



The Edinburgh Gazette.

Published by Authority.

FRIDAY, NOVEMBER 17, 1865.

At the Court at Windsor, the 3d day of November 1865.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Act passed in the Session of Parliament held in the 27th and 28th years of Her present Majesty's reign, intituled "An Act to provide for the alteration of the "Circuit of the Court of Justiciary in Scotland, "and for holding additional Circuit Courts;" and whereas it was by the said Act (among other things,) Declared and Enacted that it shall be lawful for Her Majesty in Council, from time to time, as Her Majesty in Council may think fit, to alter the Circuit of the Courts of Justiciary in Scotland, or any of them; to form New Circuits; to fix and determine the limits of each existing or new Circuit, and the Counties, or portions of Counties, Cities or Burghs, and Districts which shall be included in the same; to detach any County, or portion of a County, from any Circuit, and to include the same in any other existing or new Circuit, and also to fix and determine the places at which the Circuit Courts shall be held within each such Circuit, and to alter such places; and it was also further Declared and Enacted that every Order to be made by Her Majesty in Council, in pursuance of the said Act, shall be published in such manner as Her Majesty in Council may direct, and shall take effect from the date thereof, or from such other date as may be specified therein: Provided always, that before any such Order shall be made for altering the present arrangement, notice thereof shall be published in the *Edinburgh Gazette* at least three months previously; and an opportunity given of being heard thereon to the Lord Lieutenant, the Sheriff, the Justices of the Peace, Commissioners of Supply, and the Magistrates of Burghs of Counties to be affected by the proposed change: And it is also further Enacted and Declared by the said Act, that it shall be lawful for the Judges of the Court of Justiciary, and they are thereby required, from time to time,

to make such Orders and Regulations, and to pass such Acts of Adjournal as may be necessary for carrying into effect the provisions of the said Act, and of any Order to be made by Her Majesty in Council in pursuance thereof: And whereas notice has been published in the *Edinburgh Gazette* of 26th May 1865, under the hand of the Right Honourable Sir George Grey, one of Her Majesty's Principal Secretaries of State, that on the expiry of three months from the 27th day of May 1865, an application would be made to Her Majesty in Council for an Order in Council, in terms of said Act, to detach the County of Wigton from the Circuit of the Court of Justiciary held at Ayr, and to include the same in the Circuit of the Court of Justiciary held at Dumfries: And whereas it has been represented to Her Majesty that it would be beneficial and convenient to the inhabitants of the County of Wigton, and conducive to the proper administration of Civil and Criminal business if the County of Wigton were detached from the Circuit of the Court of Justiciary held at Ayr and included in the Circuit of the Court of Justiciary held at Dumfries, as hereinafter Ordered and Directed:

It is therefore Ordered by the Queen's Most Excellent Majesty, by and with the advice of Her Most Honourable Privy Council as follows, (that is to say):—

1. The County of Wigton shall in future be detached from the Circuit of the Court of Justiciary held at Ayr, and shall be included in the Circuit of the Court of Justiciary held at Dumfries.
2. The Lords Commissioners of Justiciary shall, from time to time, make such Orders and Regulations, and pass such Acts of Adjournal as may be necessary for carrying this Order into full effect.
3. This Order shall be published in the *Edinburgh Gazette*, and shall come into operation, and take effect, after the expiry of one month from the date of such publication.

ARTHUR HELL



HIGH COURT OF JUSTICIARY.

THE GLASGOW WINTER CIRCUIT COURT OF JUSTICIARY is Appointed to be held on Tuesday the 26th day of December next, at 12 o'clock noon, by Lords COWAN and JERVISWOODE.

GEORGE H. THOMS, *Advocate-Depute.*

WM. HAMILTON BELL, *Clerk.*

At the Council-Chamber, Whitehall, the 14th day of November 1865.

Her Majesty having been pleased to appoint the Right Honourable Thomas Crosbie William, Lord Dacre, to be Her Majesty's Lieutenant of the county of Essex, his Lordship this day took and subscribed the oath appointed to be taken thereupon instead of the oaths of allegiance, supremacy, and abjuration.

WAR-OFFICE, November 13, 1865.

The Queen has been graciously pleased to give orders for the appointment of Philip Griffith, Esq., late Her Majesty's Chargé d'Affaires to the United States of Columbia, to be an Ordinary Member of the Civil Division of the Third Class, or Companions of the Most Honourable Order of the Bath.

WAR-OFFICE, PALL-MALL,
November 10, 1865.

4th Regiment of Dragoon Guards—Gerald Hyde Charles Stracey, gent. to be Cornet, by purchase, vice Laurence Richard Dowdall, whose appointment has been cancelled. Dated 10th November 1865.

3d Hussars—Alfred Lucas Henry, gent. to be Cornet, by purchase, vice Stevenson, promoted. Dated 10th November 1865.

4th Hussars—Cornet Henry Hyatt Collings to be Lieutenant, by purchase, vice John Barrett L. Nevinson, who retires. Dated 10th November 1865.

Cornet Arthur Brandreth Corrie has been permitted to retire from the Service by the sale of his Commission. Dated 10th November 1865.

16th Lancers—Lieutenant Douglas Alexander Graham Cunningham Graham, from the 78th Foot, to be Lieutenant, vice D. G. Sandeman, who exchanges. Dated 10th November 1865.

Royal Artillery—Second Captain Edmund Penrose Bingham Turner to be Captain, vice Captain and Brevet-Major Emilius Fazakerley Craufurd, placed upon half-pay. Dated 1st November 1865.

Lieutenant Henry Colebrooke Lewes to be Second Captain, vice Turner. Dated 1st November 1865.

The surname of the Second Captain promoted to be Captain, vice Sandford, in the Gazette of the 10th ultimo, is *Denis de Vitre*, and not *de Vitre*, as then stated.

Military Train—Lieutenant Biddulph Lee Warner, from the 21st Foot, to be Lieutenant, vice G. V. Lambe, who exchanges. Dated 10th November 1865.

Troop Serjeant-Major James Wightman, from the 21st Hussars, to be Ensign, without purchase, vice George Penrose Pritchett, promoted. Dated 10th November 1865.

4th Regiment of Foot—Staff Assistant-Surgeon William Creyk, M.B., to be Assistant-Surgeon, vice Ebenzer Miller, M.D., who resigns. Dated 10th November 1865.

7th Foot—Lieutenant William Daly to be Instructor of Musketry, vice Lieutenant H. S. Harrison, promoted on 20th June 1865. Dated 27th September 1865.

8th Foot—Lieutenant James Q. Palmer to be Captain, by purchase, vice Robert D. Forbes Sherriff, who retires. Dated 10th November 1865.

Ensign Nash Short to be Lieutenant, by purchase, vice Palmer. Dated 10th November 1865.

Lewis Lovat Ayshford Wise, gent. to be Ensign, by purchase, vice Short. Dated 10th November 1865.

10th Foot—Ensign Nicholas Edward Carr to be Lieutenant, without purchase, vice Chaigneaux Colville Parkinson, deceased. Dated 16th September 1865.

Ensign Edward George Green to be Lieutenant, by purchase, vice J. J. Kennedy, whose promotion, on the 20th October 1865, has been cancelled. Dated 10th November 1865.

Ensign Thomas Orton to be Lieutenant, by purchase, vice Richard Stephen Burgess, who retires. Dated 10th November 1865.

Ensign William Cooke, from the 16th Foot, to be Ensign, vice Carr. Dated 10th November 1865.

Augustus George Bridge, gent. to be Ensign, by purchase, vice Orton. Dated 10th November 1865.

11th Foot—Lieutenant Christopher Garsia, from the 89th Foot, to be Lieutenant, vice E. H. Vaughton, who exchanges. Dated 10th November 1865.

Staff Assistant-Surgeon Denis Joseph Canny to be Assistant-Surgeon, vice R. T. Scott, appointed to the Staff. Dated 10th November 1865.

12th Foot—Captain and Brevet-Major William Henry Queade to be Major, without purchase, vice Brevet-Colonel John Francis Kempt, deceased. Dated 29th July 1865.

Lieutenant William Keough to be Captain, without purchase, vice Brevet-Major Queade. Dated 29th July 1865.

Ensign Alfred Woodward to be Lieutenant, without purchase, vice Keough. Dated 29th July 1865.

Ensign G. Lyford Barry Thomas to be Lieutenant, without purchase, vice Arthur Leroux Whipple, deceased. Dated 10th September 1865.

Ensign Albert James Hesketh Daubeny to be Lieutenant, by purchase, vice Woodward, whose promotion, by purchase, on the 8th August 1865, has been cancelled. Dated 10th November 1865.

Ensign James Aloysius Miley, from the 59th Foot, to be Ensign, vice Daubeny. Dated 10th November 1865.

Gentleman Cadet Owen Williams, from the Royal Military College, to be Ensign, without purchase, vice Thomas. Dated 10th November 1865.

- 14th Foot—Ensign George Callwell to be Lieutenant, by purchase, vice Henry John Harington, who retires. Dated 10th November 1865.
- Herbert Lovell Woodland, gent. to be Ensign, by purchase, vice Callwell. Dated 10th November 1865.
- 15th Foot—Quartermaster - Serjeant George Brooks, from a Depot Battalion, to be Quartermaster, vice Alexander R. Mitchell, cashiered by sentence of a General Courts-Martial. Dated 10th November 1865.
- 16th Foot—Gentleman Cadet Charles Roberts, from the Royal Military College, to be Ensign, without purchase, vice W. Cooke, transferred to the 10th Foot. Dated 10th November 1865.
- 17th Foot—Captain and Brevet-Major Henry Evelyn Wood, from the 73d Foot, to be Captain, vice J. T. B. Mayne, who exchanges. Dated 10th November 1865.
- Lieutenant Harvey Lambart M. Ravenhill to be Adjutant, vice Lieutenant Henry B. Jackson, who resigns that appointment. Dated 25th July 1865.
- 19th Foot—Lieutenant George Dalton Michell, from the 66th Foot, to be Lieutenant, vice G. A. Warden, who exchanges. Dated 10th November 1865.
- Gentleman Cadet George Edward Langford, from the Royal Military College, to be Ensign, without purchase, vice Remington, transferred to the 88th Foot. Dated 10th November 1865.
- 20th Foot—Frederick William Birch, gent. to be Ensign, by purchase, vice George William Haly Hutton, who retires. Dated 10th November 1865.
- 21st Foot—Lieutenant Alexander Clark-Kennedy, from the 46th Foot, to be Lieutenant, vice G. H. Anderson, who exchanges. Dated 25th August 1865.
- Lieutenant George Vautier Lambe, from the Military Train, to be Lieutenant, vice B. L. Warner, who exchanges. Dated 10th November 1865.
- Lieutenant William C. Ralston to be Adjutant, vice Lieutenant F. G. Jackson, who resigned that appointment on 9th June 1865. Dated 10th November 1865.
- 22d Foot—Captain Robert Stockham Brydges Leech, from the 24th Foot, to be Captain, vice R. H. Dillon, who exchanges. Dated 10th November 1865.
- Serjeant-Major Arthur Tatham, from the 15th Foot, to be Quartermaster, vice Walter Jones, deceased. Dated 10th November 1865.
- 24th Foot—Captain Robert Henry Dillon, from the 22d Foot, to be Captain, vice R. S. B. Leech, who exchanges. Dated 10th November 1865.
- 25th Foot—Hamlet Wade Thompson, gent. to be Ensign, by purchase, vice Edward Law Durand, transferred to the 96th Foot. Dated 10th November 1865.
- 37th Foot—Thomas à Becket Sargent, gent. to be Ensign, by purchase, vice Dillon, transferred to the 66th Foot. Dated 10th November 1865.
- Arthur Thurston Crosse, gent. to be Ensign, by purchase, vice Sargent, transferred to the 78th Foot. Dated 10th November 1865.
- 43d Foot—Lieutenant George Garland to be Captain, without purchase, vice Arthur R. Close, killed in action. Dated 29th July 1865.
- Ensign James Thomas O'Brien to be Lieutenant, without purchase, vice Garland. Dated 29th July 1855.
- Lieutenant St Vincent Alexander Hammick to be Adjutant, vice Lieutenant Garland, promoted. Dated 29th July 1865.
- 46th Foot—Lieutenant George Henry Anderson, from the 21st Foot, to be Lieutenant, vice Alexander Clark-Kennedy, who exchanges. Dated 25th August 1865.
- 49th Foot—Ensign Charles Barter Bogue to be Lieutenant, by purchase, vice the Honourable John Arbuthnott, who retires. Dated 10th November 1865.
- Ensign Benjamin George Humphrey, from the 66th Foot, to be Ensign, vice Bogue. Dated 10th November 1865.
- Lieutenant William Hugh Thomas to be Adjutant, vice Lieutenant Hincks, promoted. Dated 4th July 1865.
- 50th Foot—Ensign James Bromfield, from the 43d Foot, to be Ensign, vice Thomas Waring, killed. Dated 10th November 1865.
- 51st Foot—Lieutenant Henry Steuart Tompson to be Captain, by purchase, vice E. D. Oliver, whose promotion, by purchase, on the 30th June 1865, has been cancelled. Dated 10th November 1865.
- Ensign Robert Stratford to be Lieutenant, without purchase, vice Edward Dudley Oliver, deceased. Dated 2d August 1865.
- Gentleman Cadet George Denshire, from the Royal Military College, to be Ensign, without purchase, vice Stratford. Dated 10th November 1865.
- 53d Foot—Lieutenant Robert Waller, from the 76th Foot, to be Lieutenant, vice B. Simner, who exchanges. Dated 10th November 1865.
- 59th Foot—Gentleman Cadet Henry Adrian Wyatt-Edgell, from the Royal Military College, to be Ensign, without purchase, vice Miley, transferred to the 12th Foot. Dated 10th November 1865.
- 60th Foot—Francis John Adelbert Wood, gent. to be Ensign, by purchase, vice E. C. Wood, transferred to the 86th Foot. Dated 10th November 1865.
- 61st Foot—Henry Lindsell Green, gent. to be Ensign, by purchase, vice Thomas Disney Leaver, whose appointment, by purchase, on the 11th July 1865, has been cancelled. Dated 10th November 1865.
- 62d Foot—Major Joshua Grant Crosse, from half-pay, late 88th Foot, to be Major, vice Brevet-Colonel R. G. Amherst Luard, who retires upon temporary half-pay. Dated 10th November 1865.
- Captain Edward Hunter to be Major, by purchase, vice Joshua Grant Crosse, who retires. Dated 10th November 1865.
- Lieutenant Arthur Lake to be Captain, by purchase, vice Hunter. Dated 10th November 1865.
- Ensign John Boughey to be Lieutenant, by purchase, vice Lake. Dated 10th November 1865.
- Thomas Duncan William Dunn, gent. to be Ensign, by purchase, vice Boughey. Dated 10th November 1865.
- 64th Foot—Ensign William Charles Mathews to be Lieutenant, by purchase, vice Herbert Grant, who retires. Dated 10th November 1865.

- Richard William James Dennistown, gent. to be Ensign, by purchase, vice Mathews. Dated 10th November 1865.
- 65th Foot—Surgeon Thomas Esmonde White, M.D., having completed twenty years' full-pay service, to be Surgeon-Major, under the provisions of the Royal Warrant of the 1st October 1858. Dated 26th September 1865.
- 66th Foot—Lieutenant George Archibald Warden, from the 19th Foot, to be Lieutenant, vice G. D. Michell, who exchanges. Dated 10th November 1865.
- Ensign Frederick Baines Dillon, from the 37th Foot, to be Ensign, vice Humfrey, transferred to the 49th Foot. Dated 10th November 1865.
- Lieutenant William Lowther Beattie to be Adjutant, vice Lieutenant John Mahony, who resigns the appointment. Dated 10th November 1865.
- Lieutenant Arthur Wybrow Baker to be Instructor of Musketry, vice Lieutenant G. D. Michell, who has resigned that appointment. Dated 14th October 1865.
- 73d Foot—Captain John Theophilus Bolton Mayne, from the 17th Foot, to be Captain, vice Brevet-Major H. E. Wood, who exchanges. Dated 10th November 1865.
- 76th Foot—Lieutenant Benjamin Simner, from the 53d Foot, to be Lieutenant, vice R. Waller, who exchanges. Dated 10th November 1865.
- 78th Foot—Lieutenant David George Sandeman, from the 16th Lancers, to be Lieutenant, vice D. A. G. C. Graham, who exchanges. Dated 10th November 1865.
- Ensign Hugh Gough Grant to be Lieutenant, by purchase, vice Arthur Joseph Stourton, who retires. Dated 10th November 1865.
- Ensign Thomas à Becket Sargent, from the 37th Foot, to be Ensign, vice Grant. Dated 10th November 1865.
- 81st Foot—Major John Arthur Gildea to be Lieutenant-Colonel, without purchase, vice Brevet-Colonel Henry Renny, who retires upon half-pay. Dated 10th November 1865.
- Captain and Brevet-Major Robert Bruce Chichester to be Major, without purchase, vice Gildea. Dated 10th November 1865.
- Lieutenant James Alexander Deans to be Captain, without purchase, vice Brevet-Major Chichester. Dated 10th November 1865.
- Ensign John de Montmorency Armstrong to be Lieutenant, without purchase, vice Deans. Dated 10th November 1865.
- 83d Foot—Ensign Raymond Oliver De Montmorency to be Lieutenant, by purchase, vice Thomas Edward Brackenbury Townsend, who retires. Dated 10th November 1865.
- George Newcombe Stevenson, gent. to be Ensign, by purchase, vice De Montmorency. Dated 10th November 1865.
- 85th Foot—Lieutenant John Davison to be Instructor of Musketry, vice Lieutenant F. White, promoted. Dated 10th October 1865.
- 86th Foot—Captain Hugh Francis Massy, from half-pay, late 19th Foot, to be Captain, vice Brevet-Major Robert Edward Henry, who retires upon temporary half-pay. Dated 10th November 1865.
- Lieutenant William Ker Gray to be Captain, by purchase, vice Hugh Francis Massy, who retires. Dated 10th November 1865.
- Lieutenant William Law Brockman, from the 4th West India Regiment, to be Lieutenant, vice T. Davies, who exchanges. Dated 10th November 1865.
- Ensign Manfred Leslie Palmes Jardine to be Lieutenant, by purchase, vice Gray. Dated 10th November 1865.
- Ensign Edward Collins Wood, from the 60th Foot, to be Ensign, vice Jardine. Dated 10th November 1865.
- 88th Foot—Lieutenant Theobald Burke to be Captain, without purchase, vice George Stretton Watson, deceased. Dated 13th September 1865.
- Ensign Frederick Auguste Samuel D'Acosta to be Lieutenant, without purchase, vice Frederick M. Maitland Mapleton, deceased. Dated 18th August 1865.
- Ensign Henry Howorth to be Lieutenant, without purchase, vice Burke. Dated 13th September 1865.
- Ensign Frederick Augustus Remington, from the 19th Foot, to be Ensign, vice D'Acosta. Dated 10th November 1865.
- 89th Foot—Lieutenant Erasmus Harris Vaughton, from the 11th Foot, to be Lieutenant, vice C. Garsia, who exchanges. Dated 10th November 1865.
- 94th Foot—Ensign Stanford Norman McLeod Nairne to be Lieutenant, without purchase, vice F. John Hassard, deceased. Dated 29th August 1865.
- Gentleman Cadet Frank Tudor Campbell De Vernet, from the Royal Military College, to be Ensign, without purchase, vice Nairne. Dated 10th November 1865.
- 95th Foot—Ensign Arnold David Saportas to be Lieutenant, by purchase, vice Edward Chapple, who retires. Dated 10th November 1865.
- Charles Eyre Wheeler, gent. to be Ensign, by purchase, vice Saportas. Dated 10th November 1865.
- 96th Foot—Ensign Edward Law Durand, from the 25th Foot, to be Ensign, vice Paul H. Caradoc Bettridge, who retires. Dated 10th November 1865.
- 98th Foot—Lieutenant Charles Graham Heathcote to be Captain, by purchase, vice Kingston Brett, who retires. Dated 10th November 1865.
- Ensign Henry John Goodwin Robinson to be Lieutenant, by purchase, vice Heathcote. Dated 10th November 1865.
- The Honourable Montagu Curzon to be Ensign, by purchase, vice Robinson. Dated 10th November 1865.
- Gentleman Cadet Harry Cooper, from the Royal Military College, to be Ensign, without purchase, vice the Honourable Montagu Curzon, transferred to the Rifle Brigade. Dated 10th November 1865.
- 99th Foot—Major Charles Blamire to be Lieutenant-Colonel, without purchase, vice Brevet-Colonel G. M. Reeves, C.B., promoted Major-General. Dated 24th October 1865.
- Captain and Brevet-Major Patrick Johnston to be Major, without purchase, vice Blamire. Dated 24th October 1865.
- Serjeant-Major Joseph Short to be Quartermaster, vice John Johnston, deceased. Dated 10th November 1865.

100th Foot—Lieutenant William Palmer Clarke to be Instructor of Musketry, vice Lieutenant Kersteman, promoted on 9th June 1865. Dated 9th October 1865.

Staff Assistant-Surgeon James Thompson to be Assistant-Surgeon, vice J. Y. Donaldson, M.D., appointed to the Staff. Dated 10th November 1865.

105th Foot—Colour-Serjeant Thomas Langford, from the 76th Foot, to be Quartermaster, vice T. Gorman, deceased. Dated 10th November 1865.

Rifle Brigade—Lieutenant Henry Charles Geast Dugdale to be Captain, by purchase, vice Augustus Gladwyn Churchill Inge, who retires. Dated 10th November 1865.

Ensign Henry Studholme Brownrigg to be Lieutenant, by purchase, vice Dugdale. Dated 10th November 1865.

Ensign the Honourable Montagu Curzon, from the 98th Foot, to be Ensign, vice Montgomery, promoted. Dated 10th November 1865.

Edmund Charles Hartopp, gent. to be Ensign, by purchase, vice Brownrigg. Dated 11th November 1865.

Serjeant-Major Charles John Knot to be Ensign, without purchase, vice Robert Dundas, deceased. Dated 12th November 1865.

The Commission as Adjutant of Lieutenant Edward Henry Chamberlin has been antedated to 5th August 1865.

3d West India Regiment—Ensign Samuel McCullagh to be Lieutenant, by purchase, vice Riley, promoted. Dated 10th November 1865.

William Hugh Oldham, gent. to be Ensign, by purchase, vice McCullagh. Dated 10th November 1865.

4th West India Regiment—Lieutenant Thomas Davies, from the 86th Foot, to be Lieutenant, vice W. L. Brockman, who exchanges. Dated 10th November 1865.

Frederick Ekins Lindoe, gent. to be Ensign, by purchase, vice Edward Storey Hewitt, whose appointment has been cancelled. Dated 10th November 1865.

Lieutenant John William Arrowsmith to be Adjutant, vice Lieutenant Thomas Alphonso Cary, who has resigned the appointment. Dated 1st September 1865.

DEPOT BATTALION.

Captain Walter John Tarte, from half-pay, late of a Depot Battalion, to be Adjutant, vice Brevet-Major Drew, promoted to half-pay Majority, without purchase. Dated 10th November 1865.

ROYAL MILITARY ASYLUM.

The appointment of Quartermaster P. House to be dated 1st October 1865.

HALF-PAY.

Captain and Brevet-Major Francis Barry Drew, from Adjutant, Depot Battalion, to be Major, without purchase. Dated 23d August 1865.

Ensign George Edmonds, Unattached List, Bengal Army, to be Lieutenant. Dated 10th November 1865.

MEDICAL DEPARTMENT.

The undermentioned Staff-Surgeons having completed twenty years' full-pay service to be Staff-Surgeons-Major, under the provisions of the Royal Warrant of 1st October 1858 :—

Henry March Webb, M.B. Dated 23d September 1865.

George William Powell. Dated 27th September 1865.

Assistant-Surgeon Robert Thomas Scott, from the 11th Foot, to be Staff-Assistant-Surgeon, vice D. J. Canny; appointed to the 11th Foot. Dated 10th November 1865.

Assistant-Surgeon James Young Donaldson, M.D., from the 100th Foot, to be Staff-Assistant-Surgeon, vice James Thompson, appointed to the 100th Foot. Dated 10th November 1865.

Staff-Assistant-Surgeon William Henry Jenkins, upon half-pay, has been permitted to resign his Commission. Dated 9th October 1865.

BREVET.

Lieutenant-Colonel and Brevet-Colonel Henry Renny, 81st Foot, to have the temporary rank of Brigadier-General while in command of a Brigade. Dated 1st November 1865.

Captain Francis Booth Norman, Bengal Staff Corps, to be Major. Dated 10th November 1865.

Captain William Macdonald, late 25th Bengal Native Infantry, District Superintendent of Police, 3d Class, to be Major. Dated 10th November 1865.

Captain John Ruggles, late 41st Bengal Native Infantry, Officiating Commandant 19th Bengal Native Infantry, to be Major. Dated 10th November 1865.

Lieutenant Robert George Macdonald, 97th Foot, to have the local rank of Captain in India. Dated 26th July 1865.

Quartermaster William Cousins, retired upon half-pay, late Royal Military Asylum, to have the honorary rank of Captain. Dated 1st October 1865.

The undermentioned promotions to take place in succession to Lieutenant-General Sir John Bennett Harsey, K.C.B., Colonel 21st Hussars, who died on the 23d October 1865 :—

Major-General William Frederick Forster, Military Secretary to the Field-Marshal Commanding-in-Chief and Colonel of the 81st Foot, to be Lieutenant-General. Dated 24th October 1865.

Brevet-Colonel Richard Chetwode, Captain, half-pay, 3d Dragoon Guards, to have the rank of Major-General. Dated 24th October 1865.

Brevet-Colonel John Parson Westropp, Captain, half-pay Unattached, to have the rank of Major-General. Dated 24th October 1865.

Brevet-Colonel George Marmaduke Reeves, C.B., from Lieutenant-Colonel, 99th Foot, to be Major-General. Dated 24th October 1865.

Captain and Brevet-Major William John Williams, Royal Artillery, to be Lieutenant-Colonel. Dated 24th October 1865.

Captain William West J. Bruce, 94th Foot, to be Major. Dated 24th October 1865.

The undermentioned Officers having completed the qualifying service in the rank of Lieutenant-Colonel, to be Colonels under the provisions of the Royal Warrant of the 14th October 1858:—

Major and Brevet-Lieutenant-Colonel George Courtenay Vials, 95th Foot. Dated 26th September 1865.

Lieutenant-Colonel Francis Fane, 25th Foot. Dated 23d October 1865.

WAR-OFFICE, PALL-MALL,
November 14, 1865.

COMMISSARIAT DEPARTMENT.

Deputy-Assistant Commissaries-General John Buckle Barlee and Alexander Clerk to be Assistant Commissaries-General, to fill the vacancies caused by the retirement of Deputy Commissary-General M'Mahon and Assistant-Commissary-General Murray. Dated 1st November 1865.

CHAPLAINS' DEPARTMENT.

The Reverend Alexander Henderson, Chaplain of the Fourth Class, to be Chaplain of the Third Class. Dated 16th October 1865.

The Reverend J. B. H. Harris, M.A., Chaplain of the 4th Class, to be Chaplain of the Third Class. Dated 22d October 1865.

ADMIRALTY, November 8, 1865.

Charles James Inches, Esq. has this day been promoted to the rank of Chief Engineer in Her Majesty's Fleet, with seniority of 18th July 1865.

ADMIRALTY, November 10, 1865.

The undermentioned Officers have this day been promoted to the rank of Paymaster in Her Majesty's Fleets:—

John Kiddle, Esq.
William Wallace, Esq.

ADMIRALTY, November 11, 1865.

Mr William Whittle Watts has this day been promoted to the rank of First Class Assistant Engineer in Her Majesty's Fleet, with seniority of the 14th October 1865.

ADMIRALTY, November 13, 1865.

Mr Joseph Wyllie has this day been promoted to the rank of Acting Engineer in Her Majesty's Fleet.

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

1st City of Edinburgh Rifle Volunteer Corps.

Charles Gold to be Ensign, vice Hurry, resigned. Dated 2d November 1865.

2d City of Edinburgh Rifle Volunteer Corps.

Lieutenant John Macdonald to be Captain, vice Young, resigned. Dated 27th October 1865.

BANKRUPTS
FROM THE LONDON GAZETTE.

BANKRUPTCY ANNULLED.

John Blenkarn, formerly of 51, Newington Place, Kennington, clerk in the General Screw Steam Shipping Company, then of 1, Minerva Terrace, Lorimore Road, Walworth, now of 27, Grosvenor Park, Camberwell, Surrey, commercial traveller.

BANKRUPTCIES AWARDED.

Thomas Jenkins, late of Millicent Cottages, Forest Row, Dalston, Middlesex, out of employ, previously of Santiago, Chili, South America, manager to a lamp merchant, now of 66, Ockenden Road, Essex Road, Islington, Middlesex, part of the time acting as a traveller and warehouseman, but now out of employ.

Robert Wright, late of 5, Milton Street, Fore Street, London, now of 8, Coombe Street, Haverstock Street, City Road, Middlesex, carpenter.

George Gane Clark, of 90, St John's Road, Hoxton, Middlesex, boot and shoe manufacturer, and one of the managing committee of the East London Exhibition, held at the Beaumont Institution, Mile End Road, Middlesex.

Rachel Annette Browne, of 28, New Road, Gravesend, Kent, not having any occupation, late of 24, Warwick Crescent, Kensington, Middlesex, formerly of 164, Euston Road, boarding-house keeper, and also of 9, Bernard Street, Russell Square, not having any occupation.

George Parker, of Stansted Mountfitchet, Essex, out of business and employment, previously of Great Pennys Farm, Sawbridgeworth, Herts, farmer, formerly of Chigwell, Essex, grocer.

John Parker, of 3, Barge Yard, Bucklersbury, previously of 78, Falcon Street, both in London, lamp manufacturer and general merchant.

John West, of the sign of the Anchor, Colham Bridge, West Drayton, Hillingdon, Middlesex, engineer, blacksmith, and beershop keeper.

William Samuel Richardson, late of 8, Olney Street, Walworth, Surrey, afterwards of Jefferson Street and St Leonard's Street, Brompton, now of 49, Campbell Road, Bow, all in Middlesex, bookseller and clerk to a solicitor.

James Hone of High Street, Upper Mitcham, Surrey, wheelwright.

Sarah Harley, of 51, York Street, Saint Marylebone, Middlesex, boarding-house and lodging-house keeper.

John Wyatt, of 46, South Audley Street, Berkeley Square, Middlesex, watch maker and jeweller.

James Truelove, of High Street, Dorking, Surrey, butcher. George Godfrey Isenbiel, of 6, Beauford Buildings, Strand, out of business, late of 315, Strand, both in Middlesex, licensed victualler.

Sydney Warwick, of 32, Richmond Crescent, Richmond Road, Islington, Middlesex, jeweller.

William Ranger Jarrett, of 2, Cobden Villas, South Norwood, Surrey, coal dealer, now a prisoner for debt in Horsemonger Lane Gaol, Surrey, (in formâ pauperis).

Malcolm Macleod Maclean, (sued and committed as Maclean Macleod Maclean,) of 8, Three King Court, and 12, New Street Square, both in Fleet Street, London, also occasionally staying at 10, Oxford Terrace, Commercial Road, Old Kent Road, Surrey, commission agent, a prisoner for debt in the Debtors' Prison for London and Middlesex, Whitecross Street, London, (in formâ pauperis).

Katherine Wallace, (sued and committed as H. R. Wallace,) late of 47, Camberwell New Road, Surrey, previously of 47, Clarendon Street, Somers Town, Middlesex, formerly of Surbiton, Surrey, formerly of 13, Craven Street, Strand, and formerly of 12, Grosvenor Street, Pimlico, both in Middlesex, now a prisoner for debt in Horsemonger Lane Gaol, Surrey.

Walter Hancock, formerly of 96, Ledbury Road, then of 24, Aldridge Road Villas, now of 24, Newton Road, all in Bayswater, Middlesex, manager to a tea merchant.

Joseph Winn, of 8, North Terrace, Globe Road, Mile End Old Town, painter, previously of 50, Green Street, Bethnal Green, both in Middlesex, painter, beer retailer, and chandler's shopkeeper.

Thomas Taylor, of 15, Culvert Road, Lower Wandsworth Road, Battersea Park, Surrey, general dealer.

Joseph Wood, of Bridge Street, Walsall, Stafford, saddler's ironmonger, trading under the style or firm of John Wood & Son.

James Lancaster, of 59, Stafford Street, Longton, Stafford, parian and earthenware figure manufacturer.

Thomas Whittaker McCallum, of Cozbench, Derby, miller and manufacturer.

George James Hooman, formerly of Twickenham, then at 18, Buckingham Street, Strand, and now at 127, Leighton Road, Kentish Town, all in Middlesex, clerk in Her Majesty's Civil Service at Somerset House.

The Reverend Henry Glasson, B.A., of Froxfield, Wilts, previously of Hadley, and before that of 2, Walcot Place, Hackney, both in Middlesex, clerk in Holy Orders, before that chaplain of Her Majesty's Ship 'Charybdis' at Sheerness, Kent, and Spithead, Hampshire, before that chaplain of Her Majesty's Ship 'Charybdis' in the Pacific, before that chaplain of Her Majesty's Ship 'Hogue,' in the Clyde, Greenock, Scotland, before that of Auckland Villa, Kensington, Middlesex, before that chaplain of Her Majesty's Ship 'Tortoise,' stationed at the Island of Ascension, and late of Saint John's College, Cambridge, student, his wife during his absence from England having resided at Cobham, Surrey, Grasmere, Westmorland, Plymouth, and Blackawton, Devonshire, Porchester, Hants, Hounslow, Middlesex, Greenwich, Kent, and Inverness, Scotland.

Daniel Hamer, late of Abermeirig, Cardigan, general shopkeeper, a prisoner for debt in the County Gaol at Cardigan.

William Egbert, of Rose Hill Cottage, Deadlake, previously of Tavistock Street, both in Stoke Damerel, Devon, licensed victualler and gardener.

William Lumb, of Huddersfield, York, waste dealer.

Jesse Henry Prince, of Chesterfield, Derby, saddler and harness maker.

William Langley, of 247, Park Road, Liverpool, Lancaster, joiner and builder.

Stephen Roberts, of Manchester, Lancaster, publican.

Joseph Homer, of 11, Cherry Street, and previously of 38, Bristol Road, both in Birmingham, Warwick, attorney and solicitor.

Joseph Godwin, the elder, of 45, Unett Street, Saint George's, Birmingham, Warwick, journeyman brass-founder, fruiterer, and green grocer.

George Land, late of Horbury Bridge, Wakefield, cloth fuller, but now of Ossett, Dewsbury, both in York, labourer.

James Hird, of 47, Rose Vale, (called in the adjudication Rosefield,) Everton, Liverpool, Lancaster, sharebroker, late a prisoner for debt in Her Majesty's Prison at Lancaster.

John Ahearn, the younger, of 44, Phoebe Ann Street, Everton, previously of 128, Great Howard Street, previously of Childwall View, Broad Green, and formerly of 17, London Road, all in Liverpool, Lancaster, potato salesman, baker, and flour dealer.

Abraham Dawson, formerly of Bacup, tobaccoconist, news agent, and photographer, afterwards of Blackpool, lodging-house keeper, now of Heywood, all in Lancaster, druggist and manufacturing drysalter, and trading there under the style or firm of Dawson & Co.

Edward Lockyer, formerly of Bridge Street, Christchurch, hairdresser, perfumer, fancy stationer, and photographer, but now of Ringwood, both in Southampton, hairdresser and fancy stationer.

Stephen Jackson, of Ripper Street Mill, Hollingbourne, Kent, miller.

Henry Paul, of the Valenders, Isington, near Alton, Hants.

Henry John Brice, of Foundry Lane, Smethwick, Stafford, baker, grocer, and provision dealer.

Henry Turley, of New Town, Wednesbury, Stafford, attorney's clerk.

Andrew Kinsella, of Corkelty, Cleator Moor, and of Holborn Hill, both in Cumberland, beerseller and iron ore miner.

Thomas Aaron Burton, of 15, Union Row, Deal, Kent, carpenter and joiner.

James Pemble, of Birchington, Isle of Thanet, Kent, butcher, late a prisoner for debt in Maidstone Gaol.

John Walton, of Sunderland, Durham, milliner, hosier, and boot and shoe dealer.

Edward Wood, of South Shields, Durham, licensed dealer in ale and porter, and previously beerhouse keeper.

William Wardrobe, of Hebburn Quay, near Jarrow, Durham, foreman brickmaker, and also late grocer, provision dealer, and retailer of beer.

Titus Tompkins, of Bedford, hairdresser and perfumer.

William Locket, of Rose, Perranzabuloe, Cornwall, miner, late shoemaker.

William Pearse, of Watchet, Somerset, tailor.

Henry Preston, of Norton, Gloucester, shoe maker.

Edward Phillips, of Holt, Denbigh, farm bailiff.

John Marlow, late of Haddingstone, and now of Alexandra Road, both in Northampton, purse manufacturer.

Joseph Farrow, of 21, Saint Matthew's Street, Ipswich, milliner.

John Morris Griffiths, of 121, Brook Street, joiner and builder, and lately carrying on business at 37, Regent Street, and since at Watson Street, all in Birkenhead, Chester.

William Brown, of Stafford Street, Dudley, Worcester, drysalter.

Luke Gill, of Upper Union Street, Kingston-upon-Hull, butcher.

Charles Twysden Seale, of 3, Bedford Place, Plymouth, Devon, previously of the Island of Guernsey, previously of the Island of Herm, and previously of Torridge Lodge, Northam, near Bideford, Devon, gentleman.

Charles Moody, late of 25, Upper Wellington Street, afterwards of Adelaide Street, now of 36, New Town Street, all in Luton, teacher of music, manufacturer of straw hats and bonnets, and straw hat and bonnet bleacher.

Uriah Edwards, of Winterborne Houghton, Dorset, cordwainer.

James Havers, now at Charlotte Street, Great Yarmouth, Norfolk, waiter, previously of the same place, eating-house keeper, formerly of Dove Street, Norwich, eating-house keeper.

William Henry Sheath, of Osborne Street, Somers Road, Southsea, and previously of Commercial Road, Landport, both in Portsea, Hants, grocer, tobaccoconist, and general dealer, and blacksmith in Her Majesty's Dockyard at Portsea aforesaid.

Robert Blanks, of Maldon, Essex, gunsmith, gunpowder dealer, tobaccoconist, and naturalist.

William Alphonse Leggatt, formerly residing at 43, Pilgrim Street, and now or lately residing at 2, Carlton Place, both in Newcastle-upon-Tyne, professor of music.

Cornelius Edwards, of St Asaph, Flint, potter and marine store dealer.

A COMPARATIVE STATEMENT, for the corresponding Week, in each of the Years from 1861 to 1864, of the Quantities of BRITISH CORN Sold in the Towns from which Returns are received under the Act of the 27th and 28th Victoria, cap. 87, and of the Average Prices as ascertained under the Act 5th and 6th Victoria, cap. 14.

Corresponding Week in	QUANTITIES SOLD.						AVERAGE PRICES.					
	WHEAT.		BARLEY.		OATS.		WHEAT.		BARLEY.		OATS.	
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1861	84,533	0	71,197	4	11,426	0	59	8	37	3	22	8
1862	71,273	3	56,197	7	9,397	1	49	2	35	9	21	1
1863	79,672	0	75,950	1	6,321	3	40	0	34	2	18	7
1864	74,255	3	78,196	0	6,285	2	38	11	30	3	20	2

Statistical and Corn Department, Board of Trade,
November 13, 1865.

A. W. FONBLANQUE,
Comptroller of Corn Returns.

A STATEMENT, showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure, as received from the Inspectors and Officers of Excise, conformably to the Act of the 27th and 28th Victoria, cap. 87, in the Week ended 11th November 1865.

	QUANTITIES SOLD.		AVERAGE PRICE.	
	Qrs.	Bus.	s.	d.
Wheat	75,828	1	45	3
Barley	61,851	6	32	5
Oats	4,716	0	22	0

A. W. FONBLANQUE,
Comptroller of Corn Returns.

Statistical and Corn Department, Board of Trade,
November 13, 1865.

CORN IMPORTED AND EXPORTED.

AN ACCOUNT shewing the Quantities of the [several kinds of Corn and Meal, Imported into each division of the United Kingdom; and the Quantities of British and Foreign Corn and Meal, of the same kinds, Exported from the United Kingdom, in the Week ended the 11th November 1865.

	QUANTITIES IMPORTED INTO				QUANTITIES EXPORTED FROM THE UNITED KINGDOM.		
	England.	Scotland.	Ireland.	The United Kingdom.	British.	Colonial and Foreign.	Total Exported.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Wheat	225,755	232,854	43,159	501,768	44	...	44
Barley	92,475	4,476	...	96,951	481	...	481
Oats	176,248	1,818	...	178,066	1,265	...	1,265
Rye	1,612	8,500	...	10,112	...	...	...
Pease	25,426	8,577	...	34,003	192	...	192
Beans	9,804	2,785	...	12,589	18	...	18
Indian Corn.....	83,806	7,219	52,827	143,852	...	...	14
Buck Wheat .....	...	...	...	...	...	14	...
Beer or Bigg .....	...	...	...	...	...	...	...
Total of Corn (exclusive of Malt)...	615,126	266,229	95,986	977,341	2,000	14	2,014
Wheat Meal or Flour	38,554	5,156	247	43,957	145	...	145
Barley Meal.....	...	...	...	...	...	...	...
Oat Meal.....	6	...	...	6	233	...	233
Rye Meal.....	4	...	...	4	...	...	...
Pea Meal.....	...	...	...	...	...	...	...
Bean Meal .....	...	...	...	...	...	...	...
Indian Corn Meal ...	5	...	...	5	...	11	11
Buck Wheat Meal ...	...	...	...	...	...	...	...
Total of Meal ..	38,569	5,156	247	43,972	378	11	389
Total of Corn and Meal (exclusive of Malt).....	653,695	271,385	96,233	1,021,313	2,378	25	2,403
Malt (entered by the Quarter)	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
	...	...	...	...	331	...	331

Office of the Inspector-General of Imports and Exports,
Custom-House, London, November 13, 1865.

JOHN A. MESSENGER,
Inspector-General.

KILMARNOCK IMPROVEMENT WATER SUPPLY.

(Amendment of Acts—Power to Commissioners of Police of the Burgh of Kilmarnock to Acquire Lochgoyn and Dunton Dam Reservoirs, and to Construct Works for Supplying Water for Flushing the Channel of the River at Kilmarnock, to Levy Rates and Assessments, 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 extend, amend, or repeal the following Acts relating to the Town of Kilmarnock, or some of them, that is to say; an Act passed in the Tenth and Eleventh Years of the Reign of Her present MAJESTY, entitled "An Act for Amending the Acts relating to the Police and Improvement of the Burgh of Kilmarnock, and for other purposes in relation thereto," and also the Acts Tenth and Eleventh Victoria, Chapter Two Hundred and Thirteen, entitled "An Act for Repairing and keeping in Repair the Turnpike Roads in the County of Ayr, for Making and Maintaining New Roads, and Altering and Improving Existing Roads, for rendering Turnpike certain Parish Roads, and for Regulating the Statute Labour and Bridge Money in the said County;" Forty-second George Third, Chapter Forty-eight; Fiftieth George Third, Chapter Sixty-eight; and Fifty-third George Third, Chapter Eight; the Act Seventh and Eighth George the Second, Chapter One Hundred and Nine; and also the Act Twenty-fifth and Twenty-sixth Victoria, Chapter One Hundred and One.

And it is intended by the said Bill to empower the Commissioners of Police of the Burgh of Kilmarnock (hereinafter called the Commissioners) to cleanse and scour the bed or channel of the Craufurdland or Kilmarnock Water, where it passes through and near to the Town of Kilmarnock, by flushing the same with Water, and also to enable them to supply Water for Manufacturing and other purposes, and also to parties interested in the Water to be stored up and taken by the said Bill; and for these purposes the Bill will empower the Commissioners to acquire, make, and maintain the Reservoirs and other Works hereinafter described, or some of them, that is to say:—

I. To acquire compulsorily or by agreement the Reservoir known as the Lochgoyn or Blackwoodhill Reservoir, and also to acquire the solum and the water thereof, as the said Reservoir is or was lately occupied by the Kilmarnock Reservoir Company, and to maintain the same with all necessary Embankments, Dams, Weirs, Sluices, Catchwater Drains, and other Works and Conveniences in connection therewith, which Reservoir is situated on the Loch Burn, on or near the Farms of Lochgoyn and Blackwoodhill, and which Reservoir and Works is and will be situated in the Parish of Fenwick in the County of Ayr, and the Parish of Eaglesham in the County of Renfrew, or one of them.

II. To acquire, compulsorily or by agreement, the Reservoir constructed on the Dunton Water, and known as the Dunton Dam, together with the solum thereof; and to repair this Reservoir, and to maintain the same, and to make and maintain all necessary Embankments, Dams, Weirs, Sluices, and other works and conveniences in connection therewith—which Reservoir and Works is and will be situated on the Dunton Water, on or

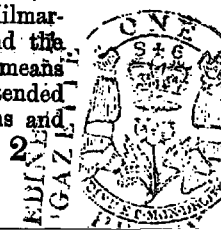
near to the Farm of Craigendunton, in the Parish of Fenwick and County of Ayr.

III. To make and maintain a Reservoir on the Pochweer Burn, on or near to the Farms of Craigendunton and Lochgoyn, and all necessary Embankments, Dams, Weirs, Sluices, and other Works and Conveniences in connection therewith; and also a Cut or Feeder, commencing near the North or North-West end of the Dunton Dam Reservoir, before described, and terminating on the East side of the said intended Reservoir; and also a Cut or Byewash, commencing on the West side of the said intended Reservoir on the Pochweer Burn, and terminating in the Pochweer Burn at or near its junction with the Dunton Water, about 200 Yards or thereby from the South end of the said Reservoir, which Reservoir and Works will be situated in the Parish of Fenwick and County of Ayr.

IV. To make and maintain a Reservoir on the site of the Dean Quarry, situated near to the Town of Kilmarnock, with all necessary Embankments, Dams, Weirs, Sluices, Catchwater Drains, and other Works and Conveniences in connection therewith; and also a Cut or Inlet Mine for the purpose of carrying the Water from the Craufurdland or Kilmarnock Water into the said Reservoir, commencing on the said Craufurdland or Kilmarnock Water at a point thereon near Asloss Garden, and terminating in the said intended Reservoir at the Dean Quarry, near Kilmarnock; and also a Cut commencing on the Borland Water, at a point thereon situated about 200 Yards above the Bridge over the Borland Water, on the Road leading from Dean Castle to the said Dean Quarry, and terminating in the said intended Reservoir on the West side thereof, said Cut being about 20 Yards in length or thereby, with all necessary Embankments for the purpose of directing Water from the Borland Water into the said intended Reservoir; and also a Cut or Outlet Mine for the purpose of discharging the water of the said Reservoir, commencing on the South side of the said Reservoir, near to said Bridge, and terminating in the Borland Water, at its junction with the Kilmarnock Water, which Reservoir and Works will be situated in the Parish of Kilmarnock and County of Ayr.

V. To make and maintain a Reservoir on or near the Farm of Croilburn, on the Roughhill Burn, with all necessary Embankments, Dams, Weirs, Sluices, Catchwater Drains, and other Works and Conveniences in connection therewith, and also a Cut or Byewash, commencing in the said intended Reservoir, on the North side thereof, and terminating in the said Roughhill Burn about 200 Yards or thereby from the South side of the said Reservoir, which Reservoir and Works will be situated in the Parish of Fenwick and County of Ayr.

And it is intended by the said Bill to enable the Commissioners to appropriate the water in the said Reservoirs as aforesaid, and also to Divert, Impound, and Store up in the Reservoirs to be acquired, made, and maintained by them, the Water of the Streams called the Loch Burn, the Myres Burn, the Roughhill Burn, the Goukshaw Burn, the Whiteleehill Burn, the Hairshaw Muir Water, the Dunton Water, the Pochweer Burn, the Kingswell Burn, the Drumtee Burn, the Fenwick Water, the Craufurdland Water, the Kilmarnock Water, and the Borland Water, and the Tributaries and Affluents thereof, and by means of such Reservoirs and of the other intended Works to divert and store up such Streams and



use the same for the purpose of Flushing and Cleansing the Bed or Channel of the Kilmarnock Water, where it passes through and near to the Town of Kilmarnock, and for other Sanitary purposes, and for the purpose of supplying Water to the Manufacturers and others, and also to persons whose present supply of water may be affected by or in consequence of said Works, all which Streams to be so Stored up, Diverted, and Supplied, at present flow into the River Irvine, which flows into the Firth of Clyde at Irvine. All which Streams, and Lands, and other Property, to be taken compulsorily, and Works to be constructed under the Powers to be contained in the Bill, are situated in the Parishes following, or some of them—(that is to say) Eaglesham, Fenwick, and Kilmarnock, in the Counties of Renfrew and Ayr, or one of them.

And it is further intended by the said Bill to apply for power to deviate, in the construction of the said several Works, from the Lines and Levels delineated on the Plans and Sections to be deposited as after-mentioned, to such an extent as will be defined on the said Plans and provided by the said Bill, and also temporarily or permanently to alter or divert or stop up Highways, Turnpike, and other Roads, Bridges, Streets, Paths, Passages, Rivers, Streams, Sewers, and Water Courses, and to carry Conduits, Pipes, and other works, through, over, under, across, along, or into the same, so far as may be necessary or expedient, for the purpose of making, maintaining, and using the several Works before set forth, or any of the Conveniences connected therewith.

And it is further intended by the said Bill to empower the Commissioners to acquire, compulsorily or by agreement, and also to feu or lease all such Lands, Houses, Streams, Reservoirs, and other Property, or rights therein, which may be necessary, for the purposes of the bill, and the Bill will empower the Commissioners, from time to time, to cause to flow down the Channels of the Streams leading from their Reservoirs, such Water as shall be necessary to cleanse thoroughly the Bed of the Kilmarnock Water, at and near the said Town, and to make all necessary Rules and Regulations for the due Management of the Flushing of the said Water.

And it is further intended by the said Bill to empower the Commissioners to levy Rents, Rates, and Charges for the Water to be supplied by them and for the use of water and water power on the line of the said Streams flowing from the said Reservoirs, and to confer, vary, and extinguish certain Exemptions from the Payment of Rents, Rates, or Charges, and also to prohibit all persons from using the Water on the line of the said Streams flowing from the various Reservoirs for Manufacturing or other purposes without the sanction of the Commissioners.

And it is further intended by the said Bill to empower the Commissioners to apply any of the Rates and Assessments and Monies, which they are now authorised to raise for any purpose connected with the said Burgh of Kilmarnock, towards the purposes of the said intended Bill, and to alter existing rates and assessments, and also to empower the Commissioners to assess and levy such new and additional Rates and Assessments on and from the Owners and Occupiers, or either of them, of Heritable Property within the Parliamentary Boundaries of the said Burgh of Kilmarnock, and also to levy Rates and Assessments on and from the Users of Water or Water-power on the Line of said Streams flowing from the various Reservoirs, and to raise such Money on the Security of all

such Rates and Assessments, or otherwise, as may be necessary for carrying the purposes of the said Bill into effect.

And it is further intended by the said Bill to vary or extinguish all existing rights and privileges connected with the Lands, Houses, Reservoirs, Streams, and other Property, to be acquired as aforesaid, or which it may be necessary to use for the purposes of the said Bill, or which could in any manner interfere with the execution, maintenance, or use of the said intended Works, and to confer new rights and privileges.

And notice is further given that duplicate Plans and Sections describing the Reservoirs to be taken and acquired by the said Bill, and describing the lines, situation and levels of the said intended Works, and the streams intended to be directly diverted into the same, and the Lands, Houses and other Property on and through which the said Works are intended to be made and maintained, and within the limits of deviation as defined on the said Plans, or which may be required to be taken for the purposes of such Works, or for the purposes of the Bill, together with a Book of Reference to the said Plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such Lands, Houses, and Property, and a copy of this notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November, current, be deposited for public inspection in the office at Paisley of the principal Sheriff-Clerk of the County of Renfrew, and in the Offices at Ayr and Kilmarnock, respectively, 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, with a copy of this notice as published in the said *Gazette*, will, on or before the same day, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster with the Session-Clerk of each such Parish, at his usual place of abode.

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

D. R. & T. B. ANDREWS, Kilmarnock.
HOLMES, ANTON, GREIG, & WHITE,
18 Abingdon Street, Westminster.

Kilmarnock, 3d Nov., 1865.

CALEDONIAN RAILWAY.

GALSTON AND TROON BRANCHES.

(Construction of Railways from Glasgow and South-Western Railway at Kilmarnock to Troon Harbour,—to near Troon Station on that Railway,—and to Galston; Power to use parts of Glasgow and South-Western Railway Company's Lines, and their Stations at Kilmarnock and Ayr, and the Rails at Troon Harbour; Facilities in respect thereof and of the Kilmarnock and Troon Railway; Arrangements with the Glasgow and South-Western Railway Company and with the Proprietor of Troon Harbour; Construction by or transference to such Proprietor of part of proposed Railways; Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to empower the Caledonian Railway Company (herein-

after called "the Company,") to make and maintain the following 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 Railway (hereinafter called "Line No. 1") commencing by a Junction with the Glasgow and South-Western Railway at or near a point in the Burgh of Kilmarnock about three chains westward from the western side of Portland Street in the said Burgh, where that street is crossed by the said Railway, and terminating by a Junction with the Rails on the Quays on the western side of Troon Harbour at or near a point about nine chains southward from the stationary Red Light at the entrance to that Harbour; which proposed Line No. 1, and the Works and conveniences 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 Kilmarnock, the Laigh Kirk Parish of Kilmarnock, the High Kirk Parish of Kilmarnock, and the parishes of Riccarton, Symington, Monkton and Prestwick, and Dundonald, and the Burgh of Kilmarnock, all in the County of Ayr, and the Firth of Clyde in or *ex adverso* of the said parish of Dundonald:

Secondly, A Railway (hereinafter called "Line No. 2") commencing by a Junction with Line No. 1 at or near a point in the parish of Riccarton and County of Ayr about eleven chains westward from the farm-steading of Bellsland, and terminating at the village of Galston, at or near a point in the parish of Loudoun and County of Ayr about two chains north-westward from the westmost house in the parish of Galston on the northern side of Titchfield Street, Galston; which proposed Line No. 2, and the Works and conveniences 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 Riccarton, Kilmarnock, Loudoun, and Galston, all in the County of Ayr:

Thirdly, A Railway (hereinafter called "Line No. 3") commencing by a Junction with Line No. 1 at or near a point in the parish of Dundonald and County of Ayr, in Darley Plantation, about two and a quarter furlongs eastward from the eastmost Cottage at Willockston, and terminating by a Junction with the Glasgow and South-Western Railway at or near a point in the same Parish about three and a half furlongs, measured along that Railway, southward from the Station-House at Troon Passenger Station, and about two chains southward from the post on that Railway indicating a distance of $34\frac{1}{2}$ miles from Glasgow and $5\frac{1}{2}$ miles from Ayr; which proposed Line No. 3, and the Works and conveniences 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 Dundonald in the County of Ayr:

Fourthly, A Railway (hereinafter called "Line No. 4") commencing by a Junction with Line No. 1 at or near a point in the parish of Dundonald and County of Ayr about fourteen chains southward from the Free-Church Manse near St. Meddians on the road leading from Troon Passenger-Station to Portland Street, Troon, and terminating by a Junction with the Rails on the Quay or Breakwater on the eastern side of Troon Harbour at or near a point about ten chains south-eastward from the north-western end of said Quay or Breakwater; which proposed Line No. 4 and

the Works and conveniences 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 Dundonald in the County of Ayr, and the Firth of Clyde in or *ex adverso* of that Parish.

And Notice is Further Given, that Duplicate Plans and Sections, describing the lines, situation, and levels of the said proposed Railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said Plans, or which may be required to be taken for the purposes of the said Works, together with a Book of Reference to such Plans, containing the names of the Owners or Reputed Owners, Lessees or Reputed Lessees, and Occupiers of such lands, houses, and other property, and a published Map 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 Kilmarnock and Ayr respectively 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 published as aforesaid, will also, on or before the said thirtieth day of November instant, be deposited for public inspection with the Schoolmaster if any, and if there be no Schoolmaster, with the Session-Clerk of each of the said Parishes respectively 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 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 proposed Railways or any of the Works and conveniences connected therewith.

And it is Further Intended by the said Bill to empower the 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 Railways; to levy tolls, rates, and charges for the use of the said proposed 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, 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 Company of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price, and 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 or use of the said proposed Railways and other Works; and to execute all agreements, conveyances, contracts of feu and of ground-annual, leases, and other deeds necessary for these purposes.

And it is Further Intended by the said Bill to empower the Company to raise money for the purposes of the said proposed Railways 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 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 authorised to be borrowed.

And it is Further Intended by the said Bill to empower the Company, and all other Companies and persons lawfully using the said proposed Railways, or any of them, or any of the other Railways of the Company, to run over and use with their engines and carriages, and to use with their clerks, officers, and servants, the portion of the Glasgow and South-Western Railway between the intended Junction with that Railway of Line No. 1 at the commencement thereof, and the Glasgow and South-Western Railway Company's passenger and goods stations at Kilmarnock; as also the portion of the Glasgow and South-Western Railway between the intended Junction with that Railway of Line No. 3, and the Glasgow and South-Western Railway Company's passenger and goods stations at Ayr; as also the said passenger and goods stations, and booking-offices thereof, and the watering-places, sidings, and other Works and conveniences connected with the said portions of Railway and stations respectively; as also the rails on the Quays of the Harbour of Troon, belonging to the proprietor of Troon Harbour, the Company of proprietors of the Kilmarnock and Troon Railway, otherwise called the Kilmarnock and Troon Railway Company, and the Glasgow and South-Western Railway Company, or to one or more of those parties; on such terms and conditions, and on payment of such tolls, rates, rent, or other consideration as may be agreed upon, or settled by arbitration, or defined by or under the powers of the said Bill; as also to provide facilities for the forwarding of traffic from, to, or beyond the Railways of the Company, including the said proposed Railways, over the said portions of the Glasgow and South-Western Railway, and over the Kilmarnock and Troon Railway, and over the said rails on the Quays of the Harbour of Troon, or any part thereof respectively, and for the accommodation and interchange of such traffic at the said stations, upon such terms and conditions as may be agreed upon, settled by arbitration, or defined as aforesaid; as also to empower the Company on the one hand, and the Glasgow and South-Western Railway Company and the proprietor of Troon Harbour or either of them on the other hand, to enter into agreements with respect to the use by the Company of the Railways and other Works belonging to or held in lease by

the Glasgow and South-Western Railway Company, and the proprietor of Troon Harbour, or either of them, or any part thereof, and the interchange, forwarding, and conducting of traffic between, over, and upon the same; or to make provision in the said Bill for such use, and with respect to such interchange, forwarding, and conducting of traffic, and all matters connected therewith respectively.

And it is Further Intended by the said Bill, so far as necessary or expedient for any of the several purposes aforesaid, to alter the tolls, rates, and charges leviable in respect of the use of any portions of the Railways belonging to or held in lease by the Glasgow and South-Western Railway Company, or by the proprietor of Troon Harbour, and Works connected therewith respectively, and of the conveyance of traffic thereon, and to confer, vary, and extinguish exemptions from payment of such tolls, rates, and charges.

And it is Further Intended by the said Bill to make provision for the construction by or transference to the Proprietor of Troon Harbour, and for the maintenance by him, of so much of Line No. 1 and Line No. 4, leading to that Harbour, as shall be defined in the said Bill, or fixed by agreement between such Proprietor and the Company, upon such terms and conditions as shall be defined or fixed as aforesaid; and for the use by such Proprietor of the rails belonging to or held in lease by the Glasgow and South-Western Railway Company on the quays of the said Harbour; and for enabling such Proprietor to levy tolls, rates, and charges for the use of the portions of Railway which may be constructed by or transferred to him as aforesaid, and the conveyance of traffic thereon; and to confer upon such Proprietor, for the purpose of the construction, maintenance, working, and use by him of the said portions of Railway, all the powers, rights, and privileges hereinbefore specified as intended to be conferred on the Company with respect thereto.

And it is Further Intended by the said Bill to vary or extinguish all duties, customs, or other payments, and rights, privileges and 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 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 to the undertakings belonging to and held in lease by that 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, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty; as also “The Glasgow and South-Western Railway Consolidation Act 1855,” and the several Acts relating to the Glasgow and South-Western Railway Com-

pany, and to the undertakings belonging to and held in lease by that 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, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty; as also the following Acts relating to the Kilmarnock and Troon Railway, viz. 48 Geo. III. chapter 46; 1 Victoria, chapter 105, and 9 and 10 Victoria, chapter 211; as also the Act 48 Geo. III. chapter 47, relating to Troon Harbour; as also any other Acts recited in the Acts before mentioned or referred to, or relating to the before-mentioned Companies or undertakings.

And Notice is Further Given, That printed copies of the said Bill 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-five.

HOPE & MACKAY, W.S., Edinburgh.

GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

CALEDONIAN RAILWAY.

EXTENSION TO LARGS.

(Construction of Railway from Greenock and Wemyss Bay Railway at Wemyss Bay, to Largs; Running Powers and Facilities over Greenock and Wemyss Bay Railway; 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 (hereinafter called 'the Company') to make and maintain a Railway, and all proper stations, approaches, roads of access, and other Works and conveniences connected therewith, commencing by a Junction with the Greenock and Wemyss Bay Railway at or near a point in the Parish of Innerkip and County of Renfrew, about eleven chains northward from the Northern end of the Passenger Shed of the Station of the said Railway at Wemyss Bay, and terminating on the northern side of Nelson Street, Largs, at or near a point in the Parish of Largs about half a chain westward from the junction of Wilson Street, Largs, with Nelson Street aforesaid; which proposed 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 Innerkip in the County of Renfrew, and Largs in the County of Ayr, and in the Firth of Clyde, in or *ex adverso* of the said Parishes respectively.

And Notice is Further Given, that Duplicate Plans and Sections describing the line, situation, and levels of the said proposed 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, 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 line of the proposed Railway delineated thereon so as to show its general course and direction, and a copy of this Notice as published in the *London and Edinburgh Gazettes*, will, on or before the thirtieth day of November instant, be deposited for public inspection in the offices at Paisley and Greenock respectively of the principal Sheriff-Clerk of the County of Renfrew, and in the offices at Ayr and Kilmarnock respectively 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 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 Company to deviate in the construction of the said proposed 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 proposed Railway, or any of the Works and conveniences connected therewith.

And it is Further Intended by the said Bill to empower the 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 Railway; to levy tolls, rates, and charges for the use of the said proposed 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 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 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 Railway 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 Company to raise money for the purposes of the said proposed Railway 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 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 empower the Company, and all other Companies and persons lawfully using the said proposed Railway, to run over and use with their engines and carriages, and to use with their clerks, officers, and servants, the Greenock and Wemyss Bay Railway, and the Extension thereof, and the stations, booking-offices, sidings, watering-places, pier, and other Works and conveniences connected therewith, or any part thereof, for the purposes of traffic between the said proposed Railway on the one hand, and any of the other Railways of the Company, or the said Greenock and Wemyss Bay Railway or Extension or Pier on the other hand, upon such terms and conditions, and on payment of such tolls, rates, rent, or other consideration as may be agreed upon, or settled by arbitration, or defined by or under the powers of the said Bill; as also to provide facilities for the forwarding of such traffic over the said Greenock and Wemyss Bay Railway and Extension and Pier, or any part thereof, upon such terms and conditions as may be agreed upon, settled by arbitration, or defined as aforesaid; and for these purposes, to alter the tolls, rates, and charges leviable in respect of the use of the said Greenock and Wemyss Bay Railway and Extension and Pier, and Works connected therewith, and of the conveyance of traffic thereon, and to confer, vary, and extinguish exemptions from payment of such tolls, rates, and charges, and other rights and privileges in relation to the said last-mentioned Railway and Extension and Pier, and other Works, and the use thereof, and the conveyance of traffic thereon.

And it is Further Intended by the said Bill to vary or extinguish all duties, customs or other payments, and rights, privileges and 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 Acts relating to the Caledonian Railway Company, and to 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, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty; as also "The Greenock and Wemyss Bay Railway Act 1862," and "The Greenock and Wemyss Bay Railway Extension Act 1863."

And Notice is Further Given, That printed copies of the said Bill 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-five.

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

CALEDONIAN RAILWAY.

GLASGOW LINES.

(Construction of Railway from the Glasgow and Paisley Joint Line to the Caledonian Railway Company's Dalmarnock Branch on the North side of the River Clyde, with Branches to that Company's Barrhead and Paisley Branch, to the Glasgow Dumbarton and Helensburgh Railway, and to the Glasgow Garnkirk and Coatbridge Railway, and a New Connecting Line between the said Dalmarnock Branch and the Clydesdale Junction Railway; 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 (hereinafter called 'the Company'), to make and maintain the following Railways, and other works, or some one or more of them, or some 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 'Line No. 1') commencing 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 three chains eastward from the bridge by which the public road from Renfrew by Bogside to the turnpike road leading from Glasgow to Paisley, near Kilston, is carried over the said Joint Line, which bridge is about two furlongs south-eastward from East Arkleston farm-steading, and terminating by a Junction with the Company's Dalmarnock Branch authorised by 'The Caledonian Railway (Dalmarnock Branch) Act 1853,' at or near a point in the Parish of Calton and County of Lanark about two chains northward from the north end of the northmost span of the bridge by which the said Dalmarnock Branch is carried across the River Clyde; which proposed Line No. 1 and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, and for the purposes of station accommodation, sidings, and other Works in connection therewith, will be, and are situate in the following places, or some of them, viz. the Abbey Parish of Paisley and the parish of Renfrew in the County of Renfrew, and the parish of Govan, the Barony Parish of Glasgow, the City Parish of Glasgow, the parish of Calton, the Burgh of Partick, and the City and Royal Burgh of Glasgow in the County of Lanark.

Secondly, A Railway (hereinafter called 'Line No. 2') commencing by a Junction with the authorised Line of Railway from the Glasgow,

Barrhead and Neilston Direct Railway to the said Joint Line near Paisley, authorised by 'The Caledonian Railway (Barrhead and Paisley Branch, &c.) Act 1865,' at or near a point in the Abbey Parish of Paisley and County of Renfrew about one and a half furlongs eastward from Whitehaugh House, and terminating by a Junction with Line No. 1 at or near a point in the same parish about one furlong north-westward from the farm-steading of North Hillington; which proposed Line No. 2 and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, and of station-accommodation, sidings, and other works in connection therewith, will be, and are situate in the following places, or some of them, viz. the Abbey Parish of Paisley, the Parish of Renfrew, and the Town of Paisley, in the County of Renfrew.

Thirdly, A Railway (hereinafter called 'Line No. 3') commencing by a Junction with the Glasgow Dumbarton and Helensburgh Railway at or near a point in the Parish of Old Kilpatrick and County of Dumbarton about one chain eastward from the Booking-Office at the Dalmuir Station of that Railway, and terminating by a Junction with Line No. 1 at or near a point in the Parish of Govan and County of Lanark about three chains north-eastward from the north-eastern corner of the Partick Sawmills, near Merklands; which proposed Line No. 3 and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, and of station accommodation, sidings, and other Works in connection therewith, will be, and are situate in the following places, or some of them, viz. the parishes of Old Kilpatrick and New Kilpatrick in the County of Dumbarton, the parish of Renfrew in the County of Renfrew, and the parish of Govan, the Burgh of Partick, and the City and Royal Burgh of Glasgow, in the County of Lanark.

Fourthly, A Railway (hereinafter called 'Line No. 4') commencing by a Junction with Line No. 1 at or near a point in the City Parish of Glasgow about three chains southward from the bridge by which Duke Street of Glasgow is carried over the Molendinar Burn, and terminating by a Junction with that part of the Company's undertaking called the Glasgow Garnkirk and Coat-bridge Railway, at or near a point in the Parish of Springburn and County of Lanark about two and a quarter furlongs, measured along that Railway in a north-easterly direction, from the bridge over that Railway which is situate about seven chains north-eastward from the farm-steading of Milton; which proposed Line No. 4, and the Works and conveniences connected therewith, and the lands, houses and other property which may be taken for the purposes thereof, and of station-accommodation, sidings and other works in connection therewith, will be and are situate in the following places or some of them, viz. the City Parish of Glasgow, the Barony Parish of Glasgow, the Parishes of Shettleston, Springburn, and Maryhill, and the City and Royal Burgh of Glasgow, all in the County of Lanark.

Fifthly, A Railway (hereinafter called "Line No. 5,") commencing by a Junction with the said Dalmarnock Branch at or near a point in the Parish of Rutherglen and County of Lanark about one furlong and a quarter southward from the south end of the southmost span of the Bridge by which the said Dalmarnock Branch is carried

across the River Clyde, and terminating by a Junction with that part of the Company's undertaking called the Clydesdale Junction Railway at a point in the same Parish about four chains eastward from the Bridge by which the Turnpike-Road leading from Rutherglen to Dalmarnock Bridge is carried over the said Clydesdale Junction Railway; which proposed Line No. 5 and the Works and conveniences 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 Rutherglen, and the Royal Burgh of Rutherglen, in the County of Lanark.

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 several 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 office at Paisley of the principal Sheriff-Clerk of the County of Renfrew; in the Office at Glasgow of the principal Sheriff-Clerk of the County of Lanark; and in the Office at Dumbarton of the principal Sheriff-Clerk of the County of Dumbarton; 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 Royal Burghs of Glasgow and Rutherglen 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 respectively, at the usual place of abode of such Schoolmaster or Session-Clerk, and with the Town-Clerks of the said Royal Burghs at their offices in Glasgow and Rutherglen respectively.

And Notice is Further Given that it is intended by the said Bill to empower the 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 proposed Railways or any of the Works and conveniences connected therewith; and also to stop up and appropriate the site of certain portions of Wellington Street and West Campbell Street, Glasgow, and of other streets, roads, lanes, and thoroughfares, all situate in the several parishes and places before named.

And it is Further Intended by the said Bill to empower the Company to purchase, compulsorily and otherwise, the lands, houses, buildings, manu-

factories, and other property required for the several purposes aforesaid, or any parts thereof which may be required for such purposes, without being obliged to purchase the whole of any house, building, or manufactory; to convey passengers, goods and other traffic on the said proposed Railways; to levy tolls, rates, and charges for the use of the said proposed 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, 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 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 Railways and other Works, or by the stopping up of any streets, roads, lanes, or thoroughfares; 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 raise money for the purposes of the said proposed Railways 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 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 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, privileges, and 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 Acts relating to the Caledonian Railway Company, and to 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, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty; as also "The Glasgow Police Act 1862."

And Notice is Further Given, That printed copies of the said Bill, 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-five.

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

CALEDONIAN RAILWAY.

EDINBURGH AND LARBERT JUNCTION RAILWAY AND BRANCHES.

(Construction of Railway from the Scottish Central Railway near Larbert to the Caledonian Railway near Dalmahoy; and of Branches to the Scottish Central Railway near where it is carried under the Forth and Clyde Canal—to the North British Railway Company's Stirlingshire Midland Junction Railway—to the Railway leading from the last-named Railway to the Carron Iron Works—and to the Grangemouth Railway; Running Powers and facilities with respect to part of the Grangemouth Railway and the Grangemouth Harbour and Dock; Arrangements with the Company of Proprietors of the Forth and Clyde Navigation; 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 (hereinafter called 'the Company') to make and maintain the following 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 Railway (hereinafter called "Line No. 1") commencing by a Junction with the Main Line of the Scottish Central Railway, belonging to the Company, at a point in the Parish of Falkirk and County of Stirling, opposite the farm-steading of Lochlands, near the southern end of the Viaduct by which the said Main Line is carried over the Carron Water, 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 Ratho and County of Edinburgh, about one furlong and a half eastward from the farm-steading of Hags; which proposed Line No. 1, 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 parishes of Falkirk, Polmont, and Muiravonside, and the Burgh of Falkirk, in the County of Stirling, the parishes of Linlithgow, Ecclesmachan, Dalmeny, Kirkliston, and Uphall, and the Royal Burgh of Linlithgow, in the County of Linlithgow, and the parishes of Kirknewton, Kirkliston, and Ratho, in the County of Edinburgh:

Secondly, A Railway, (hereinafter called "Line No. 2,") commencing by a Junction with the said Main Line of the Scottish Central Railway, at or near a point in the parish of Falkirk and County of Stirling, about one furlong measured along the

said Main Line in a north-easterly direction, from the Tunnel by which the said Main Line is carried under the Forth and Clyde Canal, and terminating by a Junction with Line No. 1 at or near a point in the said parish of Falkirk about seventeen chains north-westward from the Bridge by which that part of the undertaking of the North British Railway Company, now or formerly called the Stirlingshire Midland Junction Railway, is carried over the turnpike-road from Camelon to Larbert; which proposed Line No. 2, 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 parish of Falkirk, and the Burgh of Falkirk, in the County of Stirling, or one of them:

Thirdly, A Railway (hereinafter called "Line No. 3") commencing by a Junction with Line No. 2 at or near a point in the parish of Falkirk and County of Stirling, about seventeen chains eastward from the bridge by which the said Main Line of the Scottish Central Railway is carried over the turnpike-road from Camelon to Bonnybridge, and terminating by a Junction with the said Stirlingshire Midland Junction Railway, at or near a point in the said parish of Falkirk about seventeen chains measured along that Railway in a westerly direction from the bridge before mentioned by which the said Stirlingshire Midland Junction Railway is carried over the said turnpike-road from Camelon to Larbert; which proposed Line 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 parish of Falkirk and the Burgh of Falkirk, in the County of Stirling, or one of them:

Fourthly, A Railway (hereinafter called "Line No. 4") commencing by a Junction with Line No. 1 at or near a point in the Parish of Falkirk and County of Stirling, about two furlongs north-westward from the Swing Bridge by which the said Stirlingshire Midland Junction Railway is carried over the Forth and Clyde Navigation, and terminating by a Junction with the Railway leading from the said Stirlingshire Midland Junction Railway near Camelon to Carron Iron Works, at or near a point in the said Parish of Falkirk, about one furlong and a half northward from Merchiston Hall; which proposed Line No. 4, 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 Parish of Falkirk and the Burgh of Falkirk in the County of Stirling, or one of them:

Fifthly, A Railway (hereinafter called "Line No. 5") commencing by a Junction with Line No. 1 at or near a point in the Parish of Falkirk and County of Stirling, about twelve chains south-westward from the farm-steading of Westfield, and terminating by a Junction with the Grangemouth Railway, belonging to the Company of Proprietors of the Forth and Clyde Navigation, near the level-crossing of that Railway in the Parish of Falkirk by the road leading from Wester Newlands farm-steading to East Thorne farm-steading; which proposed Line No. 5, 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 Parish of Falkirk and the Burgh of Falkirk in the County of Stirling, or one of them.

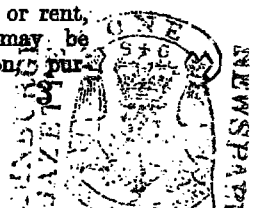
And Notice is Further Given, That Duplicate Plans and Sections describing the lines, situation, and levels of the said proposed Railways, and the

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, 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 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 Falkirk and Stirling respectively, of the principal Sheriff-Clerk of the County of Stirling; in the office at Linlithgow of the principal Sheriff-Clerk of the County of Linlithgow, and 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 Royal Burgh of Linlithgow, together 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 Royal Burgh, at his office in Linlithgow.

And Notice is Further Given that it is intended by the said Bill to empower the 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 proposed Railways, or any of the Works and conveniences connected therewith.

And it is Further Intended by the said Bill to empower the 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 Railways; to levy tolls, rates, and charges for the use of the said proposed 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, 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 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, pur-



chase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect or be affected by the construction, maintenance, or use of the said proposed Railways and other Works; and to execute all agreements, conveyances, contracts of feu and of ground-annual, leases, and other deeds necessary for these purposes.

And it is Further Intended by the said Bill to empower the Company to raise money for the purposes of the said proposed Railways 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 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 empower the Company, and all other Companies and persons lawfully using the said proposed Line No. 5, 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 said Grangemouth Railway which lies betwixt the point of junction therewith of the said proposed Line No. 5 and the termination of the said Railway at Grangemouth, and also the several lines of rails by which the said Grangemouth Railway is connected with the Forth and Clyde Navigation, and with the Harbour and Dock at Grangemouth, and all stations, offices, buildings, sidings, watering-places, and other Works and conveniences upon or connected with the said portion of the Grangemouth Railway and the said lines of rails, Harbour and Dock, upon such terms and conditions and on payment of such tolls, rates, rent, or other consideration as may be settled by agreement or arbitration or defined in or provided for by the said Bill; as also to provide facilities for the forwarding, accommodation, and interchange of traffic over and at the said portion of the Grangemouth Railway, and the said lines of rails, Harbour and Dock, upon such terms and conditions as may be settled or defined or provided for as aforesaid; as also for these several purposes, to alter the tolls, rates, and charges leviable by the Company of Proprietors of the Forth and Clyde Navigation in respect of the use of the said portion of Railway, lines of rails, Harbour and Dock, and Works connected therewith, and the conveyance and accommodation of traffic over and at the same, to enable the Company to levy tolls, rates, and charges in respect thereof, and to confer, vary, and extinguish exemptions from payment of such tolls, rates, and charges, and other rights and privileges in relation to the said portion of Railway, lines of rails, Harbour and Dock; as also to empower the Company and the said Company of Proprietors of the Forth and Clyde Navigation to enter into arrangements and execute agreements with each other in respect to all or any of the matters aforesaid.

And it is Further Intended by the said Bill to vary or extinguish all duties, customs or other payments, and rights, privileges and 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 Acts relating to the Caledonian Railway Company, and to 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, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty, as also an Act passed in the fourth and fifth years of the reign of Her present Majesty, intituled "An Act to consolidate, amend, and enlarge the powers and provisions of the several Acts relating to the Forth and Clyde Navigation; and the following and any other Acts relating to the Forth and Clyde Navigation, and to the said Grangemouth Railway and Grangemouth Harbour and Dock, viz. 5 Victoria, session 2, chapter 41; 8 Victoria, chapter 3; 8 and 9 Victoria, chapter 148; 9 and 10 Victoria, chapters 147 and 384; 11 and 12 Victoria, chapter 41; 13 and 14 Victoria, chapter 27; 15 Victoria, chapter 45, and 22 and 23 Victoria, chapter 32.

And Notice is Further Given, That printed copies of the said Bill 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-five.

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

FOCHABERS AND GARMOUTH RAILWAY.

(Extension of Time for Purchase of Lands and Completion of Works; Amendment of Act.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament, in the next Session, for an Act for the following purposes, or some of them; that is to say:—

To extend the time limited by "The Fochabers and Garmouth Railway Act, 1863," for the purchase by compulsion of the Lands, Houses, and Buildings, or some of them, required for the purposes of the undertaking by that Act authorised:

To extend the time limited by that Act for the construction and completion of the said undertaking:

To alter, amend, and enlarge or repeal, so far as may be necessary for the purposes of the intended Act, all or some of the powers and provisions of "The Fochabers and Garmouth Railway Act, 1863":

On or before the 23d day of December next, printed copies of the Bill for effecting the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November 1865.

H. & A. INGLIS, W.S., Edinburgh.
STEWART & RULE, Inverness,
Solicitors for the Bill.
MARTIN & LESLIE,
27, Abingdon Street, Westminster,
Parliamentary Agents.

GLASGOW & SOUTH-WESTERN RAILWAY.

(GLASGOW, MUIRKIRK AND SANQUHAR
JUNCTION.)

(Construction of New Railways between Kilmarnock Direct Railway and Muirkirk and Sanquhar; Increase of Capital; Amendment of Acts; and other purposes.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the ensuing Session for an Act 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 one of them, with all proper works, stations, approaches, and conveniences connected therewith respectively, viz.:

First.—A Railway herein designated Railway No. 1, commencing by a junction with the line of Railway authorised by "The Glasgow and South-Western Railway (Kilmarnock Direct) Act, 1865," and therein designated Railway No. 1, at or near a point in the parish of Mearns, in the county of Renfrew, two chains, or thereabouts, measuring in a north-easterly direction from the farm steading of Housecraig, and terminating by a junction with the Glasgow and South-Western Railway (Muirkirk Branch), at or near a point in the parish of Muirkirk and county of Ayr, 18 chains or thereabouts, measuring in a north-easterly direction from the Goods Shed at the Muirkirk Station of said last-mentioned Railway, which intended Railway No. 1 will pass from, through, or into the following parishes or places or some of them, viz.: the parish of Mearns in the county of Renfrew, the parishes of Cathcart, East Kilbride, and Avondale, in the county of Lanark, and the parish of Muirkirk in the county of Ayr.

Second.—A Railway herein designated Railway No. 2, commencing by a junction with the said intended Railway No. 1, at or near a point in the parish of Muirkirk and county of Ayr, 14 chains or thereabouts, measuring in a north-easterly direction from Greenside farm steading, and terminating in the parish of Sanquhar, in the county of Dumfries, by a junction with the Glasgow and South-Western Railway, at a point 8 chains or thereabouts, measuring in a north-westerly direction from Dalpedder farm house, which intended Railway No. 2 will pass from, through, or into the following parishes or places, or some of them, viz.: the parishes of Muirkirk, Auchinleck, and New Cumnock, in the county of Ayr; and the parishes of Kirkcunneil and Sanquhar, and within the Royal Burgh of Sanquhar, all in the county of Dumfries.

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 them, 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 intended Railways and the conveyance of traffic thereon, and to confer 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, the 27th and 28th, the 28th, and the 28th and 29th years of the reign of Her present Majesty.

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 intended Railways delineated thereon, and copies of this Notice as published in the *Edinburgh Gazette*, will be deposited for public inspection in the offices at Paisley and Greenock of the principal sheriff-clerk of the county of Renfrew; in the offices at Glasgow and Hamilton of the principal sheriff-clerk of the county of Lanark; in the offices at Ayr and Kilmarnock of the principal sheriff-clerk of the county of Ayr, and in the office at Dumfries of the principal sheriff-clerk of the county of Dumfries; and a copy of so much of the said plans and sections, and books of reference as relates to each of the said parishes, together with a 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 all such deposits will be made on or before the 30th day of November, 1865.

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, 1865.

JAMES KERR,

16, Bridge Street, Glasgow, Solicitor.

PRITT, SHERWOOD, VENABLES, & GRUBBE,
7, Great George Street, Westminster,
Parliamentary Agents.

Dated the 7th day of November, 1865.

GLASGOW AND SOUTH-WESTERN RAILWAY.

(ADDITIONAL POWERS.)

(Construction of New Railways, Roads, and other Works in the Counties of Ayr and Cumberland; Abandonment of Level Crossings; Agreements with other Railway Companies; Increase of Capital; Amendment of Acts; and other purposes.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament, in the ensuing Session, for an Act 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, herein designated Railway No. 1, commencing by a Junction with the Line of Railway authorised by "The Glasgow and South-Western Railway (Additional Powers) Act, 1865," and therein called Railway No. 1, at or near the Kilruskin Farm Road, in the parish of West Kilbride, and county of Ayr, between the points marked on the deposited plans of the said last-mentioned Railway denoting seven miles three furlongs, and seven miles four furlongs, at a point one hundred and twenty-five yards or thereabouts, measuring in an Easterly direction, from the South-eastern corner of North Kilruskin Farmhouse, and terminating in or near a field within the said Parish of West Kilbride, belonging to the Earl of Eglinton, and in the occupation of William Miller, at or near a point one hundred and sixty yards or thereabouts, measuring in an Easterly direction, from the centre of the bridge carrying the Turnpike Road over Fairlie Burn; which intended Railway No. 1 will be wholly situate within the parish of West Kilbride, and county of Ayr.

Second.—A Railway, herein designated Railway No. 2, commencing by a junction with the said intended Railway No. 1 at the foresaid termination thereof, and terminating at the southern bank of the Gogo Water, in the parish of Largs, and county of Ayr, at or near a point two hundred and twenty yards or thereabouts, measuring in an easterly direction from the bridge which carries the Turnpike Road between Fairlie and Largs, over the said Gogo Water; which intended Railway No. 2 will pass from, through, or into the parishes of West Kilbride and Largs, or one of them, in the county of Ayr.

Third.—A Railway, herein designated Railway No. 3, commencing by a junction with the said intended Railway No. 2, in a field in the parish of Largs and county of Ayr, belonging to Mrs. Jane Wilson and others, at or near a point 160 yards or thereabouts, measuring in a westerly direction from Haylee House, and terminating on the Largs Harbour Pier at a point one hundred and ten yards or thereabouts, measuring in a westerly direction from the corner of Gallowgate and Main Street of Largs; which intended Railway No. 3 will be wholly situate in the parish of Largs and county of Ayr.

Fourth.—A Railway, herein designated Railway No. 4, commencing by a junction with the line of Railway authorised by "The North British Railway (Carlisle Citadel Station Branches) Act, 1865," and therein called Railway No. 1, at or near a point one hundred and fifty-six yards or thereabouts, measuring in a north-easterly direction, from Charlotte Street Independent Church, and terminating by a junction with the Caledonian Railway, north-west of and near the Bridge carrying that Railway over the River Caldew; which intended Railway No. 4 will be wholly situate in the parish of Saint Mary Carlisle, and township of Caldewgate, all in the county of Cumberland.

Fifth.—A Railway, herein designated Railway No. 5, commencing by a junction with the Kilmarnock and Troon Railway, in the parish of Dundonald, and county of Ayr, at or near a point one hundred and twenty yards or thereabouts in an Easterly direction from Gravel Hill dwelling house, and terminating by a junction with that Railway in the parish of Kilmaurs, and county of Ayr, at or near a point one hundred and eighty yards or thereabouts in a South-westerly direction from the Booking Office of the Gatehead Station of the last-mentioned Railway; which intended Railway No. 5 will pass from, through, or into the parishes of Dundonald and Kilmaurs, or one of them, in the county of Ayr:

Sixth.—A Railway, herein designated Railway No. 6, commencing by a Junction with the Glasgow and South-Western Railway at or near the mile post on the said Railway indicating thirty miles distance from Glasgow, and ten miles distance from Ayr, and terminating by a junction with the Glasgow and South-Western Railway (Irvine and Busby Branch) at or near the point where the said Irvine and Busby Branch Railway passes under the Turnpike Road leading from Irvine to Ayr; which intended Railway No. 6 will be wholly situate in the parish of Dundonald, and county of Ayr:

To empower the Company to make a new road in the parish of Dundonald and county of Ayr, commencing by a junction with the turnpike road leading from Troon, past Troon Station, to the village of Loans, near to the bridge carrying the said road over the Company's Railway, and terminating by a junction with the road which crosses the said Railway on the level at about three hundred and seventy yards north-westward of the said bridge: and to stop up, discontinue, and extinguish all rights of way over the Company's Railway at the said level crossing:

To empower the Company to alter the line and levels of so much of the road which crosses the

Company's Railway on the level in the parish of Dundonald, in the county of Ayr, at about three hundred and seventy yards north-west from Loch Green dwelling-house, as extends for a distance of one hundred and ten yards or thereabouts from the said Railway on the west side thereof, to a distance of eighty yards or thereabouts from the said Railway on the east side thereof, for the purpose of carrying the said road over the said Railway instead of on the level thereof :

To empower the Company to alter the line and level of so much of the road which crosses the Company's Railway on the level in the parish of Dundonald, in the county of Ayr, at about six hundred yards south-east from Loch Green dwelling house as extends for a distance of one hundred and sixty yards or thereabouts from said Railway on the west side thereof to a distance of ninety yards or thereabouts from the said Railway on the east side thereof, for the purpose of carrying the said road over the said Railway instead of on the level thereof :

To empower the Company to make a new road to commence near the point in the parish of Newton-upon-Ayr, in the county of Ayr, where the road leading from Newton Head by Hawkhill Bridge to the farms of West Sanquhar and South Sanquhar crosses the Company's Railway on the level, and to terminate in the parish of St Quivox, and county of Ayr, near the Bridge which carries the Hawkhill Road over the Company's Railway, and to stop up and discontinue as a public thoroughfare and extinguish all rights of way over so much of the existing public road as extends from the north-western side of the said level crossing for the distance in a south-easterly direction of one hundred and ten yards or thereabouts.

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 them, 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 intended Railways, and the conveyance of traffic thereon, and to confer 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 enable the Company on the one hand, and the London and North Western, the Midland, the North Eastern, the Caledonian, and the North British Railway Companies, or any or either of them, on the other hand, from time to time to make and enter into contracts or agreements,

either for the division or apportionment of the tolls, rates, and duties arising on their respective Railways, or for the passage over or along the Railways of the contracting Companies of any engines, carriages, or waggons of or belonging to them respectively or belonging to any other Railway Company, upon the payment of such tolls, rates, or duties, and under such conditions and restrictions as may be mutually agreed upon ; or for the better and more economical working and management of the undertakings of the contracting Companies, and the appointment of joint committees, and all other arrangements for more effectually carrying out such contracts and agreements :

To provide, by means of a superannuation fund or otherwise, for superannuation or other allowances to the salaried officers or other servants of the Company, and to provide for a guarantee fund by way of security for the good behaviour of those officers and servants, and to provide a fund for the payment of compensation to any of such officers or servants who may be killed or injured while in the discharge of their duties, or to their representatives ; and to provide such funds, or any or either of them, wholly or partly by means of the payment or contribution of annual or other sums by such officers and servants, or wholly or partly by payments or contributions by the Company, or by some other means to be provided by the said Act ; and to authorise the making from time to time of all necessary rules and regulations as to the payments and contributions to be made to such funds respectively, the benefits to be derived therefrom, the management and disposition thereof, or otherwise in relation thereto :

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, the 27th and 28th, the 28th, and the 28th and 29th years of the reign of Her present Majesty ; the Act (local and personal) 9 and 10 Vict. cap. 204, and the several other Acts relating to the London and North-Western Railway Company ; the Act (local and personal) 7 and 8 Vict. cap. 18, and the several other Acts relating to the Midland Railway Company ; the Acts (local and personal) 6 Wm. IV. cap. 81, and 17 and 18 Vict. cap. 211, and the several other Acts relating to the North-Eastern Railway Company ; "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company ; and "The North British Railway Consolidation Act, 1858," and the several other Acts relating to the North British Railway Company :

Plans and sections, describing the lines, situation, and levels of the said proposed Railways and other works, and the lands, houses, and other property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and also published maps to a scale of not less than half an inch to a mile, with the lines

of the said intended Railways and other works delineated thereon, and copies of this Notice as published in the *Edinburgh* and *London Gazettes*, will be deposited for public inspection as follows (that is to say): as regards the Railways and other works, lands, houses, and property in the county of Ayr, in the offices at Ayr and Kilmarnock of the Principal Sheriff-Clerk of the county of Ayr; and as regards the Railways and other works, lands, houses, and property in the county of Cumberland, in the office at Carlisle of the Clerk of the Peace of that county: and a copy of so much of the said plans and sections and books of reference as relates to each of the said parishes, together with a copy of this Notice, will be deposited as follows (that is to say): as respects each such parish as is situate in Scotland, 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 as respects the parish of Saint Mary, Carlisle, in England, with the Parish Clerk of that parish, at his usual place of abode: and all such deposits will be made on or before the 30th day of November 1865:

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 1865.

JAMES KERR,
16 Bridge Street, Glasgow,
Solicitor.

PRITT, SHERWOOD, VENABLES & GRUBBE,
7 Great George Street, Westminster,
Parliamentary Agents.

Dated this 8th day of November, 1865.

GLASGOW AND SOUTH-WESTERN RAILWAY.

(LANARKSHIRE AND AYRSHIRE JUNCTION.)

(Construction of New Railways between Kilmarnock Direct Railway and Morningside; Junctions with other Railways; Increase of Capital; Amendment of Acts; and other Purposes.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament, in the ensuing Session, for an Act 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, herein designated Railway No. 1, commencing by a junction with the line of Railway authorised by "The Glasgow and South-Western Railway (Kilmarnock Direct) Act, 1865," and therein designated Railway No. 1, at or near a point in the parish of Eaglesham, and county of Renfrew, two and three quarter furlongs or thereabouts in a westerly direction from the farm-steading of Windhill, and terminating at or near a point in the parish of Hamilton and county of Lanark, one furlong or thereabouts in a south-easterly direction from the point where the Barncluth road crosses Covan Burn,

near Castlehill; which intended Railway No. 1 will pass from, through, or into the following parishes and places, or some of them (viz.): the parishes of Eaglesham and Mearns, in the county of Renfrew, and the parishes of Cathcart, East Kilbride, Blantyre and Hamilton, and the burgh of Hamilton, all in the county of Lanark.

Second.—A Railway, herein designated Railway No. 2, commencing by a junction with the said intended Railway No. 1, at or near a point in the parish of Eaglesham, and county of Renfrew, two and one quarter furlongs or thereabouts in a north-easterly direction from the said Windhill farm-steading, and terminating by a junction with the said Railway No. 1, authorised by "The Glasgow and South-Western Railway (Kilmarnock Direct) Act, 1865," at or near a point in the parish of Mearns, half a furlong or thereabouts in a north-westerly direction from Lethem farm-steading; which intended Railway No. 2 will pass from, through, or into the parishes of Eaglesham and Mearns or one of them in the county of Renfrew.

Third.—A Railway, herein designated Railway No. 3, to be wholly situate in the parish of East Kilbride, and county of Lanark, commencing by a junction with the said intended Railway No. 1, at or near a point three furlongs or thereabouts in a northerly direction from Bossfield farm-steading, and terminating by a junction with the line of Railway authorised by "The Busby Railway (Kilbride Extension) Act, 1865," at or near a point one half furlong or thereabouts in a westerly direction from Kirktonholm House, and two and a quarter furlongs or thereabouts in a south-easterly direction from Limekilns Mansion-house.

Fourth.—A Railway, herein designated Railway No. 4, to be wholly situate in the parish of Blantyre and county of Lanark, commencing by a junction with the said intended Railway No. 1, at or near a point two furlongs or thereabouts in a north-easterly direction from Newhouse, and one-and-a-half furlongs or thereabouts in a south-westerly direction from Loanfoot near the village of Blantyre, and terminating by a junction with the Railway leading from Hamilton to Strathaven, at or near a point thereon four furlongs or thereabouts in an easterly direction from the said Newhouse; and three and one quarter furlongs or thereabouts in a south-easterly direction from the said Loanfoot.

Fifth.—A Railway, herein designated Railway No. 5, to be wholly situate in the parish of Hamilton and county of Lanark, commencing by a junction with the said intended Railway No. 1, at or near a point three-quarters of a furlong or thereabouts in a south-westerly direction from the south termination of Orchard Street of Hamilton, and terminating by a junction with the Hamilton Branch of the Caledonian Railway at a point one and one half furlongs or thereabouts in a north-westerly direction from the southern termination of the said Branch Railway near Hamilton.

Sixth.—A Railway, herein designated Railway No. 6, commencing by a junction with the said intended Railway No. 1, at or near a point in the said parish of Hamilton and

county of Lanark, half a furlong in a northerly direction from Glandsburn House, and terminating at a point in the parish of Cambusnethan and county of Lanark, about two and one half furlongs or thereabouts in a north-westerly direction from Chapel farm-steading; which intended Railway No. 6 will pass from, through, or into the following parishes and places, or some of them (viz.): the parishes of Hamilton, Dalziel, Cambusnethan and Carluke, all in the county of Lanark.

Seventh.—A Railway, herein designated Railway No. 7, wholly situate in the said parish of Hamilton and county of Lanark, commencing by a junction with the said intended Railway No. 6, at or near a point one furlong and a quarter or thereabouts in an easterly direction from the bridge called Avon Bridge, which carries the turnpike road from Hamilton to Larkhall, by Ferniegair, over the river Avon, and terminating by a junction with that portion of the Caledonian Railway which leads from Motherwell to Lesmahagow, at or near a point thereon two and a half furlongs or thereabouts in a north-easterly direction from the farm steading of Haughhead.

Eighth.—A Railway, herein designated Railway No. 8, wholly situate in the said parish of Hamilton and county of Lanark, commencing by a junction with the said intended Railway No. 6, at or near a point two and a half furlongs or thereabouts in a north-westerly direction from Allanton farm-steading, and terminating by a junction with that portion of the Caledonian Railway which leads from Motherwell to Lesmahagow, at or near a point thereon about one furlong in a north-westerly direction from where the said Railway crosses the turnpike road from Hamilton to Lanark by Dalsersf.

Ninth.—A Railway, herein designated Railway No. 9, commencing by a Junction with the said intended Railway No. 6, at or near a point in the said parish of Cambusnethan and county of Lanark, about two and a half furlongs in a south-easterly direction from Lanniesmuirs farm-steading, and terminating at a point in the parish of Carluke and county of Lanark about three furlongs or thereabouts in an easterly direction from the farm-steading of Brackenhill, which intended Railway No. 9 will pass from, through, or into the parishes of Cambusnethan and Carluke, or one of them in the county of Lanark.

Tenth.—A Railway, herein designated Railway No. 10, wholly situate in the said parish of Cambusnethan and county of Lanark, commencing by a Junction with the said intended Railway No. 6, at or near a point two and one-half furlongs or thereabouts in a northerly direction from Bogside farm-steading, and terminating by a Junction with that portion of the Caledonian Railway, called the Wishaw and Coltness Branch, at or near a point about one third of a furlong or thereabouts in a south-westerly direction from where the said Railway crosses the Auchter Water.

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 them, 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 intended Railways and the conveyance of traffic thereon, and to confer 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, the 27th and 28th, the 28th, and the 28th and 29th years of the reign of Her present Majesty.

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 intended Railways delineated thereon, and copies of this Notice as published in the *Edinburgh Gazette*, will be deposited for public inspection in the offices at Glasgow, Hamilton, Airdrie, and Lanark of the principal sheriff-clerk of the county of Lanark; and in the offices at Paisley and Greenock of the principal sheriff-clerk of the county of Renfrew; and a copy of so much of the said plans and sections, and books of reference as relates to each of the said parishes, together with a 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 all such deposits will be made on or before the 30th day of November, 1865.

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, 1865.

JAMES KERR,
16, Bridge Street, Glasgow, Solicitor.

PRITT, SHERWOOD, VENABLES & GRUBBE,
7, Great George Street, Westminster,
Parliamentary Agents.

Dated this 7th day of November, 1865.

MONTROSE HARBOUR.

Construction of Wet Dock and other Works—
Additional Powers—and Amendment of Acts.

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

To authorise the Trustees of the Harbour of Montrose, appointed and acting under "The Montrose Harbour Act, 1837" and "The Montrose Harbour Act, 1850," or the said Bill, to make and maintain a Wet Dock, situate near to the existing Wet Dock at the said Harbour, and extending two hundred yards or thereby in a north-easterly direction, with an entrance or communication between the said existing and intended Wet Docks, and a bridge across the said entrance; which intended Wet Dock will be situate between the lines of railway leading to the said Harbour belonging to or occupied by the Scottish North-Eastern Railway Company, on the north-west, and the portion of the Royal Lunatic Asylum of Montrose which has been acquired by the Commissioners of Supply of the County of Forfar and is now used as militia barracks or stores, on the south-east; with all Embankments, Piers, Quays, Jetties, Slips, Wharfs, Landing Places, Roads, Rails, and Tramways in connection with the said Harbour, or the said existing or intended Docks, which may be necessary or expedient; and which intended Dock and other works will be situate in the Parish of Montrose, and Royal Burgh of Montrose, and County of Forfar.

To deviate, in the construction of the said intended Dock and other works, from the lines and levels delineated on the Plans and Sections to be deposited as hereinafter mentioned to the extent defined on the said Plans or specified in the said Bill.

To take power to acquire by compulsory purchase or otherwise the lands and houses which may be required for the construction of the said intended Dock and other works, and for the other purposes of the said Bill; and to vary or extinguish all rights and privileges connected with such lands and houses which would interfere with or prevent the construction and use of the said intended Dock and other Works, or the execution of the purposes of the said Bill.

To continue the several existing rates, duties and dues leviable under the said Acts, or either of them, and to provide that the same shall be applicable to and leviable at and in respect of the said intended Dock and other works, or to alter the said existing rates, duties, and dues, or to levy new and additional rates, duties, and dues, at and in the said Harbour and existing and intended Docks and Basins, and for and in respect of Ships and Vessels entering or going out of the said Harbour, or the limits or precincts thereof, or entering and using the said Harbour, or the existing and intended Docks, Basins, Quays, Piers, Wharfs, Slips, Sheds, Warehouses, Rails, Tramways, Cranes, Weighing Machines, or other works or conveniences constructed, or to be constructed, in connection therewith; and for and in respect of Tugs or Towing Vessels provided or licensed by the said Trustees; and for and in respect of all animals, goods, articles, and things landed at or

shipped in or from the said Harbour or existing or intended Docks, Basins, Quays, Piers, or Wharfs, or using the said Slips, Sheds, Warehouses, Rails, Tramways, Cranes, Weighing Machines, or other works and conveniences; and to confer, vary, or extinguish exemptions from payment of such existing or new rates, duties, and dues.

To borrow a further sum of money for defraying the expense of the said intended Dock and other Works, and for the general purposes of the said Harbour and Undertaking, on mortgage and security of the said Harbour and Undertaking and works, lands, and property connected therewith, and of the rates, duties, and dues leviable under the said Acts, or either of them, or the said Bill; and to provide, by means of an annual Sinking Fund or otherwise, for the payment and reduction of the debt on or affecting the said Harbour and Undertaking, or the rates, duties, and dues leviable under the said Acts, or either of them, or the said Bill.

To regulate the meetings, actings, and proceedings of the said Trustees; and to confer on and vest in them, all such powers, jurisdictions, authorities, rights, and privileges as may be necessary or expedient for the management, maintenance, and improvement of the said Harbour, for deepening, dredging, and scouring the channel of the River South Esk and the Entrances to the said Harbour, for executing and completing the Docks, Basins, Quays, Wharfs, and other Works authorised by the said Acts, or either of them, or by the said Bill, for erecting Slips, Sheds, and Warehouses, and laying down Rails and Tramways, and otherwise increasing and improving the accommodation for vessels and goods, at and in connection with the said Harbour and Docks, and for carrying into execution the purposes of the said Acts and the said Bill.

To authorise the said Trustees to contract and agree for the construction of Repairing Slips at the said Harbour by any person or company, or for the purchase or lease by the Trustees of any such Slips constructed, or to be constructed, by any person or company.

To amend or repeal the provisions, or some of them, of "The Montrose Harbour Act, 1837," and "The Montrose Harbour Act, 1850;" to vary or extinguish all powers, rights, or privileges which would interfere with or prevent the execution of the purposes of the said Acts and the said Bill, or any of them, and to confer all such powers, rights, and privileges as may be necessary or expedient for carrying the same into effect.

Plan and Sections describing the Lines, Situation, and Levels of the said intended Dock and other works to be authorised by the said Bill, and the Lands and Houses in or through which the same are to be made and maintained, and which are intended or may be required to be taken for the construction of the said intended Dock and other works, and the other purposes of the said Bill, with a Book of Reference to the said Plans, containing the names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of such Lands and Houses, and a copy of this Notice as published in the *Edinburgh Gazette*, will, on or before the 30th day of November, 1865, be deposited in the Office, at Forfar, of the principal Sheriff-Clerk of the County of Forfar, and with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of the

Parish of Montrose, at his residence, and with the Town-Clerk of the Royal Burgh of Montrose, at his office in Montrose.

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, 1865.

Dated this 3d day of November, 1865.

ADAM BURNES,
Montrose.

LOCH & MACLAURIN,
8 Great George Street, Westminster.

HIGHLAND RAILWAY.

(Construction of Railway from near Dunkeld to Perth and Branch Railway; Power to Double portion of existing Line; Additional Capital; Powers to the Caledonian and North British Railway Companies to Subscribe; Amendment of Acts, &c.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill for an Act for the following among other purposes:—

To authorise and empower the Highland Railway Company (hereinafter called the Company) to make and maintain the Railways hereinafter mentioned, or one of them; together with all proper and necessary approaches, stations, works and conveniences connected therewith respectively (that is to say):—

1. A Railway, commencing in the parish of Little Dunkeld, by a junction with the Highland Railway at or near the bridge by which that Railway is carried over the turnpike road leading from Perth to Dunkeld, at a point 424 yards, or thereabouts, measuring along the said Railway in a northerly direction, from the north end of the Murthly Tunnel, on the said Railway, and terminating by a junction or junctions with the lines of Railway communicating with the General Railway Station at Perth, at a point 91 yards, or thereabouts, from the north end of the passenger shed of the said station, measuring along the said lines of Railway in a northerly direction; and which Railway will be situate in or pass from, in, through or into the several parishes, burghs and places following, or some of them (that is to say):—the parishes of Little Dunkeld, Auchtergaven, Moneydie, Redgorton, Tibbermore, and the East Church parish of Perth, and the royal burgh of Perth, all in the county of Perth:
2. A Railway or Branch Railway commencing in the parish of Little Dunkeld by a junction with the intended Railway No. 1, at or near the south end of a loch, in the said parish, called or known as Murthly Saw Mill Dam or Loch of the Gauls of Murthly, and 320 yards or thereabouts eastwards from the junction of the south approach to Rohallion Lodge with the turnpike road from Dunkeld to Perth, in a field belonging to Sir William Drummond Stewart, Baronet, and in the occupation of Mr. James McLeish, and terminating by a junction with the Highland Railway, at or near the Rohallion platform of

that Railway, at a point 290 yards or thereabouts, measuring in a southerly direction along the rails of the said Railway, from the south end of the said Murthly Tunnel, and which intended Railway or Branch Railway will be wholly situate in the said parish of Little Dunkeld and county of Perth:

To enable the Company to lay down a second line of rails between the proposed junction with their Railway, of the intended Railway No. 1, and the Company's station at Dunkeld, and to execute and perform all such works as may be necessary for that purpose; and which double line of rails and works will be wholly situate in the said parish of Little Dunkeld, and County of Perth:

To purchase and take by compulsion, for the purposes aforesaid or any of them, lands, houses and other property; to vary or extinguish all existing rights and privileges connected with the lands, houses and property so to be purchased, or which would in any manner impede or interfere with the construction, maintenance or use, of the said intended Railways and works or any of them, and to confer other rights and privileges; and also to cross, alter, divert and stop up, such high-ways, turnpike or other roads, Railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters and watercourses, as it may be necessary or expedient to cross, alter, divert or stop up, for the purpose of making and maintaining or using the said intended Railways or either of them, or any of the works, approaches, stations or conveniences, connected therewith respectively:

To levy tolls, rates and duties, upon or in respect of the said intended Railways and works, and for the conveyance of passengers, animals and goods thereon, to alter or vary, if necessary, the tolls now authorised to be taken on the Railways of the Company, and to confer exemptions from payment of such several tolls, rates and duties, and to confer, vary, or extinguish other rights and privileges:

To empower the Company to apply to the purposes of the said intended Act, or any of them, any capital or funds now belonging or which may hereafter belong to them, or be under their control, or under the control of their Directors, or which they may have power to raise; and also to raise additional Capital for all or any of such purposes, and for the general purposes of the Company, by the creation of new shares or stock either with or without a preference, priority or guarantee as respects the payment of dividends or other privileges attached thereto, or by borrowing, or by all or any of such means, or by such other means as shall be provided by the said Act; and to vary or postpone all or any existing preferences, rights and privileges, to give effect to any such priority, preference or guarantee as aforesaid:

To authorise the Caledonian Railway Company and the North British Railway Company, or either of them, to contribute and subscribe for and hold shares in the capital of the Company, and to apply their corporate funds, or to raise for such purpose additional moneys by the creation of new shares or stock in their respective undertakings, with or without preference in payment of dividend or interest, or other special advantages, and by mortgage or bond or otherwise, and to guarantee dividend or interest upon the moneys respectively authorised to be raised in shares or borrowed by the Company or some part thereof:



To alter, amend, extend and enlarge or repeal, so far as may be necessary for giving effect to all or any of the purposes aforesaid, all or some of the existing powers and provisions of the several local and personal Acts following (that is to say)—“The Highland Railway Act, 1865,” and the several portions of Acts set forth in the third Schedule thereto; “The Perth General Station Act, 1865”; “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 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 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, and the 28th and 29th years of the reign of Her present Majesty; the several Acts following relating to the North British Railway Company (that is to say)—14th and 15th Vict., cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act; 16th and 17th Vict., cap. 152; 18th and 19th Vict., cap. 127; 19th and 20th Vict., cap. 98; 20th and 21st Vict., caps. 91, 124 and 129; 21st and 22nd Vict., caps. 65, 109 and 145; 22nd and 23rd Vict., caps. 14, 24, 83 and 96; 23rd and 24th Vict., caps. 140, 145, 159 and 195; 24th and 25th Vict., caps. 102, 114, 131, 177, 186, 214 and 226; 25th and 26th Vict., caps. 47, 48, 49, 142, 145, 181 and 189; 26th and 27th Vict., caps. 194, 213 and 226; 27th and 28th Vict., caps. 84, 100 and 292; 28th and 29th Vict., caps. 125, 152, 206, 213, 308 and 309; and all other Acts (if any) relating to the North British Railway Company:

Duplicate Plans and Sections, describing the lines and levels of the said intended Railways, double line of rails, and works, and the lands and 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 and property, as also published Maps, with the said intended Railways delineated thereon, and a copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November, 1865, be deposited for public inspection, as follows (that is to say):—in the office of the principal sheriff-clerk for the county of Perth at Perth, and a copy of so much of the said plans, sections, and books of reference, as relates to each of the several parishes, and to the royal burgh of Perth, together with a copy of the said *Gazette* Notice, will, on or before the 30th day of November, 1865, be deposited for public inspection with the schoolmaster, or, if there be no schoolmaster, with the session-clerk of each such parishes, respectively, at the abode of such schoolmaster or session-clerk, and also with the town clerk of such royal burgh, at his office in Perth:

On or before the 23rd day of December, 1865, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 10th day of November, 1865.

H. & A. INGLIS, W.S., Edinburgh.

STEWART & RULE, Solicitors, Inverness,
Solicitors for the Bill.

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

GLASGOW BRIDGES.

Removing and Rebuilding of Hutchisontown Bridge; 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:

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 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, the Lands, Houses, and other Heritages which may be required to be taken for the purposes 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, maintenance, and management 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; to confer on the said Trustees all such powers as may be necessary or expedient for the removal of the said Hutchisontown Bridge, 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 payment of all or any of such Tolls and Pontages; to vary or extinguish all rights and privileges in connection with the said Hutchisontown Bridge, 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 Hutchisontown Bridge, or the transference of the said Suspension Bridges, and the consolidation of the said Trusts, or the management and maintenance of the several Bridges above-mentioned, 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 Hutchisontown Bridge, 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 several 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, 1858;” “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 the Lands, Houses, and other Heritages which may be required to be 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, 1865, be deposited for public inspection in the Office at Glasgow of the Principal Sheriff-Clerk of the County of Lanark, and with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of each of the Parishes above-mentioned, 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, 1865.

Dated this 13th day of November, 1865.

A. TURNER, Town-Clerk, Glasgow.

LOCH & MACLAURIN, Westminster.

CAITHNESS RAILWAYS.

(Incorporation of Company; Construction of Railway between Wick and Thurso; Powers to Highland Railway Company to contribute, &c.; Arrangements with other Parties; Amendment of Act.)

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 the following purposes; or some of them (that is to say):

To incorporate a Company (in this Notice referred to as “the Company”) and to authorise the Company to make and maintain the Railway hereinafter mentioned; or any part or parts

thereof, together with stations, sidings, junctions, approaches, bridges, and all proper works and conveniences connected therewith (that is to say) :

A Railway commencing in the Parish of Thurso, in the county of Caithness, in or near certain fields called Langlands, part of the farm of Mount Pleasant, belonging to John George Tollemache Sinclair, Esquire, and in the occupation of the representatives of James Craig, deceased, and terminating at or near the burgh of Wick, in the parish of Wick and county of Caithness, in or near a piece of ground on the north side of the River Wick now being made into a continuation of the public bleaching green of the said burgh, at a point distant twelve yards or thereabouts to the west of the Old Free Church at Wick, and which Railway and the works connected therewith will be situate in or pass from, through, or into the parishes of Wick, Wattin, Bower, Orlig, and Thurso, in the county of Caithness, or some or one of them :

It is proposed by the Bill to confer on the Company the following powers, or some of them (that is to say) :

To purchase compulsorily lands, houses, and other property, for the purposes of the said intended Railway and works, and to lease or feu, or otherwise acquire, lands, houses, and other property, for the purposes of the intended Bill, and to levy tolls, rates, and charges on and for the use of the said intended Railway and works, and the conveyance of traffic thereon, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges, and to stop up, remove, alter, divert, widen, narrow, and embank rivers (including a part of the River Wick, in the parish of Wick), streams, roads, bridges, streets, sewers, drains, and pipes, and to use the soil of such of them as may be stopped up, diverted, or embanked :

To enter into and carry into effect with any corporations, commissioners, road and bridge trustees, harbour trustees, or other bodies or persons, arrangements and agreements for making, maintaining, or working the said intended Railway and works, or for the use of the same, or for contribution towards the construction thereof, or of any of them; and to enable the magistrates and town council of the burgh of Wick to subscribe to and hold shares in the undertaking :

To authorise the Highland Railway Company to contribute towards the capital of and to hold shares in the Company, and to guarantee the payment of interest upon all or any of the debentures of the Company, and to appoint directors of the Company, and to authorise the said Highland Company to apply for such purposes the capital or funds which they now have or may have power to raise; and also, if necessary, to raise for the purposes aforesaid further sums of money by shares, either with or without a preference; and to amend "The Highland Railway Act, 1865," and any other Acts relating to that Railway :

To vary or extinguish all rights and privileges which would in any way interfere with or prevent the execution of the several objects.

Plans and sections describing the lines and levels of the said intended Railway and works, and the lands and houses proposed to be 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 and houses, and a pub-

lished 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 thirtieth day of November, one thousand eight hundred and sixty-five, in the office of the principal sheriff-clerk of the county of Caithness, at Wick; and a copy of so much of the said plans, sections, and book of reference as relates to each of the several parishes before specified, or the royal burgh of Wick, together 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, and with the town-clerk of such royal burgh at his office therein :

Printed copies of the said Bill 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 6th day of November, 1865.

WILLIAM MILLER, Town Clerk, Wick } Local
JAMES BRIMS, Thurso } Solicitors.

DYSON AND CO.

24, Parliament Street, Westminster,
Parliamentary Agents.

ABERDEEN COUNTY AND MUNICIPAL BUILDINGS.

Power to Erect a Court-House, Town-House, County and Town-Hall, Police and other County and Municipal Buildings and Offices; to Purchase Lands; to Take Down or Sell Existing Buildings, and Appropriate or Sell the Sites thereof; to Shut up Streets and Courts; to raise Money on Mortgages, &c.; to Levy Rates and Assessments; to make Arrangements and Agreements under "The Sheriff Court Houses Act, 1860;" Amendment or Repeal of Acts, and other purposes.

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the next Session, for an Act for the following purposes or some of them, that is to say:—

To constitute the Commissioners of Supply of the County of Aberdeen, the Lord Provost, Magistrates, and Town Council of the City of Aberdeen, and the Commissioners of Police of the City of Aberdeen, or certain persons to be nominated by the said Commissioners of Supply, Lord Provost, Magistrates, and Town Council, and Commissioners of Police respectively, or certain other persons to be appointed under the powers of the intended Act, a Commission or Board for carrying into effect the purposes of the intended Act, and who are hereinafter referred to as the Commissioners.

To authorize the Commissioners to acquire by compulsory purchase, or otherwise, certain Lands, Houses, Tenements, Heritages, Streets, Courts, and Property, situated within the City and Royal Burgh of Aberdeen, and Parish of Saint Nicholas, and the *quoad sacra* division of that Parish called the North Parish, all in the County of Aberdeen, and particularly shown and described in the Plan and Book of Reference hereinafter mentioned, and which Lands, Houses, Tenements, Heritages, Streets, Courts, and Property, are bounded as follows, that is to say:—One portion thereof bounded on the North partly by property belonging to Mrs Margaretta Cruden or Rainer, and partly by the buildings of the East Prison

of Aberdeen; on the East partly by property belonging to the Prison Board of the County of Aberdeen, partly by Lodge Walk, and partly by the North of Scotland Bank; on the South by Castle Street and Union Street; and on the West by Broad Street; and the other portion thereof bounded on the North by properties belonging respectively to James Macguire, the Town of Aberdeen, and the Medico-Chirurgical Society of Aberdeen; on the East by King Street; and on the South and South-east partly by property belonging to James Chivas, and partly by a Lane or Passage leading from Lodge Walk along the back of the feus in King Street towards Queen Street, which Lane or Passage is now partly shut up; and on the West by Lodge Walk aforesaid.

To empower the Commissioners to appropriate the said Lands, Houses, Tenements, Heritages, Streets, Courts, and Property, and the Sites thereof, for the purpose of Erecting, and to enable them to Erect thereon, a Court-House, Town-House, County and Town Hall, and Police and other County and Municipal Buildings and Offices, or such other Houses and Buildings as may be provided for in the said intended Act, and to authorize and empower all owners of the said Lands, Houses, Tenements, Heritages, Streets, Courts, and other Property, whether Persons or Corporations, or others, holding either absolutely in their own right, or in Trust, or under Entail or other legal disability, to Sell and convey their Lands, Houses, Tenements, Heritages, Streets, Courts, and Property, or any part thereof, to the Commissioners, in such manner, for such price, or for such annual Feu-duty, Ground Annual, or Rent Charge, or for such consideration in Mortgages or Bonds of the Commissioners, as may be fixed or agreed on, or as may be prescribed by the said intended Act, and to provide that such price, Feu-duty, Ground Annual, or Rent Charge, shall form a preferable lien and burden on the revenues and property of the Commissioners, and to vary and extinguish all rights and privileges in any manner connected with such Lands, Houses, Tenements, Heritages, Streets, Courts, and Property, or which would in any way impede or interfere with the purpose or objects of the intended Act.

To authorize and empower the Commissioners to hold the said Lands, Houses, Tenements, Heritages, Streets, Courts, and Property, and to provide for the same vesting in the Commissioners, and being held by them, notwithstanding any change in the constitution of the Commission, or in the individual members constituting the same, and to regulate and prescribe the mode in which the same shall be conveyed and disposed to them, and the forms of the dispositions and conveyances thereof; and also to authorize and empower the Commissioners to resell and dispose of any parts or portions of the said Lands, Houses, Tenements, Heritages, Streets, Courts, and Property, which may not be required for the purposes of the Act.

To empower the Commissioners to define, and appropriate, and set apart the accommodation to be contained in the intended Buildings, for the separate or joint use of the several Public Bodies entitled thereto, and to fix the amounts to be charged against the said several bodies for the accommodation afforded to them respectively.

To provide for the maintenance and repair of the Buildings to be erected under the intended Act, and the proportions in which the expense thereof is to be contributed by the several Public Bodies using the same.

To authorize the Commissioners of Supply of the County of Aberdeen, the Lord Provost, Magistrates, and Town Council of the City of Aberdeen, and the Commissioners of Police of the City of Aberdeen respectively, to apply to the purposes of the said intended Act, or any of them, any monies belonging to them respectively, or which they may respectively have power to raise, and which may not be otherwise specially appropriated.

To enable the said Commissioners of Supply, the Commissioners acting in execution of "The Aberdeen County Records and Public Offices Act, 1851," the said Lord Provost, Magistrates, and Town Council, and the Commissioners of Police respectively, or the Commissioners, to take down and remove or sell the existing Court House, Record Office and County Buildings, Town House, and Police and other Buildings and Offices connected therewith, so far as may be necessary for the purposes of the intended Act, and to dispose of the materials of the same, and to appropriate the respective sites thereof, or the prices of such sites and materials, to the purposes of the said intended Act, or otherwise as may be provided for in the intended Act.

To authorize and empower the Commissioners to Shut up and Suppress existing Streets and Courts, in so far as may be necessary for the purposes of the said intended Act.

To alter the rates and assessments now existing and leviable within the County and City of Aberdeen, including those portions of the County of Banff locally situated within the County of Aberdeen, for the purpose of maintaining the present Court House, Town House, County and Town Halls, Record Office, and Police and other County and Municipal Buildings and Offices, and to enable the Commissioners, or the said Commissioners of Supply, the Lord Provost, Magistrates, and Town Council of Aberdeen, and the Commissioners of Police respectively, to levy and apply to the purposes of the said intended Act, or some of them, new or additional rates and assessments within the said County and City of Aberdeen, including the foresaid portions of the County of Banff, to borrow money on the credit thereof, and to confer, vary, or extinguish exemptions from payment of rates and assessments, and to confer, vary, or extinguish other rights and privileges.

To incorporate with the said intended Act all or some of the powers and provisions of "The Lands Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Commissioners Clauses Act, 1847."

To authorize the Commissioners, as in place of the Commissioners of Supply of the County, to make all such applications, agreements, and arrangements as may be made under the powers of "The Sheriff Court Houses Act, 1860," and which may be necessary for the purposes of the said intended Act, or any of them, and to confer on the Commissioners all the powers conferred by that Act on Commissioners of Supply, Magistrates of Burghs, or others, and to amend that Act so far as necessary for the purposes of the intended Act, and to confer upon the Commissioners all such other powers as may be necessary for carrying into effect the purposes of the said intended Act, and as are usually inserted in Acts of the like nature.

To alter, amend, enlarge, repeal, or re-enact so far as necessary for the purposes of the said in-

tended Act, "The Prisons (Scotland) Administration Act, 1860," and also the following Local and Personal Acts of Parliament, that is to say:— 42 Geo. III., Cap. 47; 48 Geo. III., Cap. 20; 54 Geo. III., Cap. 100; 59 Geo. III., Cap. 33; 6 Geo. IV., Cap. 65; 14 Vict., Cap. 38; and 25 and 26 Vict., Cap. 203.

Duplicate Plans showing the lands, houses, streets, courts, and property which may be required to be taken compulsorily for the purposes of the intended Act, with a Book of Reference to such Plans, containing a description of the same, and the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, streets, courts, and property; and a Copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection on or before the 30th Day of November, 1865, in the Office of the Principal Sheriff-Clerk for the County of Aberdeen, at his Office in Aberdeen, and a Copy of the said Plans and Book of Reference, together with a Copy of the said *Gazette* 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 the said Parish of Saint Nicholas, at the place of abode of such Schoolmaster or Session-Clerk, and also with the Town Clerk of the said Royal Burgh of Aberdeen at his Office therein.

Printed Copies of the intended Act or 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 6th Day of November, 1865.

NEWELL BURNETT and JOHN REID,
Advocates, Aberdeen,

JOHN ANGUS, Town Clerk of Aberdeen,
Solicitors for the Bill.

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

ORDER BY THE LORDS OF COUNCIL AND
SESSION, in pursuance of THE BANK-
RUPTCY STATUTE.

Edinburgh, 14th November 1865.

THE Lords of Council and Session having received the EIGHTH ANNUAL REPORT of The ACCOUNTANT IN BANKRUPTCY IN SCOTLAND, which, as required by the Statute, shows, as at the close of October 1864, the state of each Sequestration in Scotland returned to the Accountant in pursuance of the Statute, do hereby direct that the said Report shall be published by being patent to all concerned at the Office of the Accountant, New Register House, Edinburgh, for one year from this date, and shall, after expiry of that period, be transmitted to the Deputy-Keeper of the Records; and the Lords direct this Order to be published by the Accountant in the *Edinburgh* and *London Gazettes*, and in one of the Advertising Newspapers of Edinburgh, London, and Dublin; and the Lords direct this Order to be engrossed in the Books of Sederunt.

(Sigd.) DUN. M'NEILL, *I.P.D.*

Published, in obedience to the above Direction, by
GEORGE A. ESSON,
Accountant in Bankruptcy in Scotland.

NEW REGISTER HOUSE,
Edinburgh, 16th November 1865.

INDIA OFFICE, S.W., November 11, 1865.

NOTICE is Hereby Given that an Examination of Candidates for 50 Appointments as ASSISTANT-SURGEONS in Her Majesty's Indian Medical Service, will be held at Chelsea Hospital on the 19th March 1866.

Copies of the regulations for the Examination of Candidates, together with information regarding the pay and retiring allowances of Indian Medical Officers, may be obtained on application at the Military Department, India Office, Westminster, S.W.

T. T. PEARS, Major-General,
Military Secretary.

TO THE CREDITORS OF

LEITCH & M'KINNON, Masons and Builders in Glasgow, and Duncan Leitch and Neil M'Kinnon, sole Partners of the said Company, as such, and as Individuals.

THE said Leitch & M'Kinnon have of this date granted a Trust-Deed for behoof of their Creditors in favour of Thomas Brown, Junior, Accountant in Glasgow, with whom Claims, duly vouched, must be lodged on or before the 1st day of December next.

THO. BROWN, Junr. Trustee.

135, Buchanan Street,
Glasgow, November 13, 1865.

MARK MORRISON, Merchant and Commission Agent in Leith, has presented a Petition to the Sheriff of Edinburgh to be discharged of all debts and obligations contracted by him, or for which he was liable at the date of the sequestration of his estates on 27th August 1862.— Of which Intimation is hereby made.

ROBERTSON & JOHNSTON, S.S.C.,
Petitioner's Agents.

Edinburgh, November 17, 1865.

SEQUESTRATION 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.

THE Commissioners have audited my accounts, brought down to the 14th instant, postponed declaration of a dividend, and dispensed with circulars to the Creditors.

JOHN WILSON, Trustee.

Huntly, November 16, 1865.

TO THE CREDITORS OF

WALTER FREDERICK CAMPBELL, Esquire of Islay, Shipowner, and Manufacturer of Tiles in the Island of Islay, and Sheriffdom of Argyll, and Coal-master at Woodhall, in Lanarkshire.

RALPH ERSKINE SCOTT, Chartered Accountant in Edinburgh, Trustee on the sequestrated estate of the said Walter Frederick Campbell, hereby intimates that states of his accounts to 2d instant, and of the funds then realized and outstanding, have been made up by him and examined by the Commissioners, in terms of the Statute; that they have authorised the postponement of a further dividend till the recurrence of another statutory period, and have dispensed with sending circulars to the Creditors.

Edinburgh, 25, Melville Street,
November 15, 1865.

R. E. Scott.

SEQUESTRATION of WILLIAM WILSON, Innkeeper in Dufftown,

WILLIAM SKINNER, Writer in Elgin, Trustee on the estate, hereby intimates that his accounts to 2d November current have been audited by the Commissioners, who have postponed a dividend till next statutory period.

WM. SKINNER, Trustee.

Elgin, November 16, 1865.

JAMES DRUMMOND, Accountant in Edinburgh, Trustee upon the sequestrated estate of DAVID PULLAR, Joiner, Freer Street, Edinburgh, hereby intimates that the Commissioners have postponed a dividend until the recurrence of another statutory period.

JAMES DRUMMOND, Trustee.

THE Estates of ALEXANDER ROSS, Spirit Merchant, Friars Lane, Inverness, were sequestrated on the 14th day of November 1865, by the Sheriff of Inverness-shire.

The first deliverance is dated 14th November 1865.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Friday the 24th day of November 1865, within the Union Hotel, Inverness.

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 1866.

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

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

HUGH ROSE, Solicitor,
10, Union Street, Inverness, Agent.

THE Estates of WALTER BLYTH, sometime Farmer at Blair, Parish of Dysart, now residing in Dysart, were sequestrated on the 15th day of November 1865, by the Sheriff of Fifeshire.

The first deliverance is dated 15th November 1865.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Saturday the 25th day of November 1865, within Brodie's Railway Inn, Dysart.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 16th day of March 1866.

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.

D. MURRAY, Writer, Cupar-Fife,
Agent.

THE Estates of JOHN CORMACK, Clerk, presently residing in Avon Street, Paisley Road, in the County of Renfrew, were sequestrated on the 16th day of November 1865, by the Sheriff of the County of Renfrew.

The first deliverance is dated the 16th day of November 1865.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Friday the 24th day of November 1865, within the County Hotel, County Place, Paisley.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 16th day of March 1866.

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

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

RICHD. McCULLOCH, Writer,
113, St Vincent Street, Glasgow, Agent.

NOTICE.

A Petition having been presented to the Sheriff of Lanarkshire at the instance of John and Samuel Naismith, Shoemakers, Tanners, and Curriers in Hamilton, for the Sequestration of the Estates of the Deceased WILLIAM COCHRANE, Commission Agent in Hamilton, in the County of Lanark, his Lordship of this date granted Warrant for citing Alexander Cochrane and James Cochrane, both residing at No. 163, Cowcaddens, Glasgow, Barbara Cochrane, residing in Lecchlee Street, Hamilton, Elizabeth Cochrane or Waddell, wife of Alexander Waddell, residing at Gateside, Lesmahagow, Marion Cochrane or Vass, wife of James Vass, residing at Neimplar, Lanark, and John Cochrane, residing at Bennington, Marion County, Iowa, United States, America, or elsewhere Abroad, Brothers and Sisters, and Successors of the said deceased William Cochrane, and also the above designed Alexander Waddell and James Vass for their interest, and also the Tutors and Curators of any of the said Successors who may be in pupillarity or minority, if they any have, all to appear in Court on an *inducia* of ten days if such citation be made personally or at a dwelling-place, and of twenty-one days if made edictally, to shew cause why sequestration of the estates of the said deceased William Cochrane should not be awarded.—Of all which Notice is hereby given.

E. PELLER DYKES, Solicitor, Hamilton,
Agent.

Hamilton, November 13, 1865.

SEQUESTRATION of JAMES TAITE, Drysalter and Manufacturing Chemist in Glasgow, carrying on business there as a Drysalter and Manufacturing Chemist under the Name or Firm of TAITE & COMPANY, of which Firm he is the sole Partner, as such Partner, and as an Individual.

DAVID HENDERSON ROBERTS, Accountant in Glasgow, has been elected Trustee on the estate; and James Brown, Chemist and Druggist in Glasgow, David Shaw, Tallow Chandler there, and James Sutherland, Manager to Hart & Company, Druggists, Glasgow, have been elected Commissioners. The examination of the Bankrupt will take place within the Chambers of Mr Sheriff Bell, County Buildings, Wilson Street, Glasgow, on Friday the 24th day of November current, at 12 o'clock noon. The Creditors will meet in the Trustee's Counting-house, No. 125, Buchanan Street, Glasgow, on Monday the 4th day of December next, at two o'clock afternoon. At the meeting of Creditors for election of Trustee, held on the 14th November current, the Bankrupt made offer of a composition of Three Shillings and Fourpence sterling per pound to the Creditors on their whole debts, payable one month after the date of his final discharge by the Court, and also to pay and provide for the expenses of the sequestration and the Trustee's commission, with security for payment; which offer and security were entertained for consideration, and will be decided upon at the said meeting to be held on the said 4th day of December next, at two o'clock afternoon.

DAVID H. ROBERTS, Trustee.

125, Buchanan Street,
Glasgow, November 16, 1865.

SEQUESTRATION of the Company or Firm carrying on business as Quarriers at Bonaw, and in Glasgow, under the Name or Firm of WILLIAM CRUICKSHANK, and William Cruickshank, lately Tailor in Glasgow, the only party acknowledging himself to be a Partner of the said Firm, as such Partner, and as an Individual.

JAMES LANDELLS SELKIRK, Accountant in Glasgow, has been elected Trustee on the estates; and David Hall, Coal Merchant in Glasgow, Thomas Brown, Junior, Accountant, Buchanan Street, Glasgow, and John M'Queen Barr, Accountant in Glasgow, have been elected Commissioners. The examination of the Bankrupt will take place in Sheriff Alison's Chambers, County Buildings, Glasgow, on Friday the 24th day of November current, at 12 o'clock noon. The Creditors will meet in the Trustee's Chambers, 25, Gordon Street, Glasgow, on Saturday the 2d day of December next, at 12 o'clock noon.

JAMES L. SELKIRK, Trustee.

Glasgow, November 16, 1865.

SEQUESTRATION of ARCHIBALD LIVINGSTON, Writer in Glasgow.

GEORGE WINK, Accountant, Glasgow, has been elected Trustee on the estate; and James Turner, House Factor in Glasgow, James Leitch Lang, Writer, Glasgow, and Walter Easton, Insurance Broker in Glasgow, have been elected Commissioners. The examination of the Bankrupt will take place in the Chambers of Mr Sheriff Strathern, County Buildings, Glasgow, on Monday the 27th day of November current, at 12 o'clock noon. The Creditors will meet within the Chambers of George Wink & Son, Accountants, 175, West George Street, Glasgow, on Wednesday the 6th day of December next, at 12 o'clock noon.

GEO. WINK, Trustee.

Glasgow, November 16, 1865.

SEQUESTRATION of DUNCAN BOYD, Grocer in Port-Glasgow, and in Shaw Street, Greenock.

JAMES L. ANDERSON, Accountant in Greenock, has been elected Trustee on the estate; and James H. Smith, Grain Merchant, Greenock, Neil M'Call, Baker there, and James Moore, Tobacco Manufacturer there, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff-Court-house, Bank Street, Greenock, on Monday the 27th day of November current, at one o'clock p.m. The Creditors will meet within the Writing-office of John Black, Writer in Greenock, on Thursday the 7th day of December next, at one o'clock p.m.

J. L. ANDERSON, Trustee.

Greenock, November 15, 1865.

Sequestration of **JAMES FAULDS WILLIAMSON**,
Tea and Tobacco Merchant in Glasgow.

JOHN GRAHAM, Accountant in Glasgow, has been elected Trustee on the estate; and Thomas Robert Bowman, Accountant in Glasgow, and William Wilson, Tobacco Merchant, Dundee, have been elected Commissioners. The examination of the Bankrupt will take place within Sheriff Murray's Chambers, County Buildings, Wilson Street, Glasgow, on Monday the 27th day of November current, 1865, at 12 o'clock noon. The Creditors will meet in the Trustee's Chambers, No. 123, St Vincent Street, Glasgow, on Thursday the 7th day of December next, 1865, at one o'clock afternoon.

JOHN GRAHAM, Trustee.

SEQUESTRATION of **THOMAS BROUGH**, Farmer
at Mill of Fortune, near Comrie.

THOMAS SOUTAR, Solicitor, Crieff, has been elected Trustee on the estate; and John Wilson Jameson, Banker, Perth, John M'Nab, Banker, Crieff, and John Dewar, Wine and Spirit Merchant, High Street, Perth, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff-Court-house, Perth, on Thursday the 23d day of November current, at one o'clock afternoon. The Creditors will meet in the Guild Hall, High Street, Perth, on Friday the 1st day of December next, at one o'clock afternoon.

THO. SOUTAR, Trustee.

Crieff, November 15, 1865.

In the Sequestration of The **REVEREND WILLIAM DUNLOP HENDERSON**, Minister of the Gospel, Lauriston, Glasgow, and residing at Lewis Villa, Langside, in the Parish of Cathcart, and County of Renfrew.

THE Lord Ordinary officiating on the Bills, on a Minute for the said Reverend William Dunlop Henderson and the concurring Creditor in the Petition for said Sequestration, has been pleased to pronounce the following Deliverance, viz:—*Edinburgh, 16th November 1865.*—The Lord Ordinary having considered the Minute for the Petitioners, No. 8 of process, and heard Counsel in support of the same, of new appoints a meeting of the Creditors of the Petitioner, William Dunlop Henderson, to be held on Friday the 24th of November 1865, at one o'clock afternoon, within the Faculty of Procurators' Hall, Saint George's Place, Glasgow, to elect a Trustee, or Trustees in succession and Commissioners, as directed by the Bankruptcy (Scotland) Act, 1856; and appoints a Notice of the said meeting to be published in the Edinburgh and London Gazettes of Friday first.

(Signed) '**DAVID MURE**.'

Of all which Intimation is hereby given.

BURN, WILSON, & BURN, W.S., Agents,
15, Hill Street, Edinburgh.

TO THE CREDITORS OF

THOMAS M'ARTHUR, sometime Grocer, now Ironmonger in Dumbarton.

JAMES K. GRANGE, Merchant in Glasgow, a Commissioner on the sequestrated estates of the said Thomas M'Arthur, do hereby intimate that the Sheriff of the County of Dumbarton has appointed a general meeting of the Creditors on the said sequestrated estates to be held within the Elephant Hotel, Dumbarton, on Saturday the 25th day of November current, at 12 o'clock noon, for the purpose of electing a new Trustee, in room of James Malcolm, Accountant in Glasgow, who has resigned.

JAS. K. GRANGE.

Glasgow, November 16, 1865.

SEQUESTRATION of **DONALD FRASER**, Senior,
sometime Hardware Merchant in Dingwall, now deceased.

ALEXANDER AIRD, Merchant in Dingwall, Trustee on said estate, hereby intimate that an account of my intrusions with the funds of the estate, brought down to the 31st ultimo, has been audited by the Commissioners; further, that a meeting of the Creditors will be held within the Writing-chambers of Andrew Smith, Solicitor, Dingwall, on Saturday the 9th day of December next, at noon, to consider as to an application for my discharge as Trustee, and also for the discharge of Mr John Maciver, my predecessor in said office.

ALEX. AIRD, Trustee.

Dingwall, November 14, 1865.

SEQUESTRATION of **MARK MORRISON**, Merchant
and Commission Agent in Leith.

THE Trustee hereby calls a general meeting of the Creditors to be held in the Chambers of Messrs Robertson & Johnston, 63, Hanover Street, Edinburgh, on Monday 11th December next, at 12 o'clock noon, for the purpose of considering as to an application by him for his discharge as Trustee.

DANIEL TURNER, Trustee.

Edinburgh, November 17, 1865.

WILLIAM M'NAB, late of Moncur, now at Northrig, near Haddington, Trustee on the sequestrated estate of the Late **JAMES WEBSTER**, Farmer at Unthank, Parish of Longforgan, hereby call a meeting of the Creditors on said estate to be held within the Office of William Martin, Esquire, Writer, Reform Street, Dundee, on Friday the 1st day of December 1865, at 12 o'clock noon, for the purpose of electing a Commissioner or Commissioners on said estate, in room of those who have declined to act, and to dispose of any other business connected with the estate.

WILLIAM M'NAB, Trustee.

Northrig, Haddington, November 15, 1865.

SEQUESTRATION of the **REVEREND ROBERT STEWART**, Minister of the Gospel, Glasgow.

DAVID M'CUBBIN, Accountant in Glasgow, Trustee on the estate, hereby intimates that at the meeting of Creditors held upon the 15th day of November current, the Bankrupt made an offer of composition, with security; that the Creditors present unanimously entertained said offer for consideration; and Notice is hereby given that it will be decided upon at a meeting of the Creditors to be held within the Chambers of the Trustee, 93, West Regent Street, Glasgow, upon Friday the 8th day of December 1865, at 12 o'clock noon.

DAV. M'CUBBIN, Trustee.

Glasgow, November 16, 1865.

SEQUESTRATION of **CHARLES INNES**, sometime
Innkeeper, now Keeper of Refreshment Rooms at Charlestown of Aberlour, in the County of Banff.

THE Commissioners have postponed a dividend until the recurrence of another statutory period, and dispensed with circulars to the Creditors. No accounts to audit.

CHAS. KELMAN, Trustee.

Keith, November 16, 1865.

SEQUESTRATION of **ALEXANDER MACAULAY**,
now or lately Merchant in Stornoway, and now or lately residing at Drumchork, Poolewe, Gairloch, Ross-shire.

THE Commissioners have audited my accounts, brought down to the 6th instant, postponed the declaration of a dividend, and dispensed with sending circulars to the Creditors.

JOHN CHISHOLM, Trustee.

Stornoway, November 13, 1865.

ROBERT LIGERTWOOD, Advocate in Aberdeen, Trustee on the sequestrated estate of the Deceased **WILLIAM ROBISON**, Advocate in Aberdeen, hereby intimates that an account of his intrusions with the funds of the estate, brought down to the 2d instant, 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.

ROBERT LIGERTWOOD, Trustee.

Aberdeen, November 14, 1865.

SEQUESTRATION of **FINLAY STEWART & JOHN STEWART**, Farmers and Graziers, Balnacraig, Fortingall, and Finlay Stewart, Farmer and Grazier, Balnacraig, Fortingall, and John Stewart, Farmer and Grazier, Balnacraig, Fortingall, as Individuals.

THE Commissioner has audited my accounts, down to the 5th instant, postponed the declaration of a dividend, and dispensed with sending circulars to the Creditors.

JAMES PATERSON, Trustee.

Aberfeldy, November 14, 1865.

NOTICE.

THE Interest of the late William Harvey, Junior, and his Representatives, in the Company and Business carried on by him, and the Subscriber, Robert Donald Robertson, under the Firm of ROBERT COWAN & COMPANY, Merchants and Corn Factors, Glasgow, has ceased. Signed at Glasgow this 14th day of November 1865 by a quorum of the Trustees and Executors of the said William Harvey, Junior, and by the said Robert Donald Robertson, before the subscribing Witnesses.

BARNETT HARVEY, }
 J. MITCHELL HARVEY, } A quorum of the
 DAVID WILSON, } Trustees and Execu-
 THOMAS HARVEY, } tors of William Har-
 vey, Junior.

R. D. ROBERTON.

Signed by all the Parties before and in presence of

JOHN ANNAN BRYCE, residing at Bowshell,
 Blantyre, Apprentice-at-Law.
 CUNNINGHAME MONTMATH, residing at
 21, Abbotsford Place, Glasgow, Law-
 Clerk.

DISSOLUTION OF COPARTNERY.

Coatbridge, November 15, 1865.

THE Copartnery business sometime carried on by the Subscribers as Engineers, Ironfounders, and Waggon Builders at Coatbridge and elsewhere, under the Firm of A. & J. GRAY, of which they were sole Partners, was DISSOLVED as at the 11th day of November current, by mutual consent.

The Subscriber, Archibald Gray, will continue to carry on the business in all its branches at Coatbridge, in his own name and on his own account, and will pay all debts and claims outstanding against the Company, and to whom all debts due to said Company must be paid.

ARCHD. GRAY.
 JAMES GRAY.

WM. JACKSON ANDREW, Solicitor, Coatbridge,

Witness.

SAMUEL JOHNSTON, Clerk, Coatbridge, Witness.

NOTICE is Hereby Given that the Partnership subsisting between us the undersigned, Robert Dalglish and James Hertz, in the trade or business of Calico Printers, carried on at Glasgow, Lennox Town, and Manchester, under the Style or Firm of R. DALGLISH, FALCONER, & CO., was DISSOLVED on the 7th day of September last. The business is continued by the said Robert Dalglish alone, under the style of R. DALGLISH, FALCONER, & Co.

Dated this 14th day of November 1865.

ROBERT DALGLISH.
 JAMES HERTZ.

Signed by both parties in the presence of

JAS. BLACK.

WILLIAM ORFORD, Solr. Manchester.

NOTICE.

THE Subscribers, Trustees of the late Mr Duncan Grant, hereby intimate that his interest as a Partner in the Firm of GRANT & CO., Merchants, and Yarn and Goods Agents in Glasgow, ceased on the 30th day of June last.

Dated at Glasgow 14th November 1865.

DAVID SLOAN.
 CHARLES GRANT.
 WILLIAM SLOAN.
 HUGH REID.

ALEX. WILLIAMSON, Witness.
 JAMES BUCHANAN, Witness.

HUGH MONRO, sometime Merchant in Crofthead, now residing in Bathgate, has presented a Petition to the Sheriff of the County of Linlithgow for interim protection and decret of Cessio Bonorum; and all his Creditors are hereby required to appear within the Sheriff-Court-house at Linlithgow, on Wednesday the 20th day of December next, at 12 o'clock noon, when he will appear for examination.

JAMES GARDNER, Writer, Bathgate,
 Bathgate, November 17, 1865. Petitioner's Agent.

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.

Friday, November 17, 1865.

Price Two Shillings and Threepence.



