will be wholly situate in the Parish of Douglas, in the County of Lanark.

A Railway, designated Branch No. 2, commencing by a Junction with the said first-mentioned proposed Railway at or near a point 170 yards or thereabouts to the north-westward of the Farm-Stead of Milllands, and terminating by a Junction with the Caledonian Railway at or near a point thereon, 110 yards or thereabouts to the north-westward of the Passenger Booking-Office at the Thankerton Station of the Caledonian Railway Company: which Branch No. 2, will be wholly situate in the Parish of Covington, or of Covington and Thankerton united, in the County of Lanark.

And it is proposed by the intended Act, to enable the Company to deviate in the construction of the foresaid proposed Railways from the lines and levels delineated on the plans and sections intended to be deposited as after-mentioned, to such an extent as will be defined on the said plans, or provided by the said Act, and also to cross, alter, stop up, and divert all such roads, streams, canals, railways, tramways, sewers, telegraphic apparatus, water and gas pipes, and other works, as it may be necessary or expedient to cross, alter, stop up, or divert for making, maintaining, or using the several proposed Railways, or any of the works connected therewith, and to purchase compulsorily, lands, houses, and other property situate in the Parishes before-mentioned, or some of them, required in and for the construction of the said proposed Railways, or any of the works and conveniences connected therewith, and to purchase by agreement, or to

lease or feu lands and buildings, and to vary and extinguish all existing rights and privileges in any manner connected with such lands, houses, and other property, and all such other rights and privileges as it may be necessary or expedient to vary or extinguish in carrying into execution any of the purposes of the said intended Act, and to confer other rights and privileges, and to enable the Company to levy tolls, rates, duties and charges, to alter existing tolls, rates, duties and charges, and to confer certain exemptions from payment of such tolls, rates, duties and charges.

And it is proposed by the intended Act, to empower the North British Railway Company and the Glasgow and South-Western Railway Company, by themselves, or others on their behalf, to subscribe and contribute money towards the expense of the construction, maintenance, and working of the said proposed Railways and relative works, and to take, purchase, and hold shares in the Company, and, in respect of such contributions or shares, to appoint Directors of the Company; as also to empower the North British Railway Company and the Glasgow and South-Western Railway Company respectively, to raise, by the issue of new shares, either ordinary, guaranteed or preferential, and on mortgage or bond, such additional capital as may be necessary for the purposes of the foresaid contributions; and to fund or issue debenture stock in lieu of the capital raised, or authorised to be raised, on mortgage or bond.

And it is proposed by the intended Act, to enable the Company to agree with the North British Railway Company and the Glasgow and South-Western Railway Company, or one of them, and also to enable the two last-mentioned Companies to agree between themselves, with respect to all or any of the following purposes, viz.:—The maintenance and management of the Railways of the Company, or any part thereof, and of the works connected therewith, or any of them; the use and working of the Railways of the Company, or any part thereof, or of the Railways of the said other Companies, or any part thereof, and the conveyance of traffic on the Railways of the Company, or the said other Companies; the fixing, collecting and apportionment of the tolls, rates, charges, receipts and revenues levied, taken, or arising in respect of said traffic; and to confirm any agreements which may have been, or may be entered into, with respect to the foresaid purposes, or any of them.

And it is proposed by the intended Act to alter, amend, extend and enlarge, or to repeal, all or some of the provisions of the local and personal Acts of Parliament following, that is to say:—Acts relating to the North British Railway Company and their undertaking, namely,—14 and 15 Vict., cap. 55, and the provisions unrepealed of the Acts referred to in the Schedule of such Act; 16 and 17 Vict., cap. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124, and 129; 21 and 22 Vict., caps. 65, 109 and 145; 22 and 23 Vict., caps. 14, 24, 83 and 96; 23 and 24 Vict., caps. 140, 145, 159 and 195; 24 and 25 Vict., caps. 102, 114, 131, 177, 214 and 226; 25 and 26 Vict., caps. 47, 48, 49, 142, 181 and 189; 26 and 27 Vict., caps. 194, 195, 213 and 226; 27 and 28 Vict., caps. 84 and 100: Acts relating to the Glasgow and South-Western Railway Company, viz.—The Glasgow and South-Western Railway Consolidation Act, 1855, and the several Acts relating to that Company and their undertaking, passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, and the 27th and 28th years of the reign of Her present Majesty; and all other

Acts, if any, relating to the North British Railway Company and the Glasgow and South-Western Railway Company, respectively.

A Plan and Section in duplicate, describing the lines, situation and levels of the said proposed Railways, and the lands, houses and other property which may be required to be taken under the compulsory powers of the Act, a Book of Reference to such plan, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses and other property, and a published map to a scale of not less than half an inch to a mile, with the lines of the said proposed Railways delineated thereon, will be deposited for public inspection in the Offices at Glasgow and Lanark, of the Principal Sheriff-Clerk of the County of Lanark; and in the Office, at Peebles, of the Principal Sheriff-Clerk of the County of Peebles; and a copy of so much of the said Plan, Section, and Book of Reference as relates to any Parish, will be deposited with the Schoolmaster, or, if there be no Schoolmaster, then with the Session Clerk of such Parish, at the usual place of abode of such Schoolmaster or Session-Clerk; and all such deposits will be made on or before the 30th day of November, 1864, and will be accompanied by a copy of this Notice.

Copies of the Bill for effecting the said objects will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December, 1864.

Dated this 10th day of November, 1864,

MORRISONS & ANDERSON,
40 St. Vincent Place, Glasgow, } Solicitors.

GLASGOW BRIDGES.

Removing and Rebuilding of Hutchisontown Bridge; Removal of Weir across the Clyde; Consolidation of Bridge Trusts and Transference of Suspension Bridges to Parliamentary Trustees on Glasgow Bridges; Additional Borrowing Powers; Contribution by Clyde Trustees; Repeal 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 provide for effecting the following objects, or some of them, that is to say:—To take down and remove the Bridge over the River Clyde at Glasgow, called the Hutchisontown Bridge, and also to take down and remove the Dam or Weir across the said River and relative Lock, and other Works near to and above, or to the east, of the said Bridge:

In lieu of the said Hutchisontown Bridge, to make, construct, and maintain a new Bridge over the River Clyde, commencing at a point on the north side of the said River at or near the junction of East Clyde Street with Saltmarket Street or Jail Square, and in the line of Saltmarket Street, and terminating at a point on the south side of the said River at or near the junction of Adelphi Street with Crown Street, and in the line of Crown Street; and to make and maintain such Streets, Roads, and Approaches to the said new Bridge, or such alterations or deviations of Streets and other Works in connection with the same as may be necessary or expedient:

To erect a temporary or service Bridge over the River Clyde near to, and on the west of, the said Hutchisontown Bridge, and extending from a point at East Clyde Street on the north side of the said

River about twenty yards to the west of the present Hutchisontown Bridge, to a point at Adelphi Street on the south side of the said River about twenty yards to the west of the said Hutchisontown Bridge, and to maintain and keep open for the use of the public the said temporary or service Bridge during the taking down of the said Hutchisontown Bridge and the construction of the said new Bridge :

Which existing, new, and temporary Bridges, and Dam or Weir and Lock, and Streets, Roads, Approaches, and other Works intended to be made, constructed, or removed as aforesaid, and Lands, Houses, and other Heritages, which may be taken for the purposes thereof, are, or will be, situate in the Parishes of Glasgow, St. James' of Glasgow, and Govan or Govan and Gorbals, or some of them, and in the City or Royal Burgh of Glasgow, and County of Lanark :

To deviate in constructing the said intended Bridges and other Works from the lines, situation, and levels laid down on the Plans to be deposited as after-mentioned to such extent as will be defined on the said Plans or provided by the said Bill ; and to stop up, remove, or divert temporarily or permanently any Sewers, Drains, and Water or Gas Pipes which it may be necessary to stop up, remove, or divert for the construction of the said intended Bridges and other Works :

To purchase and acquire, compulsorily or otherwise, such Lands, Houses, and other Heritages as may be necessary for the construction of the said intended Bridges, Streets, Roads, Approaches, and other Works :

To provide for the union, amalgamation, and consolidation of the respective Trusts for the erection of the Bridge over the River Clyde from Great Clyde Street on the north side of the said River to Portland Street, Laurieston, on the south side thereof, called the South Portland Street Suspension Bridge, and the Bridge over the said River from the Green or Public Park on the north side of the said River to MacNeil Street on the south side thereof, called the Glasgow New Suspension Bridge, with the Trust constituted by the local Act, 8 and 9 Victoria, Chapter 133, hereinafter mentioned, for the erection, maintenance, and management, *inter alia*, of the Jamaica Street or Glasgow Bridge, the Stockwell Street or Victoria Bridge, and the Hutchisontown Bridge :

To transfer to and vest in the Trustees appointed and acting under the said Act, or under the said Bill, the several Bridges above mentioned, including the said two Suspension Bridges, and the said new Bridge, and the whole Lands, Heritages, Property, and Effects connected therewith, and the charge, control, and management of the said several Bridges, and of the said temporary Bridge, and to confer on the said Trustees all such powers as may be necessary or expedient for the removal of the said Hutchisontown Bridge, and the said Dam or Weir and Lock, the construction of the said new and temporary Bridges, and Streets, Roads, Approaches, and other Works connected therewith, and the management and maintenance of the said several Bridges :

To continue the Tolls and Pontages leviable under the authority of the several Acts hereinafter mentioned, or any of them, at or in respect of the several existing Bridges above mentioned ; or to repeal, alter, diminish, or discontinue the said Tolls and Pontages, or some of them, and to levy new or additional Tolls and Pontages at or in respect of the said several existing Bridges, and to levy Tolls and Pontages at or in respect of the said new and temporary Bridges, respectively ; to confer, vary, or extinguish exemptions from all or any of such Tolls

and Pontages ; to vary or extinguish all rights and privileges in connection with the said Hutchisontown Bridge, and Dam or Weir and Lock, or the said Suspension Bridges, or the several other existing Bridges above-mentioned, or the Lands, Houses, and Heritages to be acquired and taken under the authority, and for the purposes of the said Bill, which would in any way interfere with the construction of the said intended Bridges, Streets, Roads, Approaches, and other Works, or the removal of the said Bridge and Dam or Weir and Lock, or the transference of the said Suspension Bridges, and the consolidation of the said Trusts, or the management and maintenance of the said several Bridges, or the execution of any of the other purposes of the Acts hereinafter mentioned, or of the said Bill, and to confer all powers, rights, and privileges which may be necessary for carrying into effect the several purposes of the said Acts and the said Bill :

To authorise the said Trustees to borrow money for the purposes of the Acts relating to the said several Bridges, and of the said Bill, on the credit of the Tolls and Pontages leviable under the said Acts, or the said Bill, or any of them :

To authorise and require the Trustees of the Clyde Navigation to contribute or pay out of the Funds, Tolls, Rates, and Duties under their management and control, such sum or sums of money as may be agreed on, or as may be fixed or determined under the provisions of the said Bill, to be applied in or towards defraying the expense of removing the said Dam or Weir and Lock, and constructing the said intended Bridges, Roads, Streets, Approaches, and other Works, and carrying into effect the other purposes of the said Acts and the said Bill :

To alter and amend, or to repeal in whole or in part, and to consolidate and re-enact, with such new or additional provisions as may be necessary or expedient, the following local Acts relating to the said Bridges, viz. :—The Act 8th and 9th Victoria, Cap. 133, intituled, "An Act for consolidating the management of the Bridges over the Clyde at Glasgow, for re-building the Bridge over the said River opposite Stockwell Street, in the City of Glasgow ; for erecting a temporary Bridge for the use of the public ; for erecting across the said River an Iron Bridge for Foot Passengers, on the existing Bridge opposite to Portland Street of Laurieston being taken down ; and other purposes ;" the Act 13th and 14th Victoria, Cap. 91, intituled, "An Act for constructing a Bridge across the River Clyde opposite to South Portland Street, Laurieston, Glasgow ;" and the Act 17th and 18th Victoria, Cap. 131, intituled, "An Act for constructing a Bridge for Foot Passengers across the River Clyde opposite to the North end of MacNeil Street, in the City of Glasgow ;" and also, so far as may be necessary for carrying into effect the purposes of the said Acts and the said Bill, or any of them, to amend, alter, or repeal the provisions of the following Acts, viz., "The Clyde Navigation Consolidation Act, 1853 ;" "The Clyde Navigation (Glasgow Harbour Tramways) Act, 1864 ;" and "The Glasgow Police Act, 1862."

Plans and Sections of the said intended Bridges, Streets, Roads, Approaches, and other Works, and of the said Dam or Weir and Lock, and the Lands, Houses, and other Heritages which may be required or taken for the purposes thereof, with a Book of Reference to such Plans, containing the names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of such Lands, Houses, and other Heritages, and a Copy of this Notice as

published in the *Edinburgh Gazette*, will, on or before the 30th day of November, 1864, be deposited for public inspection in the Office at Glasgow of the Principal Sheriff-Clerk of the County of Lanark; and a Copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the Parishes and City or Royal Burgh before mentioned, with a copy of this Notice, will, on or before the said 30th day of November, be deposited for public inspection with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of each such Parish, at the usual place of abode of such Schoolmaster or Session-Clerk, and with the Town-Clerks of the said City or Royal Burgh, at their Office in Glasgow.

Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23d day of December next.

Dated this Tenth day of November, 1864.

A. TURNER, Town-Clerk, Glasgow.

LOCH & MACLAURIN, Westminster.

INVERNESS & PERTH JUNCTION

AND

INVERNESS & ABERDEEN JUNCTION RAILWAY COMPANIES.

(Application to Board of Trade for Certificate or Certificates to authorise the raising of Additional Capital.)

NOTICE is Hereby Given, that in pursuance of the provisions of "The Railway Companies' Powers Act, 1864," an Application has been made by the Inverness and Perth Junction Railway Company and the Inverness and Aberdeen Junction Railway Company to the Board of Trade for a Certificate or Certificates under that Act to authorise the said Companies respectively, or any Company to be formed by the union and consolidation of the said two Companies under the powers of an Act to be applied for in the ensuing Session of Parliament, to raise additional Capital for the general purposes of the undertakings of the said Companies respectively, or for their united undertaking, in the event of such union and consolidation as aforesaid, by the creation of new Shares, and also by Mortgage; to attach to such new Shares, or to any part thereof, such privileges of preference or priority in payment of interest or dividend or otherwise as may be considered expedient, or as may be provided by the said Certificate or Certificates.

And Notice is Hereby also Given, that all persons desirous of making to the Board of Trade any representation, or of bringing before them any objection respecting the said Application, may do so by letter, addressed to the Secretary of the Board of Trade, on or before the First day of January next.

And Notice is Hereby Further Given, that printed copies of the Draft Certificate or Certificates will be supplied by the Agents for the said Companies, at their Offices as under, to all persons applying for the same, at the price of not more than sixpence each.

Dated this 8th day of November 1864.

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

NOTICE

TO THE CREDITORS OF

JOHN BRODIE, Draper in Kirkwall.

WE, the undersigned, Creditors of the said John Brodie, hereby call a general meeting of his Creditors under the Trust-Deed executed by him of date 17th January 1863, on Friday the 25th day of November 1864, at two o'clock afternoon, within the Office of Thomson & Craig, Accountants, 70, George Square, Glasgow, for the purpose of electing a Trustee or Trustees in succession to Mr David Byars, Merchant in Glasgow, now deceased, the Trustee nominated under said Trust-Deed, and also of electing a Committee of the Creditors,—all in terms of the Trust-Deed.

Glasgow, October 31, 1864.

ANDERSON & Co.

A. & W. PATERSON.

TANNAHILL, ROBERTSON, & Co.

MANN, BYARS, & Co.

NOTICE.

ALL Parties having Claims against the Late Mr DUNCAN THOMSON, sometime Shipowner in Glasgow, and at the time of his death residing at Rothsay, are requested to lodge the same, properly vouched, with Moncrieff, Paterson, Forbes, & Barr, 45, West George Street, Glasgow, the Agents for his Executors; certifying hereby that Claims not made within six months from the 5th of October last, (the date of Mr Thomson's decease,) will not afterwards be entertained, as the Executors will proceed to dispose of the residue of the estate.

MONCRIEFF, PATERSON, FORBES, & BARR,
Writers, Glasgow, Agents.

INTIMATION is hereby given that JOHN GOVENLOCK, sometime Innkeeper, Newtown, Saint Boswells, thereafter residing at Blackhall, in the Parish of Ewes, Dumfriesshire, has presented a Petition to the Lord Ordinary officiating on the Bills, praying to be discharged of all debts and obligations contracted by him, or for which he was liable at the date of his sequestration, (awarded 23d September 1861, the first deliverance being dated 6th September 1861); and that his Lordship has appointed said Petition to be intimated in the *Edinburgh Gazette*, and to each Creditor, in terms of 'The Bankruptcy (Scotland) Act, 1856.'

D. F. BRIDGEFORD, S.S.C., Agent,
72, Princes Street, Edinburgh.

Edinburgh, November 15, 1864.

WILLIAM LESLIE REID, Advocate in Aberdeen, Trustee on the sequestrated estate of JOHN REID, Farmer in Ardler, in the Parish of Strathdon, hereby intimates that an account of his intromissions with the funds of the estate, brought down to the 29th day of October last, has been audited by the Commissioners, who have postponed payment of a dividend till the recurrence of another statutory period, and have dispensed with sending circulars to the Creditors.

WM. L. REID, Trustee.

Aberdeen, November 11, 1864.

ROBERT M'CALLUM, Law-Agent in Ayr, Trustee on the sequestrated estate of GILBERT HAZEL, Auctioneer in Ayr, hereby intimates that his accounts have been audited by the Commissioners, who have postponed the declaration of a dividend and dispensed with sending circulars to the Creditors,—all in terms of the Statute.

ROBT. M'CALLUM, Trustee.

Ayr, November 1864.

SEQUESTRATION of WILLIAM BUCHANAN, Measurer, Renfield Street, Glasgow.

THE Commissioners have audited my accounts, brought down till 1st instant, postponed the declaration of a dividend till the recurrence of another statutory period, and dispensed with circulars to the Creditors.

ARCH. POLLOCK, Trustee.

Glasgow, November 14, 1864.

SEQUESTRATION of WILLIAM GRAY, Baker, Banchory Ternan.

THE Commissioners have audited my accounts to the 29th ultimo, and postponed the declaration of a dividend.

JONATHAN MEES, Trustee.

Aberdeen, November 11, 1864.

THE Estates of JOHN THORNE, Farmer, Firhills, in the Parish of Saint Vigeans, and County of Forfar, were sequestrated on the 10th day of November 1864, by the Sheriff of the County of Forfar.

The first deliverance is dated the 10th day of November 1864.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Thursday the 24th day of November 1864, within the White Hart Hotel, Arbroath.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 10th day of March 1865.

A Warrant of Protection has been granted to the Bankrupt till the meeting for election of Trustee.

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

DAVID SMITH, Senr. Writer,
High Street, Arbroath, Agent.

THE Estates of JOHN GRAY, Corn and Meal Dealer, and Keeper of Temperance Hotel, Deveron Street, Huntly, were sequestrated by the Sheriff of the County of Aberdeen, on the 11th day of November 1864.

The first deliverance is dated the 1st day of November 1864.

The meeting to elect a Trustee and Commissioners is to be held at 11 o'clock forenoon, on Tuesday the 22d day of November 1864, within the Sheriff-Court-room in Huntly.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 11th day of March 1865.

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

JAMES & GEORGE COLLIE,
Advocates, Castle Street, Aberdeen, Agents.

THE Estates of JOSEPH JAMES BRIERLEY, Manufacturer in Glasgow, were sequestrated on the 12th day of November 1864, by the Sheriff of Lanarkshire.

The first deliverance is dated 12th November 1864.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Tuesday the 22d day of November 1864, within the Faculty Hall, Saint George's Place, Glasgow.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 12th day of March 1865.

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.

JOHN STRACHAN, Writer,
49, West George Street, Glasgow, Agent.

THE Estates of JAMES BROWN, Coal Merchant in Greenock, were sequestrated on the 12th day of November 1864, by the Sheriff of the County of Renfrew.

The first deliverance is dated the 12th day of November 1864.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Thursday the 24th day of November 1864, within the White Hart Hotel, Cathcart Street, Greenock.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 13th day of March 1865.

The said Sheriff has awarded a Warrant of Protection to the said James Brown, against Arrest or Imprisonment for Civil Debt, until the meeting of the Creditors for the election of Trustee.

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

H. DEMPSTER, Writer, Greenock,
Agent.

Greenock, November 12, 1864.

THE Estates of MATHEW WILSON, Teacher and Publisher in Glasgow, now deceased, were sequestrated on the 14th day of November 1864, by the Sheriff of Lanarkshire.

The first deliverance is dated the 14th November 1864.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Wednesday the 23d

day of November 1864, within the Faculty Hall, Saint George's Place, Glasgow.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 14th day of March 1865.

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

GEO. SMITH, Writer,
99, St Vincent Street, Glasgow, Agent.

NOTICE.

A Petition for Recal of the Sequestration of the Estates of GEORGE KNOWLES, Builder, Fountainbridge, Edinburgh, has been presented at the instance of the said George Knowles: On which Petition the Lord Ordinary on the Bills (Lord Kinloch) has pronounced the following Deliverance:—*'Edinburgh, 7th November 1864.—'The Lord Ordinary having considered this Petition, 'appoints a copy thereof, and of this Deliverance thereon, 'to be served upon the said John Crooks,' (the petitioning Creditor,) 'or upon his known Agent, and also upon the 'Trustee on the alleged sequestrated estate, if elected, 'and requires them to lodge Answers thereto, if so advised, within ten days after service; farther, appoints 'Notice of the presentation of this Petition to be published in the Gazette,—all in terms of the Statute.'*

(Signed) 'W. PENNEY.'

Of which Intimation is hereby given accordingly.

THOS. WALLACE, S.S.C.,
Agent for the said George Knowles,
12, Scotland Street,
Edinburgh, November 15, 1864.

SEQUESTRATION of JAMES JARVIE, Joiner and Builder in Glasgow, a Partner of the late Firm of JARVIE & SMITH, Joiners in Glasgow, as such Partner, and as an Individual.

JAMES SHAW, Accountant in Glasgow, has been elected Trustee on the estate; and Thomas Melville, Timber Merchant, Grahamstone, Falkirk, John Young, Slater, Glasgow, and James Landells Selkirk, Accountant there, have been elected Commissioners. The examination of the Bankrupt will take place before Mr Sheriff Bell, County Buildings, Wilson Street, Glasgow, on Thursday the 24th day of November current, at 12 o'clock noon. The Creditors will meet in the Chambers of James Shaw, Accountant, 109, West George Street, Glasgow, upon Friday the 2d day of December next, at 12 o'clock noon.

JAMES SHAW, Trustee.

ALEXANDER BEVERIDGE, Merchant in Leith, Trustee on the sequestrated estates of GILMER, HENRY, & COMPANY, Merchants and Commission Agents, No. 48, Constitution Street, Leith, and of James Gillespie Gilmer and Thomas Henry, the Individual Partners of that Company, as such, and as Individuals, hereby calls a meeting of the Creditors to be held within the New Ship Hotel, Shore, Leith, on Friday the 9th day of December next, at 12 o'clock noon, to consider as to an application to be made for the Trustee's discharge.

ALEX. BEVERIDGE, Trustee.
Leith, November 14, 1864.

JOHAN CHRISTIE FOULDS, Accountant in Glasgow, Trustee on the sequestrated estate of ALEXANDER WILLIAM CRICHTON, sometime Writer there, (now deceased,) hereby calls a general meeting of the Creditors on the estate to be held on Thursday the 24th current, at 12 o'clock noon, in the Trustee's Chambers, 64, Buchanan Street, Glasgow, for the purpose of taking into consideration a report by the Accountant in Bankruptcy, of date the 10th instant.—Of all which Notice is hereby given, in terms of the Statute.

JOHN C. FOULDS, Trustee.
Glasgow, November 15, 1864.

JOHAN WILSON, residing at Kilnhillock, near Cullen, Trustee on the sequestrated estate of WILLIAM SMITH, Distiller at Benrinnes, in the Parish of Aberlour, and Farmer at Mill of Buckie, in the Parish of Rathven, both in the County of Banff, as an Individual, hereby calls a special meeting of the Creditors to be held within the Gordon Arms Hotel, Keith, on Wednesday the 23d day of November current, at 11 o'clock A.M., to take into consideration an offer of composition, with security, made by the Bankrupt; and also to consider an application by the Bankrupt for a renewal of his personal protection, and for other business.

JOHN WILSON, Trustee.

November 12, 1864.

WILLIAM STIVEN, Accountant in Dundee, Trustee on the sequestrated estate of **JOHN NIVEN**, Machine Maker and Engineer, Arbroath, hereby calls a general meeting of the Creditors on the said estate to be held within the White Hart Hotel, Arbroath, on Thursday the 24th day of November 1864, at two o'clock afternoon, for the purpose of considering and disposing of an offer received by the Trustee (and approved of by him and the Commissioners, subject to confirmation by the Creditors,) for the ultimate purchase of the whole Working Plant, Tools, Stock, Stores, and Contracts on hand, belonging to the said sequestrated estate, and to give such further instructions thereon as the meeting may deem necessary.—Of all which Notice is hereby given.

WM. STIVEN, Trustee.

Dundee, November 14, 1864.

NOTICE

TO THE CREDITORS ON

The Sequestrated Estates of **GEORGE SWAN**, Junior, Brewer, Abbeyhill, Edinburgh, carrying on business as a Brewer there under the Firm of **GEORGE SWAN & COMPANY**, of which Firm he was the sole Partner, as such Partner, and as an Individual.

JAMES LATTA, Chartered Accountant in Edinburgh, Trustee on said sequestrated estate, hereby calls a general meeting of the Creditors to be held within Dowell's Rooms, No. 18, George Street, Edinburgh, on Wednesday the 23d day of November current, at one o'clock afternoon, for the purpose of considering the propriety of applying to the Sheriff for an order to accelerate, by one month, the statutory period for payment of the first dividend.

JAMES LATTA, C.A. Trustee.

Edinburgh, November 15, 1864.

SEQUESTRATION of JAMES HALDANE, Farmer, residing at Colintye, in the Parish of Alvie, and County of Inverness, General Merchant in Inverness, and Kingussie, in the County of Inverness, and Public Carrier between Inverness and Kingussie aforesaid.

CHARLES FRASER MACKINTOSH, Solicitor, Inverness, Trustee on said estate, hereby intimates that an account of his intromissions with the funds of the estate, brought down to the 29th day of October last, and a state of the funds as at the same date, have been made up and examined by the Commissioners, who have postponed the declaration of a dividend till the recurrence of the next statutory period. Farther, the Trustee, with consent of the Commissioners, hereby calls a meeting of the Creditors to be held within the Office of Macpherson & MacAndrew, Solicitors, Inverness, on Thursday the 24th day of November current, at two P.M., for the purpose of accepting his resignation as Trustee.

C. FRASER MACKINTOSH, Trustee.

Inverness, November 11, 1864.

In the Sequestration of **ROBERT ARBUTHNOT**, sometime of Mount Pleasant, Merchant and Shipowner in Peterhead.

JOHN DUGUID MILNE, Advocate in Aberdeen, Trustee on the sequestrated estate of the said Robert Arbuthnot, hereby intimates that an account of his intromissions with the funds of the estate, brought down to the 31st ultimo, and states of the funds realised and of those outstanding at the same date, have been made up by him and examined by the Commissioner on the said estate, in terms of the Statute.—Of all which Notice is hereby given. No dividend at present. The Trustee moreover calls a meeting of the Creditors to be held in his Chambers, 129, Union Street, Aberdeen, on Friday the 25th instant, at 12 o'clock noon, for the purpose of electing Commissioners, in room of Mr Clark and Mr Westland, deceased.

JOHN D. MILNE, Trustee.

Aberdeen, November 10, 1864.

WILLIAM GIFFEN LINDSAY, Accountant in Glasgow, Trustee on the sequestrated estate of **JAMES GILMOUR**, Grain and Provision Merchant, Cathcart Street, Gorbals, Glasgow, hereby intimates that at the meeting of Creditors held upon the 10th day of November 1864, the said James Gilmour made offer of a composition of Two Shillings and Tenpence per pound on all debts due by him at the date of the sequestration of his estate, payable in one instalment one day after the date of his final discharge; he also offered to pay the expenses attending the sequestration and the remuneration to the Judicial Factor and the Trustee; as also the expenses of diligence against him incurred by two Creditors, the sums of aliment paid to him during his incarceration, and the expenses incurred by the Judicial Factor and the Trustee

in raising, defending, and carrying on certain litigations regarding his estate, and offered security for due payment of the same. The said offer was duly entertained for consideration at said meeting, and will be finally decided upon at a meeting of the Creditors to be held within the Chambers of W. G. & J. W. Lindsay, Accountants, 110, Buchanan Street, Glasgow, on Wednesday the 7th day of December 1864, at 12 o'clock noon.

W. G. LINDSAY, Trustee.

110, Buchanan Street,
Glasgow, November 14, 1864.

GEORGE MELLIS, Merchant in Huntly, Trustee on the sequestrated estate of **WILLIAM PETRIE**, Merchant, Inverden, in the Parish of Towie, and County of Aberdeen, hereby intimates that an account of his intromissions with the funds of the estate, brought down to the 28th ultimo, and states of the funds recovered and of those outstanding as at the same date, have been made up and examined by the Commissioners on said estate, in terms of the Statute; and that a dividend will be paid to those Creditors whose claims have been admitted by the Trustee, at the Office of J. & R. Ligertwood, Advocates, 89, Union Street, Aberdeen, on Thursday the 29th day of December 1864.—Of all which Notice is hereby given, in terms of the Statute.

GEO. MELLIS, Trustee.

Huntly, November 12, 1864.

GEORGE WINK, Accountant, Glasgow, Trustee on the sequestrated estate of **D. JOHNSTON & COMPANY**, Wine and Spirit Merchants in Glasgow, and David Johnston, Wine and Spirit Merchant there, the sole Partner of said Company, as such Partner, and as a Individual, hereby intimates that accounts of his intromissions, and generally of his management down to the 30th ultimo, have been examined by the Commissioners; farther, that a dividend will be paid to those Creditors whose claims have been admitted by the Trustee, at the Office of George Wink & Son, Accountants, 175, West George Street, Glasgow, on Saturday the 31st day of December next.—Of all which Intimation is hereby made in terms of the Statute.

GEO. WINK.

Glasgow, November 14, 1864.

SEQUESTRATION of WILLIAM SMITH & COMPANY, Commission Merchants, sometime of Dunlop Street, now of West Howard Street, Glasgow, as a Company, and of William Smith, Commission Merchant, and James Smith, Writer and Commission Merchant, both in Glasgow, the Individual Partners of that Company, as such, and as Individuals.

WALTER MACKENZIE, Accountant in Glasgow, Trustee on said sequestrated estates, hereby intimates that accounts of his intromissions with the funds of the estates, brought down to the 30th ultimo, have been examined by the Commissioners, who have postponed the declaration of a dividend from the estates of the said William Smith & Company, and William Smith, till the recurrence of another statutory period; further, that a first dividend will be paid from the Individual estate of the said James Smith to those Creditors of the said James Smith as a Partner aforesaid and as an Individual, whose claims have been duly lodged and admitted, in the Chambers of Messrs Aitken & Mackenzie, Accountants, No. 66, St Vincent Street, Glasgow, on and after the 31st day of December next.

WALTER MACKENZIE, Trustee.

66, St Vincent Street,
Glasgow, November 11, 1864.

DAVID M'NIVEN, Cattle Agent, Haddington, Trustee on the sequestrated estate of **WILLIAM TOD**, Farmer and Cattle Dealer, Elphinstone Tower, in the Parish of Tranent, and County of Haddington, hereby intimates that he has had no intromissions with the funds of the estate since the last meeting of Trustee and Commissioners; and the Commissioners have postponed the declaration of a dividend until the recurrence of another statutory period.—Of all which Intimation is hereby given, in terms of the Statute.

DAVID M'NIVEN, Trustee.

Haddington, November 12, 1864.

SEQUESTRATION of MATTHEW FAULDS, Contractor, Kennedy Street, Glasgow.

The Commissioners have audited my accounts, brought down to the 30th ultimo, postponed the declaration of a dividend, and dispensed with sending circulars to the Creditors.

GEO. WINK.

Glasgow, November 14, 1864.

SEQUESTRATION of JAMES GEDDES, Restaurateur and Confectioner, 1 and 2, Waterloo Place, Edinburgh.

THE Commissioners have audited my accounts, brought down to 24th October last, postponed the declaration of a dividend, and dispensed with sending circulars to the Creditors.

GEORGE S. FOWLIE, Trustee.

Edinburgh, November 15, 1864.

NOTICE.

THE Copartnership carried on by the Subscribers, Alexander Morrison and David Steell, sole Partners, as Hide and Leather Factors in Glasgow, under the Firm of MORRISON & STEELL, was DISSOLVED of this date by mutual consent.

The debts due by and to the Company will be paid and uplifted by either Partner.

Glasgow, November 11, 1864.

ALEX. MORRISON.
DAVID STEELL

ROB. WALKER, Witness.

JNO. PROUDFOOT, Witness.

WITH reference to the above Notice the Subscriber begs to inform his Friends and the Public that he will continue to carry on the business of Hide and Leather Factor on his own account, in the premises 29, Dunlop Street, possessed by the late Company.

ALEX. MORRISON.

NOTICE.

Glasgow, November 12, 1864.

THE Subscriber, David Lockerbie, Junior, has of this date ceased to be a Partner of the Concern carried on by him and the other Subscribers hereto, as Builders, Contractors, and Brick Layers in Glasgow, under the Firm of DAVID LOCKERBIE & SONS.

DAVID LOCKERBIE.

W. LOCKERBIE.

DAVID LOCKERBIE, Jun.

ALEXANDER STEWART, Clerk to Towers-Clark, Robertson, & Ross, Writers, Glasgow, Witness.

W. STEVENSON, Clerk to the said Towers-Clark, Robertson, & Ross, Witness.

NOTICE.

JOHN ANDERSON, lately Farmer, and now residing at Mains of Gollausfield, in the Parish of Petty, and County of Inverness has presented a Petition to the Sheriff of the County of Inverness for interim protection, and decreet of Cessio Bonorum; and all his Creditors are hereby required to appear within the Sheriff's Chambers, Castle, Inverness, on Monday the 19th day of December next, at ten forenoon, when he will appear for examination.

JOHN COLVIN, Solicitor, Inverness,
Agent for the Petitioner.

Inverness, November 12, 1864.

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 15, 1864.

Price Two Shillings and Sixpence.