



The Edinburgh Gazette.

Published by Authority.

FRIDAY, NOVEMBER 24, 1865.

At the Court at Windsor, the 20th day of November 1865.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

IT is this day ordered by Her Majesty in Council that the Right Honourable the Lord High Chancellor of that part of the United Kingdom called Great Britain do issue writs for further proroguing the Parliament, which was appointed to meet on Thursday the twenty-third day of November instant, to Thursday the twenty-eighth day of December next: and also for proroguing the Convocations of the Provinces of Canterbury and York, from Friday the twenty-fourth day of November instant, to Friday the twenty-ninth day of December next.

At the Court at Windsor, the 9th day of September 1865.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the eighth of September one thousand eight hundred and sixty-five, in the words following; viz. :—

“Whereas by the fifth section of an Act passed in the twenty-ninth year of your Majesty's reign, chapter eighty-nine, entitled ‘An Act to provide for the better government of Greenwich Hospital,’ it is, amongst other things, enacted it shall be lawful for your Majesty in Council, from time to time, by Order in Council, to appoint such pensions as seem fit to officers, non-commissioned officers, and men of the Royal Navy, and marines and seamen of the merchant service, for the time being entitled to the benefits of Greenwich Hospital, to be enjoyed by them so long only as they are not on the establishment or inmates of Greenwich Hospital, but in addition to any half-pay, pension, or other allowance coming to them otherwise than under any such Order in Council, and to prescribe the conditions on which such pensions are to be held.”

We beg leave to recommend that your Majesty may be pleased, by your Order in Council,

to sanction the undermentioned pensions being granted:—

An extra pension of 5d. a-day, may, at the discretion of the Lords Commissioners of the Admiralty, be granted to seamen and marines now in receipt of pensions over 55 years of age, and who shall have been in receipt of the same for five years and upwards; and an extra pension of 9d. a-day, at the discretion of the Lords Commissioners of the Admiralty, to seamen and marines now in receipt of pensions over 70 years of age, who shall have been in receipt of the same for ten years and upwards; the same to be called “Greenwich Pension.”

The widows of petty officers and seamen of the Royal Navy, and of non-commissioned officers and privates of the Royal Marines, slain, killed, or drowned in the service of the Crown, to be allowed a gratuity equal to one year's full wages according to the rating of their late husbands at the time of their death, exclusive of any badge or other extra or additional pay.

And whereas by the twentieth section of the said Act it is enacted that “The government of Greenwich Hospital, and of the Schools of the Hospital, including the authority to establish from time to time regulations for the admission of inmates into the Hospital and of children into the Schools, shall be vested exclusively in the Admiralty; but any such regulations shall not have effect unless and until they are approved by your Majesty in Council; and the Admiralty shall from time to time continue or appoint such officers, clerks, and servants for the purposes of the Hospital and Schools as seem fit; and may (subject to the approval of your Majesty in Council) fix the salaries of such officers and clerks, and may regulate the wages of such servants, and may from time to time remove any of the officers, clerks, and servants, and appoint others in their stead.”

We have therefore to request that your Majesty will be pleased to sanction the establishment of the following rules and regulations; viz. :—

“1st. That the admission into Greenwich Hospital be restricted to such petty officers and seamen of the Royal Navy and non-commissioned officers and privates of the Royal Marines as may be infirm or helpless, and that the Lords Commissioners of the Admiralty be empowered to charge all or any such petty officers and



of the Royal Navy and non-commissioned officers and privates of the Royal Marines at their discretion.

"2d. That the present Regulations for the admission of boys into Greenwich Hospital School continue in force, and the establishment remain as at present.

"3d. That the undermentioned be the establishment and salaries of officers and clerks :—

| | | |
|---|-----------------|---|
| 1 Captain Superintendent ... | £800 per annum. | |
| 2 Lieutenants (£230 each)... | 460 | " |
| 2 Inspectors General of Hospitals, amounting together to ... | 1,642 | " |
| 2 Deputy ditto ditto, amounting together to ... | 1,132 | " |
| 1 Surgeon and Medical Store-keeper ... | 401 | " |
| 4 Assistant-Surgeons, amounting together to ... | 785 | " |
| 1 Agent and Steward ... | 450 | " |
| 2 Chaplains (£350 each) ... | 700 | " |
| 6 Clerks, at various salaries, including lodging Money, amounting in all to ... | 1,750 | " |
| | <hr/> | |
| | £8,120 | |
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"And such of the present Civil officers and clerks, at their actual salaries and allowances, as may be found necessary by the Lords Commissioners of the Admiralty."

Her Majesty having taken the said Memorial into consideration, was pleased, by and with the advice of Her Privy Council, to approve of what is therein proposed: And the Right Honourable the Lords Commissioners of the Admiralty are to give the necessary directions herein accordingly.

ARTHUR HELPS.

FOREIGN OFFICE, November 14, 1865.

The Queen has been pleased to approve of M. Gustav Schünhoff as Consul at Cape Town for His Majesty the King of Prussia.

The Queen has also been pleased to approve of M. P. H. Paul Auschitzky as Consul at Akayb for His Majesty the King of the Belgians.

FOREIGN OFFICE, November 16, 1865.

The Queen has been pleased to approve of Mr R. E. Hutchison as Consul at Miramichi for His Majesty the King of Prussia.

FOREIGN OFFICE, November 18, 1865.

The Queen has been pleased to approve of Mr James Whittall as Consul-General at Hong-Kong for the King of the Hawaiian Islands.

WHITEHALL, November 20, 1865.

The Queen has been pleased to appoint the Right Honourable Henry Austin Bruce to be Second Church Estates Commissioner, in the room of the Right Honourable Edward Pleydell Bouverie, resigned.

DOWNING STREET, November 17, 1865.

The Queen has been pleased to appoint Sir Carlo Arthur Henry Rumbold, Bart., to be President and Senior Member of the Executive Council of the Virgin Islands.

THE Names of those who were nominated for Sheriffs by the Lords of the Council at the Exchequer on the Morrow of Saint Martin, in the twenty-ninth year of the reign of Queen Victoria, and in the year of our Lord one thousand eight hundred and sixty-five :—

ENGLAND

(Excepting Cornwall and Lancashire).

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| Bedfordshire, | Charles Livius Grimshawe, of Aspley Guise, Esq. William Cooper Cooper, of Toddington, Esq. Sir John Montagu Burgoyne, of Sutton, Bart. |
| Berkshire, | John Blandy Jenkins, of Kingston House, near Abingdon, Esq. Thomas Hargreaves, of Arborfield Hall, Esq. William Merry, of Highlands, Shinfield, Esq. |
| Bucks, | Henry Arthur Hoare, of Wavendon House, Esq. John Lee, of Hartwell House, Esq. Richard Henry Richard Howard Vyse, of Stoke Place, Esq. |
| Cambridgeshire and Huntingdonshire, | The Hon. Octavius Duncombe, of Waresley. William Wells, of Holme, Esq. George Thornhill, of Diddington, Esq. |
| Cheshire, | Robert Barbour, of Bolesworth Castle, Esq. Thomas Henry Lyon, of Appleton Hall, near Warrington, Esq. William John Legh, of Lyme Park, Disley, Stockport, Esq. |
| Cumberland, | Sir Frederick Ulric Graham, of Netherby, Bart. William Edward James, of Barrock Park, Esq. Sir Robert Brisco, of Crofton Hall, Bart. |
| Derbyshire, | Sir William Fitzherbert, of Tissington, Bart. Edward Sacheverell Chandos Pole, of Radborne, Esq. Francis Westbye Bagshawe, of The Oaks, near Sheffield, Esq. |
| Devonshire, | Sir John Kennaway, of Escott, Bart. John Quicke, of Newton House, Esq. Sir Alexander Palmer Bruce Chichester, of Arlington Court, Bart. |

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| Dorsetshire, | St John Coventry, of Knowle, Wimborne, Esq. John Hales Calcrafft, of Rempstone Hall, Esq. Charles Joseph Park, of Henbury, Esq. | Norfolk, | William Amhurst Tyssen Amhurst, of Didlington Hall, Esq. Albemarle Cator, of Woodbastwick, Esq. Sir Thomas William Brograve Proctor Beauchamp, of Langley Park, Bart. |
| Durham, | William Edward Surtees, of Seaton Carew, Esq. William Scurfield Grey, of Norton, Esq. John Gregson, of Burdon, Esq. | Northamptonshire, | The Honourable George Wentworth Fitzwilliam, of Milton, near Peterborough. William Somerset Rose, of Cransley, Esq. John Borlase Tibbits, of Barton Seagrave, Esq. |
| Essex, | Arthur Pryor of Highlands, Esq. Sir Richard Digby Neave, of Dagenham Park, Dagenham, Bart. Richard Baker Wingfield Baker, of Orsett Hall, Esq. | Northumberland, | Sir John Swinburne, of Capheaton, Bart. George Culley, of Fowberry, Esq. Thomas Leyland, of Haggerston Castle, Esq. |
| Gloucestershire, | Sir John Maxwell Steele Graves, of Mickleton Manor, near Broadbury, Bart. Edward Sampson, of Henbury, near Bristol, Esq. Hattil Foll, of Beckford Hall, near Tewkesbury, Esq. | Nottinghamshire, | Sir Edward Samuel Walker, of Berry Hill, Knight. Sir John Sutton, of Norwood Park, Bart. John Bagshaw Taylor, of Radcliffe-upon-Trent, Esq. |
| Herefordshire, | Thomas Reaveley, of Kinnersley Castle, near Kington, Esq. Sir Edward Cludde Cockburn, of Pennoxtone, Bart. Tomkyns Dew, of Whitney Court, near Hereford, Esq. | Oxfordshire, | Sir Henry William Dashwood, of Kirtlington Park, Bart. Alexander Clark Forbes, of Whitchurch, Esq. Alexander William Hall, of Dunstew, Esq. |
| Hertfordshire, | Henry Heyman Toulmin, of Childwickbury, St Alban's, Esq. Charles Booth, of Stanstead Abbots, Esq. Robert Pryor, of High Elms, Watford, Esq. | Rutland, | William Wing, of Market Overton, Esq. Edward Nathaniel Conant, of Lyndon, Esq. Robert Heathcote, of North Luffenham, Esq. |
| Kent, | Thomas Farmer Baily, of Hall Place, Leigh, Esq. William Moore, of Wierton, Esq. Stephen Musgrave Hilton, of Bramling House, Ickham, Esq. | Shropshire, | Thomas Hugh Sandford, of Sandford, Esq. Sir Charles Frederick Smythe, of Aeton Burnell, Bart. Charles Spencer Lloyd, of Lenton Knolls, Esq. |
| Leicestershire, | Charles Hay Frewen, of Cold Overton, Esq. Ambrose Lisle March Philipps de Lisle, of Gracedieu Manor, Leicester, Esq. Edward Finch Dawson, of Launde Abbey, Esq. | Somersetshire, | George Bullock, of East Coker House, Esq. Richard Thomas Combe, of Earnshill, Esq. Inigo William Jones, of Keston Park, Esq. |
| Lincolnshire, | Henry Robert Boucherett, of North Willingham, Market Rasen, Esq. Henry Chaplin, of Blankney, Esq. Sir Henry Hickman Bacon, of Thonock, Bart. | County of Southampton, | The Honourable John Thomas Dutton, of Hinton House, near Alresford, Esq. William Hans Sloane Stanley, of Paultons, near Romsey, Esq. Sir Edward Hulse, of Breamore House, near Salisbury, Bart. |
| Monmouthshire, | Frederick Cotton Finch, of Blaenavon, near Pontypool, Esq. George Relph Greenhow Relph, of Beech Hill, Esq. Frank Johnstone Mitchell, of Llanorechoa Grange, near Newport, Esq. | Staffordshire, | Ralph Thomas Adderley, of Barlaston Hall, Stone, Esq. Walter Peter Giffard, of Chillington, Esq. Henry Charles Vernon, of Hilton Park, Esq. William Gilstrap, the younger, of Fornham St Geneveve, Esq. Sir William Parker, of Melford Hall, Bart. Francis Capper Brooke, of Ufford Place, Esq. |
| | | Suffolk, | |

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| Surrey, | John Frederick Bateman, of Moor Park, Farnham, Esq. Edward Richards Adams, of Roehampton Lodge, Putney, Esq. William Gilpin, of Palewell Lodge, East Sheen, Surrey, Esq. | Carmarthenshire, | Thomas Charles Morris, of Brynmerddin, Esq. John Lennox Griffiths Poyer Lewis, of Henllan, Esq. Sir James Williams Drummond, of Edwinsford, Bart. |
| Sussex, | John Alexander Hankey, of Balcombe, Esq. Colonel Francis Vernon Harcourt, of Buxted. Henry Peter Crofts, of the Abbotts, Sompting, Esq. | Carnarvonshire, | Abram Jones Williams, of Gelliwig, Esq. Edward Windus Mathew, of Wern, Esq. John Dicken Whitehead, of Glangwna, Esq. |
| Warwickshire, | Sir Robert North Collie Hamilton, of Alveston, Bart., K.C.B. James Dugdale, of Wroxhall Abbey, Esq. Edward Wood, of Newbold Revel, near Rugby, Esq. | Denbighshire, | Robert Bamford Hesketh, of Gwrych Castle, Abergele, Esq. Sir Robert Alfred Cunliffe, of Acton Park, near Wrexham, Bart. Whitehall Dod, of Llannerch Park, near St Asaph, Esq. |
| Westmoreland, | Joseph Gibson, of Whelprigg, near Kirkby Lonsdale, Esq. Hugh Rigg, of Crossrigg Hall, Morland, Penrith, Esq. Thomas Tylour (commonly called Lord Kenlis,) of Underley Hall, Kirkby Lonsdale. | Flintshire, | John Carstairs Jones, of Rhyddyn, Esq. Thomas Hanmer Wynne, of Nerquis Hall, Esq. Edmund Peel, of Bryn-y-pys, Esq. |
| Wiltshire, | Ambrose Denis Hussey Freke, of Hannington Hall, Highworth, Esq. Henry Calley, of Burderop Park, Esq. Charles John Thomas Conolly, of Cottles House, near Melksham, Esq. | Glamorganshire, | William Graham Vivian, of Singleton, near Swansea, Esq. Thomas Penrice, of Kilvrough House, near Swansea, Esq. John Whitlock Nicholl Carne, of Dimlands Castle, near Cowbridge, Esq. |
| Worcestershire, | John Vincent Hornyold, of Blackmore Park, Great Malvern, Esq. Edward Charles Rudge, of Abbey Manor, Evesham, Esq. Sir Henry Edward Francis Lambert, of The Lodge, Great Malvern, Bart. | Merionethshire, | William Watkin Edward Wynne, of Peniarth, Esq. John Corbet, of Ynysymaengwyn, Esq. Edmund Buckley, Junior, of Plas-y-n-Dinas, Esq. |
| Yorkshire, | Charles Sabine Augustus Thellusson, of Brodsworth, Esq. William Harrison Broadley, of Welton, Esq. Sir John William Ramsden, of Byrom, Bart. | Montgomeryshire, | Edwin Hilton, of Rhiwhirieth, Esq. Major Joseph Davies, of Brynglas. William Fisher, of Maesfron, Esq. |
| | WALES. | Pembrokeshire, | William Walters, of Haverfordwest, Esq. Thomas Meyrick, of Bush, Esq. Mark Anthony Saurin, of Orierton, Esq. |
| | NORTH AND SOUTH. | Radnorshire, | James Vaughan, of Llansaint-fraid in Elvel, Builth, Esq. Edward Coates, of Whitton, Esq. William Powell, of Llanfared, Esq. |
| Anglesey, | The Honourable Henry Warrender, Fitzmaurice, of Tregof. Evan Garnons Lloyd, of Plas Coedana, Esq. John Bodychen Sparrow, of Gwyndy, Esq. | | |
| Breconshire, | William Fuller Maitland, of Garth House, Esq. John Williams Morgan, of Bolgoed House, Esq. Hugh Powel Price, of Castle Madoc, Esq. | | |
| Cardiganshire, | John George William Bonsall, of Fronfraith, Esq. James Loxdale, of Castle Hill, near Aberystwith, Esq. William Buck, of Stradmore, near Newcastle Emlyn, Esq. | | |

DUCHY OF CORNWALL OFFICE,
BUCKINGHAM GATE, November 13, 1865.

The Names of those who have been nominated by His Royal Highness the Prince of Wales to serve the office of Sheriff of the county of Cornwall:—

John Thomas Henry Peter, of Chyverton, Esq.
William Horton Davey, of Bochym House, Esq.
Edmund Beauchamp Tucker, of Trevince, Esq.

NOTICE TO MARINERS.

(No. 63.)—AMERICA—SOUTH-EAST COAST.

Wreck of H.M.S. "Bombay," in the Rio de la Plata.

With reference to Notice to Mariners, No. 20, issued from this office on the 21st March 1865, relative to the danger caused by the destruction of Her Majesty's late ship "Bombay," between Flores Islet and the English Bank; it appears, from information lately received from Mr Charles C. Scott, Master of H.M.S. "Satellite," that the wreck lies about 1½ miles south-west of the position formerly given, with Flores lighthouse bearing N. 9° 40' E., and the Cerro lighthouse N. 60° 20' W.

The following further information has subsequently been received from Commander Philips, of H.M.S. "Stromboli," through the Commander-in-Chief on the south-east coast of America.

On either side of the wreck there are 7 and 7½ fathoms of water, soft mud; and from the report of the diver no shoal is forming around, and only a slight coating of mud over it. During a very low river, calm, and smooth water, the "Stromboli" steamed slowly over all parts of the wreck, and the least water was 5½ fathoms. Under these circumstances it appears that the wreck of the "Bombay" does not obstruct the navigation of the Rio de la Plata.

The bowsprit, however, is about to be removed and replaced by a buoy, but it is probable that it will soon be washed away.

[All bearings are magnetic. Variation 9° 15' East, in 1865.]

By Command of their Lordships,

GEO. HENRY RICHARDS, Hydrographer.

Hydrographic Office, Admiralty, London,
4th November 1865.

This Notice affects the following Admiralty Charts:—Rio de la Plata, No. 2544; and South America, East Coast, sheet 7, No. 2522. Also, South American Pilot, part 1, pages 210 and 213.

NOTICE TO MARINERS.

(No. 64.)—MEDITERRANEAN—COAST OF ALGERIA.

Revolving Light on Cape Tenez.

Information has been received at the Admiralty that on and after the 15th day of November 1865 a light will be exhibited from a lighthouse recently erected on Cape Tenez, or Tènés, in the province of Algiers.

The light will be a revolving white light, attaining its greatest brilliancy every minute, and said to be seen in clear weather from a distance of 27 miles. Within the distance of 12 miles the eclipses will not be total.

The illuminating apparatus is dioptric or by lenses, of the first order.

The tower is 85 feet high, square, and stands about 2¼ miles northward of Tenez, in lat. 36° 33' 8" N., long. 1° 20' 21" East of Greenwich.

ARCHIPELAGO—SALAMIS BAY.

Alteration of Lipso Light.

Also, that the fixed light on the island of Lipso (ancient Psyttaleia) at the entrance to Salamis Strait, has been altered to a revolving light, at-

taining its greatest brilliancy every two minutes, visible at distance of 17 miles. The illuminating apparatus is of the fourth order.

By Command of their Lordships,

GEO. HENRY RICHARDS, Hydrographer.

Hydrographic Office, Admiralty, London,
6th November 1865.

This Notice affects the following Admiralty Charts:—Mediterranean, Cape Ferrat to Cape Carbon, No. 1766; Salamas and Eleusis Bay, No. 1513; Grecian Archipelago, No. 2836; Mediterranean Sea, No. 2158; and Mediterranean General, Nos. 2718a and 2718c. Also, Mediterranean Lights List, Nos. 324 and 494.

HYDROGRAPHIC NOTICE.

(No. 3.)—JAPAN ISLANDS—WEST COAST OF KIUSIU ISLAND.

[The bearings are magnetic. Variation 2° 50' West, in 1865.]

Hiki Sima.

* "The pinnacle rock, with an arch through it, is not Hiki Sima, as stated in the China Pilot, page 518, but the outer rock of the Sumo Sima group.

"Hiki Sima is a partially cultivated island, apparently 1½ miles long, about 280 feet high, with a remarkable rounded hummock (coned shaped) at its south-east extreme, connected with the main body of the island by a long strip of shore; reefs appeared to extend about three-quarters of a mile off the north side of the island. The easternmost of the Sumo Sima group is fully 1½ miles eastward of the other two rocks, with a clear deep water passage between."

Mr J. E. Chapple, Master of H.M.S. "Tartar," remarks, that in passing Hiki Sima in May 1864, he observed a dangerous reef running parallel to and distant about 1 mile from the north side of the island. The reef appeared to be about a mile long, and to be covered at high water, with the exception of three or four boulders on it which seemed to have their tops always uncovered.

† "The steamer 'Corea,' when passing at two-thirds flood inside Hiki Sima, saw a rock on which the sea was constantly breaking, lying three cables E. by S. ½ S. from the centre of the island; it was apparently detached and of small extent. Both the outer and inner of the Sumo Sima group are pinnacle rocks."

Caution.—It is apparent from the above that there may be many dangers in the vicinity of the numerous islands and islets off the coasts of Japan that are not marked on the Admiralty Charts. Vessels therefore should always navigate their vicinity with extreme caution, and give them a prudent berth in passing, until the position and existence of these dangers are more correctly ascertained.

Hydrographic Office, Admiralty, London,
2d November 1865.

See Admiralty Chart of the Western Coasts of Kiusiu and Nipon, No. 358.

* Commander J. Moresby, H.M.S. "Argus," December 1864.

† Remarks by the late Henry Russel, commanding the P. and O. Company's steamer "Corea," August 1865.

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

3d Devonshire Mounted Rifle Volunteer Corps.
Lieutenant Francis F. Taylor to be Captain.
Dated 19th October 1865.

Ensign George Potter Blake to be Lieutenant,
vice Taylor, promoted. Dated 19th October
1865.

14th Devonshire Rifle Volunteer Corps.
Francis Dunsford to be Lieutenant. Dated 28th
October 1865.
Robert Henry Taylor to be Ensign. Dated 23th
October 1865.

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

Oxford University Rifle Volunteer Corps.
Lieutenant George Herbert Morrell to be Captain,
vice Bernard, resigned. Dated 7th November
1865.

Lieutenant Leopold George Oordon Robbins to be
Captain, vice Clive, resigned. Dated 7th
November 1865.

George Christopher Hilbers, Esq. to be Lieu-
tenant, vice Morrell, promoted. Dated 7th
November 1865.

Henry Mills Skrine, Esq. to be Lieutenant, vice
Robbins, promoted. Dated 7th November
1865.

Thomas Heathcote Gerald Wyndham, Esq. to be
Ensign, vice Whittington, resigned. Dated 7th
November 1865.

Edmund Parry Nicholas, Esq. to be Ensign, vice
Carey, resigned. Dated 7th November 1865.

Robert Frederick Rumsey, Esq. to be Ensign, vice
Legge, resigned. Dated 7th November 1865.

County of Donegal.

The following appointment made in the Prince
of Wales' Own Donegal Militia:

Thomas Lindsay Stack, late Captain 2d, 11th
Foot, to be Adjutant, vice Hayes, who retires
with the Honorary rank of Major. Adjutant
Stack to serve with the rank of Captain. Dated
10th October 1865.

JAS COCHRAN, Clerk of the Peace.
Lifford, November 18, 1865.

BANKRUPTS

FROM THE LONDON GAZETTE.

BANKRUPTCY ANNULLED.

Thomas Edmund Marsland, of Church Road, Battersea,
Surrey, gentleman.

BANKRUPTCIES ANNULLED AND DISMISSED.

Frank Charles Saunders, of 38, Above-Bar, and St Mary
Street, both in Southampton, manufacturing iron-
monger.

John Smurthwaite, of Sunderland, Durham, wharfinger,
shipbuilder, and shipowner.

BANKRUPTCIES AWARDED.

Richard Mutton, late of Canterbury, Kent, brewer.
Jabez Jeffreys Daniels, of Whitehorse Road, Croydon,
Surrey, grocer and cheesemonger.

William Digby Joyner, of Sittingbourne, Kent, beer-shop
keeper.

James Gay, of 50, Leader Street, Chelsea, Middlesex,
plumber, painter, and glazier.

Charles Halford, of Newbold Mill and Talton Mill,
Tredington, Worcester, miller and farmer.

John Meredith, of the Bank Farm, Yockleton, near
Shrewsbury, Salop, farmer and veterinary surgeon.

William Fortescue, of Rugeley, Stafford, auctioneer.

William James Blatcher, of 106, Great Charles Street,
Birmingham, Warwick, billiard table manufacturer.

Rowland Wood, of Spalding, Lincoln, nurseryman, seeds-
man, and florist.

Thomas Skenfield, late of Victoria Street, Stapleton Road,
Bristol, a prisoner for debt in the Gaol at Bristol.

William Howlett, late of Weston-super-Mare, Somerset,
builder and licensed victualler, a prisoner for debt in
the Gaol at Bristol.

Benjamin Arthur, of Bristol, commercial traveller, lately
commission agent and fruit merchant.

Thomas Marshall Hunt, of Baldwin Street, Bristol,
wholesale tea dealer.

George Webster and William Webster, late of Bowling,
near Bradford, York, butchers.

Henry Fielding, of Huddersfield, York, printer.

Joseph Horatio Simpson, of Sheffield, York, wholesale
stationer.

Benjamin Thompson, of Sheffield, York, whitesmith and
vice manufacturer, trading under the style of Benjamin
Thompson & Son,

William John Dennant, of Crown Cottage, Charles Street,
Albany Road, Camberwell, Surrey, tailor.

James Curtois Webb, formerly of 9, Icknield Street West,
and 85, Now Street, both in Birmingham, Warwick,
wine merchant, then of 44, Great Percy Street, Penton-
ville, Middlesex, then of 38, Granville Square, Kings
Cross Road, Middlesex, and now of 90, Fetter Lane,
Fleet Street, London, relieving officer, formerly in
partnership with George Bragg, of 85, New Street,
Birmingham, wine merchant.

John Marshall, of 14, Sydney Square, Stepney, Middle-
sex, linen draper.

James Edmund Stevens, at 17, Saint George's Road,
Kilburn, Middlesex, of no business or occupation.

Aaron Abraham Burges, of 11, Wellington Place, Victoria
Park, Middlesex, warehouseman's porter, previously of
70A, Aldermanbury, London, formerly of 3, Hare Walk,
Cambridge Heath, Middlesex.

James Morton Bloomfield, formerly of 3, John Street, Cold
Bath, Greenwich, and now of Hamilton Street, Deptford,
both in Kent, journeyman engine fitter.

William Edwards, of Plucknall Farm, Hursley, Hants,
farmer.

Richard Mowle, formerly of 8, and now of 28, Cambridge
Terrace, Pimlico, Middlesex, plumber and glazier.

Richard Brown, of 1, Barn Street, Church Street, Stoke
Newington, Middlesex, milk seller.

Jacob Neustadt, of 106 and 168, Strand, Middlesex, tailor.

John Collier Shackleton, late of 45, Botolph Lane, London,
merchant, a prisoner for debt in the Debtors' Prison for
London and Middlesex.

Hugh Main Miller, late of 41, St Mary-at-Hill, London,
and 8, Bishop's Terrace, Ball's Pond, Middlesex, com-
mission agent, now of 61, New Road, Gravesend, Kent,
out of business.

John Page, of Hillesden, Bucks, farmer and brickmaker.

Thomas Greathead, of Nettelham, Lincoln, farmer and
horse dealer.

George Wilkinson, late of Leicester Street, Southport,
Lancaster, builder, and late a prisoner for debt in Her
Majesty's Prison at Lancaster.

Charles Robinson, late of 25, Bedford Street, Toxteth
Park, Liverpool, Lancaster, general broker, and late a
prisoner for debt in the Liverpool Borough Gaol, at
Walton, Lancaster.

Robert Butterfield Cumming, of Malpas, Chester, surgeon,
apothecary, and farmer.

John Glazebrook, of Turner Lane, Ashton-under-Lyne,
Lancaster, cotton waste dealer, and of New Mills,
Derby, cotton spinner.

Reuben Railton, of Barnard Castle, Durham, watchmaker
and jeweller.

Henry Kendrick, residing at Baleman's Green, near Pack
Horse, Alcester Road, King's Norton, Worcester, farm
bailiff and farmer.

William Miles, residing at 35, Great King Street, out of
business, theretofore of 160, Hockley Hill, and previ-
ously of 15, Cox Street, Saint Paul's, all in Birmingham,
Warwick, tailor and woollen draper.

William Henry Day, of 125, Lower Camden Street, Birmingham, Warwick, railway clerk.
 Jacob Miller, of Longtown, Arthuret, Cumberland, hardware hawker and fruit dealer.
 Philip Gornall, of 28, Little Dargate Street, Aberystwith, Cardigan, painter, plumber, and glazier.
 Gerson Gryham, of 243, Bute Road, and of 17, High Street, Cardiff, dentist.
 Zachariah Hill, of Lye Waste, Oldswinford, Worcester, nail maker and green grocer.
 George Francis Clayton, of Buxton, Derby, hairdresser.
 Robert Fitton, formerly carrying on the business of a butcher at Bridge Street, Heywood, now at Bridge Street, both in Lancaster, labourer.
 Jonathan Moore, of Terrington Saint Clement's, Norfolk, boot and shoe maker.
 Thomas Coxon, of Broadbottom, Mottram-in-Longendale, Chester, provision dealer, smith and farrier.
 William Wilson Greaves, of Newark-upon-Trent, Nottingham, furniture dealer and auctioneer's clerk.
 Herbert Hall, of Newark-upon-Trent, Nottingham, nursery and seedsman.
 John Sanderson, of 42, Garnett Street, Cheetham, near Manchester, and lately at 14, Kennedy Street, Manchester, law stationer, paper and parchment dealer, late a prisoner for debt in the Manchester City Gaol.
 John Spencer, of 8, Agard Street, Derby, greengrocer and huckster, in copartnership with Joseph Hassell.
 Silas Alloway, the younger, of Luton, near Chatham carpenter, builder, and contractor, formerly of Luton Road, Luton, near Chatham, both in Kent, carpenter and builder.
 Thomas Harling, late of 86, Clopton Street, Hulme, beer-seller and joiner, and now of Clock Alley, Corporation Street, both near Manchester, joiner.
 John Storey, late of Wolsingham, butcher, and now of Helmington Row, Brancepeth, both in Durham, inn-keeper.
 John Stephen Walter, late of East Peckham, out of business, and now of Charing, both in Kent, journeyman saddler.
 Philip Higgans, of Phillack, Cornwall, innkeeper and ore dresser.

Henry Halfpenny, of Union Street, Knighton, Radnor, railway goods warehouseman, previously of Hadley Lodge, Wellington, Salop, brickmaker.
 John Gilder Shaw, of Leeds, York, printer and news agent.
 John Hanson, of Leeds, York, general agent and dealer in fruit, oysters, tobacco, and snuff, previously of Leeds aforesaid, innkeeper, general commission agent, and listing manufacturer.
 John Linton, of Suckley, Worcester, dealer in fruit and cider, previously shopkeeper for the sale of grocery goods.
 Thomas Chandler, of 6, East Street, East Stonehouse, Devon, Greenwich out pensioner, and billiard marker at the Royal Western Yacht Club, East Stonehouse aforesaid.
 Henry Hannabuss, of 11, Cattle Street, Plymouth, Devon, carter and carrier.
 William Hawkes, of Haselor, Warwick, beerhouse keeper and farmer.
 Joseph Winscombe, of Middle Church Street, Cumberland.
 James Chamley, of 54, High Scotch Street, Whitehaven, Cumberland.
 Martin Godfrey, of 44, Cherry Lane, Liverpool, Lancaster, marine store-dealer and hawker, and late a prisoner for debt in Her Majesty's Prison at Lancaster.
 Ebenezer Roderick, of 153, Bute Road, Cardiff, Glamorgan, bookseller and stationer.
 Cornelius Driscoll, of 21, Herbert Street, Cardiff, Glamorgan, marine store dealer.
 George Relley, of Marshal's Elm Street, Somerset, beerhouse keeper.
 William Houghton, of Little Houghton, Northampton, blacksmith.
 William Smith, of Northwood, journeyman tobacconist, formerly of Brunswick Street, both in Hauley, Stafford, stationer and journeyman tobacconist.
 Thomas Price, Irte of the Cambrian Inn, Crickhowell, now of Llangenny, both in Brecon, innkeeper.
 Henry Green, of Eastmeon, Hants, land measurer.

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 | 82,603 | 5 | 79,738 | 5 | 10,520 | 3 | 59 | 10 | 37 | 6 | 22 | 7 |
| 1862 | 65,475 | 2 | 75,247 | 2 | 12,672 | 7 | 49 | 4 | 36 | 4 | 21 | 5 |
| 1863 | 87,492 | 5 | 83,522 | 7 | 8,017 | 7 | 39 | 10 | 34 | 0 | 18 | 9 |
| 1864 | 71,616 | 4 | 77,499 | 5 | 5,023 | 6 | 38 | 9 | 30 | 1 | 19 | 11 |

Statistical and Corn Department, Board of Trade,
 November 20, 1865.

A. W. FONBLANQUE,
 Comptroller of Corn Returns.

1508 THE EDINBURGH GAZETTE, NOVEMBER 24, 1865.

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 18th November 1865.

| | QUANTITIES SOLD. | | AVERAGE PRICE. | |
|---------------|------------------|------|----------------|----|
| | Qrs. | Bus. | s. | d. |
| Wheat | 71,570 | 3 | 46 | 11 |
| Barley | 63,816 | 5 | 33 | 7 |
| Oats | 5,240 | 4 | 22 | 9 |

A. W. FONBLANQUE,
Comptroller of Corn Returns.

Statistical and Corn Department, Board of Trade,
November 20, 1865.

CORN IMPORTED AND EXPORTED.

AN ACCOUNT showing 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 18th 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 | 315,623 | 100,195 | 75,761 | 491,579 | 3 | ... | 3 |
| Barley | 113,846 | 21,189 | ... | 135,035 | 188 | ... | 188 |
| Oats | 144,558 | 1,780 | ... | 146,338 | 368 | ... | 368 |
| Rye | ... | ... | ... | ... | ... | ... | ... |
| Pease | 8,684 | 4,056 | ... | 12,740 | 135 | ... | 135 |
| Beans | 31,444 | 8,427 | ... | 39,871 | 6 | ... | 6 |
| Indian Corn..... | 51,342 | 6,639 | 63,838 | 121,819 | ... | ... | ... |
| Buck Wheat | 1,899 | ... | ... | 1,899 | ... | ... | ... |
| Beer or Bigg | ... | ... | ... | ... | ... | ... | ... |
| Total of Corn (exclusive of Malt)... | 667,396 | 142,286 | 139,599 | 949,281 | 700 | ... | 700 |
| Wheat Meal or Flour | 82,634 | 23,741 | 16,043 | 122,418 | 1 | 80 | 81 |
| Barley Meal..... | ... | ... | ... | ... | ... | ... | ... |
| Oat Meal..... | ... | ... | ... | ... | 176 | ... | 176 |
| Rye Meal..... | ... | 7 | ... | 7 | ... | ... | ... |
| Pea Meal..... | ... | ... | ... | ... | ... | ... | ... |
| Bean Meal | ... | ... | ... | ... | ... | ... | ... |
| Indian Corn Meal ... | 1,017 | ... | ... | 1,017 | ... | 13 | 13 |
| Buck Wheat Meal ... | 7 | ... | ... | 7 | ... | ... | ... |
| Total of Meal .. | 83,658 | 23,748 | 16,043 | 123,449 | 177 | 93 | 270 |
| Total of Corn and Meal (exclusive of Malt)..... | 751,045 | 166,034 | 155,642 | 1,072,730 | 877 | 93 | 970 |
| Malt (entered by the Quarter) | Quarters. | Quarters. | Quarters. | Quarters. | Quarters. | Quate rs. | Quarters. |
| | ... | ... | ... | ... | 623 | ... | 623 |

Office of the Inspector-General of Imports and Exports,
Custom-House, London, November 20, 1865.

JOHN A. MESSENGER,
Inspector-General.

NORTH BRITISH RAILWAY.

NEW WORKS AND ADDITIONAL POWERS.

(New Railways and Works and additional Lands in the Counties of Dumbarton, Lanark, Linlithgow, Edinburgh, the City of Edinburgh, Roxburgh, Fife, Clackmannan, and Perth; Deviations and extension of time for the compulsory purchase of Lands and construction of Works; Extinction of separate interests of Shareholders and Holders of Mortgages of Fife and Kinross Railway Company; Provision as to the Wansbeck Preference Shares; Arrangement with the Midland Railway Company for joint Goods Station at Carlisle; Arrangement with the Corporation of Edinburgh with respect to Markets and Station Improvements; Extension of Time for the Sale of Superfluous Lands, Additional Capital, Amendment of Acts, and other purposes.)

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

To enable the Company to make and maintain the Railways following, or some, or one of them, with all proper Approaches, Stations, and Works connected therewith; that is to say—

A Railway or Siding, hereinafter referred to as Railway No. 1, commencing in the Parish of Kirkintilloch, in the County of Dumbarton, by a junction with the North British (late Edinburgh and Glasgow) Railway, at or near a point fifty yards or thereabouts, measuring in an easterly direction along said Railway, from the Bridge at Campsie Junction Station carrying said Railway over the road leading from Kirkintilloch to Auchinloch, and terminating in the parish of Cadder, in the County of Lanark, by a junction with the Garngabber Branch of the North British (late Edinburgh and Glasgow) Railway, at a point 460 yards or thereabouts, measured along said Branch in a north-westerly direction, from opposite the mile-post on the North British (late Monkland and Kirkintilloch) Railway, indicating the distance to be one and a half miles from Kirkintilloch; which railway will pass from, through, or into, or be situate within, the Parish of Kirkintilloch, in the County of Dumbarton, and the Parish of Cadder, in the County of Lanark.

A Railway or Siding, hereinafter referred to as Railway No. 2, in continuation of the existing Siding, which passes through the Goods Shed to the Loading Bank at Linlithgow Station, and commencing at the termination thereof, in the Parish of Linlithgow, in the County of Linlithgow, forty yards or thereabouts in a westerly direction from the west-most end of the said Goods Shed, passing thence in a line with the said existing Siding, and parallel with and adjoining the North British (late Edinburgh and Glasgow) Railway, on the south side thereof, and terminating in the said Parish and County by a junction with the Company's existing Siding, known as Lawrie's Siding, at a point on said Siding, 385 yards or thereabouts, measuring along the said Railway to the westward of the south-west corner of the Company's

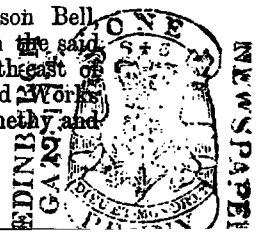
Booking Office at Linlithgow Station; which intended Railway or Siding will be wholly situated in the Parish of Linlithgow, Royal Burgh of Linlithgow, and County of Linlithgow.

A Railway or Siding, hereinafter referred to as Railway No. 3, commencing by a junction with the North British (late Edinburgh and Glasgow) Railway, at or near a point forty-eight yards or thereabouts to the westward of the south-west corner of the Company's Booking Office at Linlithgow Station, in the Parish of Linlithgow, in the County of Linlithgow, and passing thence parallel with, and adjoining the said Railway, on the north side thereof, and terminating in the said Parish and County, by a junction with the same Railway, at or near a point 385 yards or thereabouts westward from the said Booking Office; which Railway or Siding will be wholly situated in the Parish of Linlithgow, and Royal Burgh of Linlithgow, and County of Linlithgow.

A Branch Railway, hereinafter referred to as Railway No. 4, commencing by a junction with the main line of the North British Railway, on the west side thereof, at or near a point about 400 yards northwards from the Booking Office at St. Boswell's Station of the said Railway, in the Parish of Melrose and County of Roxburgh, and terminating by a junction with the said main line, in the Parish of Melrose, and County foresaid, at or near a point about 280 yards southwards from the said Booking Office; which Branch Railway and relative works will be wholly situate in the Parishes of Melrose and St. Boswells, or one of them, and County of Roxburgh.

A Branch Railway, hereinafter referred to as Railway No. 5, commencing by a junction with the main line of the North British Railway, at or near a point in the Parish of Melrose aforesaid, about 400 yards northwards from the Booking Office of the St. Boswell's Station, and terminating at a point in the said Parish of Melrose in a field belonging to the North British Railway Company, immediately to the east of St. Boswell's Station; such point being distant about ninety-three yards in an easterly direction from the said Booking Office of that Station; and which Branch Railway and relative Works will be wholly situate in the Parish of Melrose and County of Roxburgh.

And it is proposed by the said intended Act, to authorize a deviation or new line of Railway in lieu of part of Railway No. 11, authorized by the "North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863," and which deviation is hereinafter called the "Glenfarg Deviation," commencing in the Parish of Abernethy, in the County of Fife, by a junction with the said Railway No. 11, in a field or enclosure belonging to the Earl of Mansfield, numbered 1.1, in the said Parish, on the Plans deposited with reference to the said Act, and therein referred to, and situated to the south-east of Old Fergie Cottages, and terminating in the Parish of Dron, in the County of Perth, by a junction with the said Railway No. 11, in a field or enclosure belonging to John Beatson Bell, numbered 28 in the Parish of Dron on the said deposited Plans, and situated to the south-east of Glenfarg Cottage; which diversion and Works will be situate in the Parishes of Abernethy and



Arngask, in the County of Fife, the Parish of Abernethy in the County of Perth, and the Parish of Dron in the County of Perth, or some or one of them :

And to authorize the abandonment and relinquishment of so much of the said Railway No. 11, as is situated between the aforesaid two points of junction, and as will be rendered unnecessary by the said proposed deviation :

To empower the Company, and the Lord Provost, Magistrates, and Town-Council of the City of Edinburgh (hereinafter called the Corporation of Edinburgh), to enter into Agreements and Arrangements for the transfer by the Corporation of Edinburgh, of the Fruit and Vegetable Market of the said City, and the whole Lands and Buildings connected therewith, to the Company, or otherwise to vest the same in the Company, for the enlargement of their Station at Edinburgh, and for providing by the Company of a new or substituted Market in lieu of the said Fruit and Vegetable Market, upon Lands belonging to the Company adjoining to Princes Street and Waverley Bridge, in the Parish of St. Andrew, of the said City of Edinburgh, and for all other purposes incident to and necessary for carrying into effect the aforesaid objects, and to confirm any Agreement or Agreements between the Company and the Corporation of Edinburgh, having reference to the aforesaid substitution of a new Market for the present Fruit and Vegetable Market ; to enable the Company to convey to the said Corporation of Edinburgh so much of the foressaid Lands of the Company at Edinburgh as is situate between Princes Street and a line drawn from east to west through the said Lands forty-eight yards or thereby northward of the North Wall of Canal Street, and parallel to that street, excepting so much thereof as is necessary for the formation of a Foot-path or Road of twenty feet in breadth along the eastern boundary of the said lands, to lead from Princes Street to the Railway Station, and to the said proposed new or substituted Market, or some part or parts of the said Lands, and with and under such reservations and obligations as have been, or may be agreed upon, or as may be provided by the said Act :

To authorize the alteration and widening of so much of the street or road called Waverley Bridge, as lies between a point in the Parish of St. Andrew, and City and County of Edinburgh, and County of the City of Edinburgh, where the said road or street joins Princes Street of the said City, and a point on the said street or road in the High Church Parish of Edinburgh, in the line of the North Wall of the street called Canal Street, at the junction with the said street or road, and also the altering and widening of so much of the said street or road as lies between the point therein last mentioned, and a point in the said High Church Parish, where the said street or road joins Market Street of the said City, or some part or parts thereof ; and which alterations and widening are wholly situated in the Parish of St. Andrew, and High Church Parish, in the City and County of Edinburgh, and County of the City of Edinburgh.

To authorize the diversion and alteration of so much of the road or street called Market Street, in the City of Edinburgh, as lies betwixt a point in the High Church Parish aforesaid, where the road to the Middle Market joins Market Street, and a point in the said High Church Parish where Market Street joins the street called Low Market Street ; such last mentioned point being on a line

with the west side of the stair which leads from the Fish Market to Low Market Street ; and which diversion and alteration will be wholly situate in the said High Church Parish, and City and County of Edinburgh, and County of the City of Edinburgh ; and to make provision for the enlargement of the Fish Market upon the north-west thereof :

To empower the Company, for the purpose of improving the Railway Approaches to the Station at Edinburgh, from the east, and giving increased siding and standage accommodation, to arch or otherwise span and cover over such portions as are not already crossed over and occupied by the Railway works of the Company, of the street or road called Leith Wynd, between its junction with the street called Old Physic Gardens, in the Parishes of Trinity College and Canongate, in the City and County of Edinburgh, and the northmost archway now carrying the Railways of the Company over the said street or road, in the said Parishes of Trinity College and Canongate ; and which arching or covering over the said street or road, and other relative works aforesaid, will be wholly situate in the said Parishes of Trinity College and Canongate, and City and County of Edinburgh, and County of the City of Edinburgh :

To empower the Company to stop up and discontinue as a public thoroughfare, and to appropriate to the uses of the Company, so much of the public street or road, situate in the Parish of Linlithgow, Royal Burgh of Linlithgow, and County of Linlithgow, called Easter Wynd or St. Michael's Well Wynd, as lies between a point on the said Wynd on the north side of the North British (late Edinburgh and Glasgow) Railway at Linlithgow, eleven yards or thereabouts to the west of the west abutment of the bridge carrying the said Railway over the said wynd, and a point in said wynd opposite to the north-west corner of the United Presbyterian Church, and fifty yards or thereabouts, measured southwards along said wynd, from the south boundary wall of the said Railway :

To authorize the formation of two ventilating Shafts or Eyes in the Tunnel upon the line of the North British (late Edinburgh and Glasgow) Railway between Haymarket Station and West Princes Street Gardens, in the City of Edinburgh, upon Lands belonging to the Company, and one of which Shafts or Eyes will be situated upon the north-west side of St. Cuthbert's Lane, sixty-nine yards or thereabouts north-east from Torphichen Street, and the other of the said Shafts or Eyes will adjoin the building line of the east side of Thomas Street, about fifty-six yards southwards of the south building line of Torphichen Street, all in the Parish of St. Cuthbert's, and City and County of Edinburgh, and County of the City of Edinburgh :

To empower the Company to acquire, by compulsion or agreement, Lands, Houses, and Property in the several Parishes and Royal Burghs aforesaid, for all or any of the purposes aforesaid :

And also the Lands, Houses, or Property for additional Siding and Station Accommodation hereinafter described or referred to ; that is to say—

Certain Lands, Houses, and Property, situate in the Parish of South Leith, in the County of Edinburgh, and County of the City of Edinburgh, lying on the east side of the street called Leith Walk, and extending along said street from the west end of the road,

called Lovers Lane, at the point where the said road joins Leith Walk, in a north-easterly direction 100 yards or thereabouts, bounded on the south by so much of the Lovers Lane as extends from the said point of junction of the Lovers Lane with Leith Walk, to a point 310 yards or thereabouts, measured along said lane, and a line drawn from the last mentioned point to a point on the west side of the Easter Road, eighty yards to the north of the north-east corner of the house belonging to the Governors of George Heriot's Hospital, and occupied by John Wilson; on the east, by so much of the Easter Road as lies between the last-mentioned point and the point where said road is crossed by the centre line of Railway No. 1, of the authorized North British (Edinburgh, Dunfermline, and Perth) Railway, as shown upon the deposited Plans of the said Railway, and referred to in the North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863; and on the north, by the said centre line of said Railway, as shown upon the said deposited Plans.

Certain Lands in the Parish of Saint Cuthbert's, and County of Edinburgh, and County of the City of Edinburgh, forming a strip of ground extending along the south-east side of the Leith Branch of the North British (late Edinburgh, Perth, and Dundee) Railway near to Bonnington Station, for a distance of 120 yards or thereabouts, measuring in a south-westerly direction from the west wall of the offices of Bonnington Brae House, belonging to and occupied by John Junner, fourteen yards or thereabouts at its greatest width, and situate between the said Branch and the Water of Leith.

A House or Building in the Parish of St. Andrew, and in the City and County of Edinburgh, and County of the City of Edinburgh, situated on the south side, and bearing the number eight of Princes Street, in the said City, and commonly called Kennedy's or Graham's Hotel.

Certain Lands and Property situate in the Parish of Corstorphine, in the County of Edinburgh, consisting of (first) a strip of land parallel with and adjoining the north side of the Company's Station at Corstorphine, and already enclosed by a stone wall on the north and north-west sides, twenty-three yards or thereabouts at its greatest width, and extending in an easterly direction along said wall, from the road leading from Corstorphine Village to the turnpike road from Edinburgh to East Calder, 180 yards or thereabouts; and (second) a strip of land on the south side of said Station, bounded on the south and west by the said road, and extending from the bridge carrying the said Railway over the last-mentioned road in an easterly direction, sixty yards or thereabouts.

Certain Lands, Houses, and Property situate in the parish of Currie, in the County of Edinburgh, forming a strip of ground parallel with and adjoining the south side of the Company's property at Gogar Goods Station, and already enclosed on the south side by a stone wall, twenty-eight yards or thereby at its greatest width, and extending along the said wall in a westerly direction, ninety yards

or thereby from the fence wall on the west side of the road leading to said Goods Station.

Certain Lands and Houses in the Parish of Kirkliston, in the County of Linlithgow, adjoining the Railway and Station of the Company at Broomhouse on the north-east side thereof; bounded on the north-east and east by the public road leading from Broomhouse Station to Broomhouse farm-houses, and on the west by the Railway and Station of the Company.

Certain Lands and Property situate in the Parish of Livingston, in the County of Linlithgow, forming a strip of ground parallel to, and adjoining the south-side of the Edinburgh and Bathgate Railway and Station at Livingston, bounded on the north and west by said Railway and Station, on the south and east by a line drawn in a north-easterly direction from a point measured along the Road leading to the said Station 60 yards or thereabouts south from the south-east corner of the Station House, to a point on said Railway 200 yards or thereabouts east from the east end of the Station House.

Certain Lands and Property situate in the Parishes of Maryhill and Springburn, and partly in the Royal Burgh of Glasgow, in the County of Lanark, adjoining the Railway and Workshops of the Company at Cowlairs Station, bounded on the east and partly on the north by the said Railway and Workshops, on the south by a line drawn from the Company's Fence opposite the Pointsman's Box at the south end of Cowlairs Station, in a westerly direction through the Plantation belonging to Miss Marion Gourlay, at the north side of Cowlairs House, for a distance of 220 yards or thereabouts from said Box to a point at or near the north-west corner of said Plantation, on the west by a line drawn from the last mentioned point in a northerly direction to a point at the north corner of a triangular shaped Plantation belonging to Captain John Campbell, which Plantation adjoins the west end of the culvert carrying the North British (late Edinburgh and Glasgow) Railway over the Possil Burn, on the north by a line drawn from the last-mentioned point along the north-east boundary of said Plantation till it joins the Company's fence at or near the same end of the said culvert; and also a certain strip of land situated in the said Parish of Springburn, and Royal Burgh of Glasgow and County foresaid, parallel with, and adjoining the east side of the Railway and Station Buildings of the Company, twenty-two yards or thereby in width, and extending from the Pointsman's Box, on the east side, and at the south end of the said Station in a north-easterly direction to a point on the Company's Boundary Fence at or near the east corner of the Reservoir at Cowlairs Station, belonging to the Company, and measuring 225 yards or thereabouts in length.

Certain Lands and Property situate in the Parish of Dumbarton, Royal Burgh of Dumbarton, in the County of Dumbarton, adjoining Dumbarton Passenger Station on the south side thereof, bounded on the north, east, and west by the Road leading from College Street and Church Street respectively, to said Station,

and extending westwards along the said Road for seventy yards or thereabouts, from a point on the said Road thirteen yards from the gate at the junction of the said Road with Church Street, and measuring ten yards or thereabouts at its greatest width.

And for enabling the Company more effectually to carry out the obligations undertaken by them under "The Perth General Station Act, 1865."

Certain enclosed Grounds extending to 4 acres, and 8-10ths of an acre in area or thereby, partly occupied by Railway Works, in the East Church Parish of Perth, and Royal Burgh and County of Perth, held by the Company on Lease from Sir Thomas Moncrieffe, Baronet, and adjoining the east side of the Caledonian (late Scottish Central) Railway, for a distance of 355 yards measuring southwards from a point five yards to the south of the southern abutment of the Bridge which carries the Scottish Central Railway over Craigie Burn.

And also the Lands hereinafter mentioned for the purpose of erecting Gate-keepers' Lodges at level crossings of the Railway.

Certain Lands in the Parish of Dunfermline and County of Fife, where the Charleston Branch of the North British Railway crosses the road leading to the Charleston Foundry and the Iron Mill, and upon the east side of said Branch and the south side of the said road so crossed.

Certain Lands in the last-mentioned Parish and County where the last-mentioned Branch crosses the road leading to Charleston from the Queensferry Turnpike, and upon the south side of the said Branch and west side of the road so crossed.

Certain Lands in the Parish of Leuchars and County of Fife where the North British (late Edinburgh, Perth, and Dundee) Railway crosses the Seggiehill Road, and upon the north side of the Railway and east side of the road so crossed.

Certain Lands in the Parish of Cults and County of Fife where the last-mentioned Railway crosses the road leading to Cults Mill from Springfield, and upon the north side of the said Railway and the west side of the road so crossed.

Certain Lands in the Parish of Collessie and County of Fife where the last-mentioned Railway crosses the road leading from Pitlessie to the Turnpike Road from Cupar to Collessie, and upon the north side of the Railway and west side of the road so crossed.

Certain Lands in the Parish of Alloa and County of Clackmannan where the North British (late Alva) Railway crosses the road leading from the Tullibody Road to Menstrie Mill, and upon the north-east side of the said Railway and south-west side of the road so crossed.

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

To deviate in constructing the said intended Railways and Works from the line or lines and levels delineated on the Plans and Sections, to be deposited, as after mentioned, to such extent as

will be defined on the said Plans, or be provided for in the said Act.

To authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all Turnpike or other Roads, Highways, Tramways, Railways, Canals, Rivers, and Streams, Pipes, and Works of every description within or adjoining to the foresaid Parishes, and other places, which it may be necessary to cross, stop up, alter, or divert, in executing the several purposes of the intended Act :

To authorize the Company to levy tolls, rates, duties, and charges, for or in respect of the said Railways and Works, or for any other purposes, and to alter existing Tolls, Rates, Duties, and Charges, and to grant exemptions from the payment of such Tolls, Rates, Duties, and Charges.

To extend the time for the Sale by the Company of all or any Lands acquired by them, which are not, or eventually may not be, required for the purposes of their undertaking, and to confer further power upon the Company, with reference to the Sale, and granting Leases of Lands held by the Company, or otherwise in relation thereto :

To provide for the extinction of the Fife and Kinross Railway Company as a separate body-corporate for the winding up of its affairs, and the other purposes provided for in the Edinburgh, Perth, and Dundee, Fife and Kinross (Amalgamation Act), 1862 ; and for the incorporation of the Holders of Fife and Kinross Ordinary Shares or Stock, and of Fife and Kinross Preference Shares or Stock, in the Company, with the other Shareholders of the Company ; and for altering, regulating, and fixing the preferences and priorities of the said Shareholders respectively in the Capital of the Company ; the conversion of the Fife and Kinross Ordinary Shares or Stock into Edinburgh, Perth, and Dundee Ordinary Stock of the Company ; to alter, fix, and regulate the rate of Interest or Dividend on the Fife and Kinross Preference Shares or Stock ; and to authorize the Company to guarantee a fixed or graduated Dividend upon the said Shares or Stock, with such preference or priority as may be fixed by the said Act ; to impose on the Company, or otherwise, to provide for the payment out of their general funds of the principal and interest of the Fife and Kinross Mortgage Debt ; to enable the Company to exercise the powers vested in the Fife and Kinross Railway Company for the raising of money by the creation and issue of Shares, or by Loan on Mortgage, in so far as unexercised ; to provide for the discharge of the Liabilities affecting the Fife and Kinross Railway ; to dispense with the keeping of separate Accounts of the Capital and Revenue of the Fife and Kinross Railway ; to extinguish the lien of the Holders of the Fife and Kinross Shares or Stock and Mortgages over the Fife and Kinross Railway, and every other separate right and interest reserved or competent to them under the last recited Act, or under the North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863, or otherwise :

To enable the Company (now amalgamated with the Wansbeck Railway Company) to alter, fix, and regulate the rate of dividend authorized to be guaranteed on the new Shares of the Wansbeck Railway Company under the North British Railway (Wansbeck Railway and Finance) Act, 1863, or otherwise to cancel the said new shares of the Wansbeck Railway Company so authorized to be raised, and to issue other shares of the Company in lieu thereof, with or without

any preference, priority, or guarantee in payment of dividends, and to regulate and fix the preferences or priorities of the holders of such shares in the Capital of the Company :

To empower the Company and the Midland Railway Company to enter into agreements with reference to the construction, use, management, and maintenance of the Goods Station which the Company propose to construct upon land which they are authorized to acquire at Carlisle, upon the west side of the River Caldew, and between the Caldew Bridge and Nelson Bridge over the said river, and to make provision for the future management, government, working, and use of the Station so to be established ; and to confirm any agreement or agreements entered into, or to be entered into, between the Company and the Midland Railway Company, with reference to the joint ownership or joint interest of the said two Companies in, and the management, working, and use of, such Station ; and to enable the Company to grant and convey to the Midland Railway Company a joint interest in the said Station, and to enable the Midland Railway Company to acquire and to apply their funds in or towards acquiring such joint interest, upon such terms and conditions as may be agreed upon between the said two Companies, or as may be provided for in the said Act, subject to such alterations as Parliament may require :

To extend the time limited by the North British (Edinburgh, Dunfermline, and Perth) 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 authorized ; and also to extend the time now limited for the construction and completion of the Railways and Works by that Act authorized :

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

And for the purposes aforesaid, it is intended, if need be, to alter, amend, and extend or repeal all or some of the powers and provisions of the several Acts following, or some of them ; that is to say, Acts relating to the North British Railway Company :—14 and 15 Vict. cap. 55, and the provisions unrepealed of the Acts referred to in the Schedule of such Act ; 16 and 17 Vict. cap. 152 ; 18 and 19 Vict. cap. 127 ; 19 and 20 Vict. cap. 98 ; 20 and 21 Vict. caps. 91, 124, and 129 ; 21 and 22 Vict. caps. 65, 109, and 145 ; 22 and 23 Vict. caps. 14, 24, 83, and 96 ; 23 and 24 Vict. caps. 140, 145, 159, and 195 ; 24 and 25 Vict. caps. 102, 114, 131, 177, 186, 214, and 226 ; 25 and 26 Vict. caps. 47, 48, 49, 142, 145, 181, and 189 ; 26 and 27 Vict. caps. 194, 213, 223, and 226 ; 27 and 28 Vict. caps. 84, 100, and 292 ; 28 and 29 Vict. caps. 125, 152, 186, 202, 206, 213, 303, and 309 ; and all other Acts, if any, relating to the North British Railway Company. Acts relating to the Edinburgh and Glasgow Railway Company, now amalgamated with the North British Railway Company :—57 Geo. III. cap. 56 ; 59 Geo. III. cap. 29 ; 1 and 2 Geo. IV. cap. 122 ; 4 Geo. IV. cap. 18 ; 7 Geo. IV. cap. 45 ; 4 and 5

Vict. cap. 59 ; 6 and 7 Vict. cap. 55 ; 8 and 9 Vict. cap. 148 ; 9 and 10 Vict. caps. 81, 202, 263, 332, and 377 ; 10 and 11 Vict. caps. 83, 245, and 246 ; 11 and 12 Vict. caps. 116, 118, 127, and 160 ; 12 and 13 Vict. caps. 39 and 86 ; 15 Vict. cap. 109 ; 16 and 17 Vict. cap. 151 ; 18 and 19 Vict. caps. 158 and 190 ; 19 and 20 Vict. caps. 98 and 106 ; 21 and 22 Vict. cap. 64 ; 24 and 25 Vict. caps. 84, 195, 198, and 248 ; 25 and 26 Vict. caps. 135 and 138 ; 26 and 27 Vict. caps. 187, 213, and 237 ; 27 and 28 Vict. caps. 81, 248, 271, 279, and 286 ; and 28 and 29 Vict. caps. 200, 213, 217, 328, and 356 ; and all other Acts relating to the Edinburgh and Glasgow Railway Company. Acts relating to the Monkland Railways Company, now included in the Undertaking of the North British Railway Company :—9 and 10 Vict. cap. 107 ; 11 and 12 Vict. cap. 134, and the several Acts therein recited, so far as not repealed thereby ; 14 and 15 Vict. cap. 62 ; 16 and 17 Vict. cap. 90 ; 20 and 21 Vict. cap. 78 ; 23 and 24 Vict. cap. 178 ; 28 and 29 Vict. cap. 201 ; and all other Acts, if any, relating to the Monkland Railways Company. The Caledonian Railway Act 1845 ; and the several other Acts relating to the Caledonian Railway Company, passed in the Sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, the twenty-seventh and twenty-eighth, and twenty-eighth and twenty-ninth years of the reign of Her present Majesty. Acts relating to the Scottish Central Railway Company, now amalgamated with the Caledonian Railway Company, namely, 22 and 23 Vict. cap. 83 ; 26 and 27 Vict. caps. 149 and 223 ; 27 and 28 Vict. caps. 100, 214, and 292 ; 28 and 29 Vict. caps. 133 and 134 ; and all other Acts, if any, relating to that Company. Acts relating to the Midland Railway Company :—7 and 8 Vict. caps. 18 and 59 ; 8 and 9 Vict. caps. 38, 49, 56, 90, and 181 ; 9 and 10 Vict. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340 ; 10 and 11 Vict. caps. 122, 135, 150, 191, 214, 215, and 270 ; 11 and 12 Vict. caps. 21, 88, and 131 ; 14 and 15 Vict. caps. 57, 88, and 113 ; 16 Vict. cap. 33 ; 16 and 17 Vict. cap. 108 ; 19 and 20 Vict. cap. 54 ; 22 and 23 Vict. caps. 40, 130, and 136 ; 23 and 24 Vict. caps. 52, 65, 66, 67, 72, and 91 ; 24 and 25 Vict. caps. 57, 106, and 139 ; 25 and 26 Vict. caps. 81, 90, 91, and 173 ; 26 and 27 Vict. caps. 74, 82, 182, and 183 ; 27 and 28 Vict. caps. 164, 230, 231, and 245 ; 28 and 29 Vict. caps. 98, 178, 327, 335, 359 ; and all other Acts (if any) relating to the Midland Railway Company. The Act 9 and 10 Vict. cap. 204, and the several other Acts relating to the London and North Western Railway Company, passed respectively in the several Sessions of Parliament held in the 8th and 9th years of the reign of Her present Majesty, and in every subsequent year ; the Acts 7 Vict. cap. 37 ; 8 and 9 Vict. cap. 83 ; 9 and 10 Vict. cap. 257 ; 12 and 13 Vict. cap. 87 ; 20 and 21 Vict. cap. 161 ; 21 and 22 Vict. cap. 128 ; 22 and 23 Vict. cap. 124 ; and 24 and 25 Vict. cap. 166 ; and any other Acts relating to the Lancaster

and Carlisle Railway Company. The Carlisle Citadel Station Act, 1861. The Scottish North-Eastern Railway Act, 1863, and the several Acts therein recited. The Alyth Railway Act, 1864, and the several Acts therein recited. The Scottish North-Eastern and Perth Almond Valley and Methven Railway Act, 1864, and the several Acts therein recited. The Denburn Valley Railway Act, 1864, and the several Acts therein recited. The Scottish North-Eastern Railway (Newtyle and Meikle Junction) Act, 1864, and the Scottish North-Eastern Railway (Dundee and Forfar) Act, 1864; the Scottish North-Eastern Purchase of Carmyllie Railway Act, 1865, and all other Acts relating to the Scottish North-Eastern Railway. Acts relating to the Inverness and Perth Junction Railway Company, namely, 24 and 25 Vict. cap. 186; 26 Vict. caps. 58 and 61; and the Act 28 and 29 Vict. cap. 168, incorporating the Highland Railway Company; and all other Acts, if any, relating to that Company. Acts relating to the Perth General Railway Station:—28 and 29 Vict. caps. 252 and 253. Acts relating to the Fife and Kinross Railway:—18 and 19 Vict. cap. 127; 20 and 21 Vict. cap. 129; 21 and 22 Vict. cap. 65; and 25 and 26 Vict. cap. 181; and all other Acts relating to the Fife and Kinross Railway Company. The Alva Railway Act, 1861. The Wansbeck Railway Act, 1859. The Leslie Railway Act, 1857. Acts relating to the Royal Burgh or City of Edinburgh:—The Acts 3 Geo. IV. cap. 91; 7 and 8 Geo. IV. cap. 76; 1 and 2 Will. IV. cap. 45; 1 and 2 Vict. cap. 55; and 4 Vict. cap. 15; and all other Acts relating to the Royal Burgh or City of Edinburgh.

And Notice is hereby also given, that a Plan and Section in duplicate, relating to each of the said Railways and Works, a Plan showing the Lands and Buildings respectively, which may be taken under the compulsory powers of the intended Act, a Book of Reference to each such Plan, and, in the case of a Railway, a published Map, with the line of Railway delineated thereon, showing its general course and direction, will be deposited as follows; that is to say, As regards Railway No. 1, with the principal Sheriff-Clerk of the County of Dumfries, at his Office at Dumfries; and with the principal Sheriff-Clerk of the County of Lanark, at his Offices at Glasgow, Airdrie, Hamilton, and Lanark, respectively: As regards Railways No. 2 and No. 3 respectively, and all other Works, Lands, and Buildings, in the County of Linlithgow, with the principal Sheriff-Clerk of the County of Linlithgow, at his Office in Linlithgow: As regards the Glenfarg Deviation, with the principal Sheriff-Clerk of the County of Fife, at his Offices at Dunfermline and Cupar respectively; and with the principal Sheriff-Clerk of the County of Perth, at his Offices at Perth and Dunblane respectively: As regards all Works, Lands, and Buildings, in the County of the City of Edinburgh only, or partly in the County of the City of Edinburgh, and partly in the County of Edinburgh, with the principal Sheriff-Clerk of the County of Edinburgh, and the principal Sheriff-Clerk of the County of the City of Edinburgh, at their respective Offices at Edinburgh: As regards Railway No. 4 and Railway No. 5, with the principal Sheriff-Clerk of the County of Roxburgh, at his Office at Jedburgh: As regards all other Works, Lands, and Buildings in the County of Edinburgh only, with the principal Sheriff-Clerk of the County of Edinburgh, at his said Office: As regards all other Works,

Lands, and Buildings in the Counties of Lanark, Dumfries, Perth, and Fife, with the principal Sheriff-Clerks of those Counties respectively, at their respective Offices hereinbefore mentioned: And as regards all Works, Lands, and Buildings in the County of Clackmannan, with the principal Sheriff-Clerk of that County, at his Office in Alloa; and that copies of so much of the Plans, Sections, and Books of Reference as relates to any Parish or Extra-Parochial Place, in or through which the said intended Works are proposed to be made, or lands or buildings are situate, will be deposited, in the case of a Parish, with the Schoolmaster, or if there be no Schoolmaster, then with the Session-Clerk of such Parish, or in the case of an Extra-Parochial Place, of some parish adjoining thereto, 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 Burghs of Edinburgh, Linlithgow, Glasgow, Dumfries, or Perth, will be deposited with the Town-Clerk of the said Royal Burgh to which the same so relates, at his Office in Edinburgh, Linlithgow, Glasgow, Dumfries, or Perth, as the case may be; and that all such deposits will be made before the 1st day of December 1865, and will be accompanied by a copy of this Notice; and that printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23d day of December 1865.

Dated this 11th day of November 1865.

ADAM JOHNSTONE, Edinburgh,
Solicitor for the said Company.

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

NORTH BRITISH RAILWAY.

CAMPS, ADDIEWELL, BROXBURN, AND
BORROWSTOUNNESS BRANCHES.)

(Branch Railway from the Edinburgh and Bathgate Railway to East Camps; Branch from the North British (Wilsontown, Morningside, and Coltness) Railway to Addiewell; Railway from the Edinburgh and Bathgate Railway, near Uphall, to the North British (late Edinburgh and Glasgow) Railway, in the Parish of Kirkliston; Junction of North British (late Edinburgh and Glasgow) Railway with the (Monkland) Branch to Borrowstounness, and other Works; Provisions as to Tolls and Charges of Caledonian Railway, upon access to General Station at Carlisle; Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the next Session, for an Act to authorize the construction and maintenance of the following Railways, with all necessary and proper Stations, Works, and conveniences connected therewith respectively:—that is to say;

A Railway, hereinafter called Railway No. 1, commencing in the Parish of Uphall, in the County of Linlithgow, by a Junction with the Edinburgh and Bathgate Railway, at a point thereon 360 yards or thereabouts to the eastward (measuring along said Railway) of the east end of the Booking Office at Uphall Station, and terminating in the Parish of Kirknewton, in the County of Edinburgh, at or near the Kilns at the East Camps Lime

Works, belonging to, or leased by, William Torrance; which Railway and Works will pass from, through, into, or be situate within the Parish of Uphall, in the County of Linlithgow, and Parishes of Mid-Calder and Kirknewton, in the County of Edinburgh.

A Railway, hereinafter called Railway No. 2, commencing in the Parish of Whitburn, in the County of Linlithgow, by a Junction with the North British (Wilsontown, Morningside, and Coltness) Railway, at a point thereon 60 yards or thereabouts to the southward of the south end of the Gatekeeper's house, where the said Railway crosses the road leading from Easter Blacklaws to Mid-Foulshiels, and called Renton Level Crossing, and terminating in the Parish of West Calder, in the County of Edinburgh, in a field immediately to the west of the brickwork of the West Calder Chemical Works, belonging to James Young, at a point 90 yards, or thereabouts, westward from the north-west corner of the said Brickwork; which Railway and Works will pass from, in, through, or into, or be situate within the Parish of Whitburn, in the County of Linlithgow, and Parish of West Calder, in the County of Edinburgh.

A Railway, hereinafter called Railway No. 3, commencing in the Parish of Uphall, in the County of Linlithgow, by a junction with the Edinburgh and Bathgate Railway, at or near the east end of the south Passenger Platform at Uphall Railway Station, and terminating in the Parish of Kirkliston, in the said County, by a junction with the North British (late Edinburgh and Glasgow) Railway, at a point thereon 720 yards or thereabouts southward of the southern abutment of the Bridge which carries the last-mentioned Railway over the Niddry Burn; which Railway will pass from, in, through, or into, or be situate within the Parishes of Uphall and Kirkliston, all in the County of Linlithgow.

A Railway, hereinafter called Railway No. 4, commencing in the Parish of Muiravonside, in the County of Stirling, by a junction with the Slamannan and Borrowstounness Branch of the North British (late Monklands) Railway, at a point thereon 600 yards or thereabouts southward of the Bridge which carries the Turnpike Road between Linlithgow and Polmont over the said Branch, and terminating in the Parish of Muiravonside, in the same County, by a junction with the North British (late Edinburgh and Glasgow) Railway, at or near a point thereon 250 yards or thereabouts west from the west end of the Viaduct which carries the last-mentioned Railway over the River Avon; which Railway and Works will be wholly situated in the Parish of Muiravonside, and County of Stirling.

And it is proposed by said intended Act to authorize deviations from the line of levels of the intended lines of Railways as shown upon the Plans and Sections thereof hereinafter referred to, within the limits usually authorized by Parliament, or to be prescribed by the said Act, and to confer power for the compulsory purchase of lands and buildings in the several parishes, townships, and places aforesaid, or some of them, and also for the purchase of lands and buildings by agreement; and to cross, stop up, alter, or divert, temporarily

or permanently, all or any roads, streets, highways, railways, tramways, rivers, streams, reservoirs, canals, navigations, waters, water-courses, mains, pipes, bridges, telegraphic wires or apparatus, erections, or works of any description; which it may be necessary or convenient so to stop up, alter, or divert, for the purposes of the undertaking, and to vary or extinguish all existing rights and privileges connected with any land or building to be purchased, or which would or might in any way prevent or interfere with carrying into effect any of the objects of the intended Act, and to confer other rights and privileges; and to levy tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from tolls, rates, duties, or charges.

And it is also proposed by the said Act, to alter, fix, and regulate the tolls, rates, fares, or charges on all traffic passing from or to any of the Railways of the Company, over that portion of the Railways of the Caledonian Railway Company which intervenes between the Citadel Station at Carlisle, and the junction of the Caledonian Port-Carlisle Branch with the line of the Company leading from Carlisle to Port-Carlisle, as the same have been or may be agreed on between the said two Companies; and to confirm any agreement or agreements which have been, or may be, entered into between the said two Companies, or between such Companies and the London and North-Western Railway Company, and the Lancaster and Carlisle Railway Company, or some of them, with respect to the tolls, rates, and charges to be levied upon traffic passing over the aforesaid portion of the Railways of the Caledonian Railway Company from or to Carlisle Citadel Station, and points beyond it, to, from, or by the Railways of the Company:

And it is proposed by said intended Act to authorize the Company to appropriate to the purposes of the intended Act, all or any part of their authorized but unexpended Capital, whether represented by shares actually created or otherwise, with all requisite powers to make such Capital available by surrender, forfeiture, cancellation of shares, and issuing or reissuing of all or any part in ordinary, preference, or guaranteed shares or stock, or otherwise, and to raise sums of money by the creation of ordinary, preference, or guaranteed shares or stock, and by mortgage, cash, credit, or otherwise.

And it is proposed by the intended Act to repeal or amend, extend, and enlarge some of the provisions of the several local and personal Acts of Parliament following, or some of them; that is to say, Acts relating to the North British Railway Company:—14 and 15 Vict. cap. 55, and the provisions unrepealed of the Acts referred to in the Schedule of such Act; 16 and 17 Vict. cap. 152; 18 and 19 Vict. cap. 127; 19 and 20 Vict. cap. 98; 20 and 21 Vict. caps. 91, 124, 129; 21 and 22 Vict. caps. 65, 109, and 145; 22 and 23 Vict. caps. 14, 24, 83, and 96; 23 and 24 Vict. caps. 140, 145, 159, and 195; 24 and 25 Vict. caps. 102, 114, 131, 177, 186, 214, and 226; 25 and 26 Vict. caps. 47, 48, 49, 142, 145, 181, and 189; 26 and 27 Vict. caps. 194, 213, 223, and 226; 27 and 28 Vict. caps. 84, 100, and 292; 28 and 29 Vict. caps. 125, 152, 186, 202, 206, 213, 308, 309; and all other Acts (if any) relating to the North British Railway Company. Acts relating to the Edinburgh and Glasgow Railway Company, now amalgamated with the North British

Railway Company:—9 and 10 Vict. caps. 81, 202, 263, and 377; 10 and 11 Vict. caps. 83 and 245; 11 and 12 Vict. caps. 118 and 127; 12 and 13 Vict. caps. 39 and 86; 15 Vict. cap. 109; 16 and 17 Vict. cap. 151; 18 and 19 Vict. caps. 158 and 190; 19 and 20 Vict. caps. 98 and 106; 21 and 22 Vict. cap. 64; 24 and 25 Vict. caps. 84, 195, 198, and 248; 25 and 26 Vict. caps. 135 and 138; 26 and 27 Vict. caps. 187, 213, and 237; 27 and 28 Vict. caps. 81, 248, 271, 279, and 286; 28 and 29 Vict. caps. 200, 213, 217, 328, and 356, and all other Acts (if any) relating to the North British (late Edinburgh and Glasgow) Railway Company. Acts relating to the Monkland Railways Company, now included in the undertaking of the North British Railway Company, namely, 9 and 10 Vict. cap. 107; 11 and 12 Vict. cap. 134; and the several Acts therein recited, so far as not repealed thereby; 14 and 15 Vict. cap. 62; 16 and 17 Vict. cap. 90; 20 and 21 Vict. cap. 78; 23 and 24 Vict. cap. 178; 28 and 29 Vict. cap. 201; and all other Acts (if any) relating to the Monkland Railways Company. Acts relating to the Edinburgh and Bathgate Railway Company:—9 and 10 Vict. cap. 332; 10 and 11 Vict. cap. 246; 11 and 12 Vict. cap. 116 and 160; and all the other Acts relating to the Edinburgh and Bathgate Railway Company. Acts relating to the Caledonian Railway Company:—8 and 9 Vict. caps. 162 and 192; 9 Vict. cap. 60; 9 and 10 Vict. caps. 130, 142, 143, 188, 201, 206, 229, 249, 263, 314, 329, 334, 379, 395; 10 Vict. caps. 22, 23, and 24; 10 and 11 Vict. caps. 75, 82, 90, 95, 168, 169, 172, 183, 237, and 245; 11 and 12 Vict. caps. 73, 78, 84, 121, and 148; 12 and 13 Vict. caps. 67 and 90; 14 and 15 Vict. caps. 99 and 134; 16 and 17 Vict. cap. 149; 17 and 18 Vict. caps. 155, 156, and 184; 18 and 19 Vict. cap. 96; 20 and 21 Vict. caps. 123 and 128; 21 Vict. caps. 13 and 15; 21 and 22 Vict. cap. 66; 22 and 23 Vict. cap. 3; 23 Vict. caps. 83 and 97; 23 and 24 Vict. caps. 120, 144, and 198; 24 and 25 Vict. caps. 163, 166, 201, 202, 205, 228, and 229; 25 and 26 Vict. caps. 121, 136, 137, and 160; 26 Vict. caps. 10, 24, 25, 26, 38, and 47; 27 and 28 Vict. caps. 60, 132, 158, 250, and 271; 28 and 29 Vict. caps. 135, 136, 139, 161, 167, 202, 287, 288, 289, 290, 297, and all other Acts (if any) relating to the Caledonian Railway Company. Acts relating to the Scottish Central Railway Company, now amalgamated with the Caledonian Railway Company, namely, 22 and 23 Vict. cap. 83; 25 Vict. cap. 35; 26 and 27 Vict. caps. 149 and 223; 27 and 28 Vict. caps. 100, 214, and 292; 28 and 29 Vict. caps. 133 and 134; and all other Acts, if any, relating to the Scottish Central Railway Company. Acts relating to the London and North-Western Railway Company:—8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict. cap. 67; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict. caps. 58, 60, and 130; 12 and 13 Vict. cap. 74; 13 and 14 Vict. cap. 36; 14 Vict. cap. 28; 14 and 15 Vict. cap. 94; 15 Vict. caps. 98 and 105; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict. caps. 201 and 204; 18 and 19 Vict. caps. 172 and 194; 19 and 20 Vict. caps. 52, 69, and 123; 20 and 21 Vict. caps. 64, 98, and 108; 21 and 22 Vict. caps. 130 and 131; 22 and 23 Vict. caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and

24 Vict. caps. 77 and 79; 24 and 25 Vict. caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vict. caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vict. caps. 5, 108, 152, 177, 208, and 217; 27 and 28 Vict. caps. 62, 194, 196, 200, 220, 226, 263, 273, 288, 296, and 309; 28 and 29 Vict. caps. 316, 333, 334; and all other Acts, if any, relating to the London and North-Western Railway Company. Acts relating to the Lancaster and Carlisle Railway Company:—7 Vict. cap. 37; 8 and 9 Vict. cap. 83; 9 and 10 Vict. cap. 257; 12 and 13 Vict. cap. 87; 20 and 21 Vict. cap. 161; 21 and 22 Vict. cap. 128; 22 and 23 Vict. cap. 124; and 24 and 25 Vict. cap. 166; and all other Acts, if any, relating to the Lancaster and Carlisle Railway Company, and the Carlisle Citadel Station Act, 1861.

And notice is hereby also given, that a Plan and Section in duplicate, of the intended Railways and Works, and of the lands to be taken under the compulsory powers of the Act; a Book of Reference to the Plan, containing the names of the Owners and Lessees, or Reputed Owners or Lessees, and of the Occupiers of such lands; and a published Map, with the lines of Railway delineated thereon, showing their general course and direction, will be deposited as follows; that is to say, as regards Railways No. 1 and No. 2 respectively, with the principal Sheriff-Clerk of the County of Edinburgh, at his Office in Edinburgh, and with the principal Sheriff-Clerk of the County of Linlithgow, at his Office in Linlithgow; as regards Railway No. 3, with the principal Sheriff-Clerk of the County of Linlithgow, at his Office in Linlithgow; and, as regards Railway No. 4, with the principal Sheriff-Clerk of the County of Stirling, at his Office in Stirling; and that so much of the said Plans, Sections, and Book of Reference, as relates to any Parish or Extra-Parochial Place, will be deposited, in the case of a Parish, with the Schoolmaster, or, if there be no Schoolmaster, then with the Session-Clerk of such Parish; or in the case of an Extra-Parochial Place, with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of some Parish adjoining thereto, at the usual place of abode of such Schoolmaster or Session-Clerk; and that all such deposits will be made before the 1st day of December 1865, and will be accompanied with a copy of this Notice: And that printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons, on or before the 23d day of December next.

Dated this 11th day of November 1865.

ADAM JOHNSTONE,

Edinburgh,

Solicitor for the said Company.

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

FORTH AND CLYDE JUNCTION

AND

NORTH BRITISH RAILWAY COMPANIES.

(Amalgamation of the Forth and Clyde Junction and North British Railway Companies; Sale and Purchase or Lease of the Forth and Clyde Junction Railway to the North British Railway Company; Running Powers, etc.; Powers to the Companies to enter into Agreements; 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

amalgamate, or authorize the amalgamation, of the Forth and Clyde Junction Railway Company with the North British Railway Company, or to vest in the North British Railway Company, by sale and purchase or lease, all the undertaking, railways, stations, plant, rolling stock, property, powers, rights, and privileges of every description, of the Forth and Clyde Junction Railway Company; or otherwise to enable the Forth and Clyde Junction Railway Company to sell or grant on lease, and the North British Railway Company to purchase or take in lease, the aforesaid whole undertaking; and, in any case, upon such terms and conditions as may be set forth in, or provided for in, the said Bill.

And in the said Bill power will be taken to the North British Railway Company to work, use, and run over the undertaking of the Forth and Clyde Junction Railway Company, as part of the undertaking of the North British Railway Company, or otherwise, on such terms and conditions as may be specified in the said Bill, or as Parliament shall authorize.

And to take powers to the said Companies, or either of them, or to the amalgamated Company, to levy tolls, rates, duties, and charges, and to vary or alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and other rights and privileges upon, or affecting the undertakings of the said Companies, or either of them.

And to fix and regulate the capital of the said Companies, or of the amalgamated Company; to convert the shares or stock of the Companies into shares or stock of the amalgamated Company, and to provide for the payment of, and secure the mortgages, bonds, or other debts of the said Companies; to authorize the said Companies, or either of them, or the amalgamated Company, to cancel any shares of the existing capital of either of the said Companies remaining unissued or in their hands, and in lieu thereof to issue new shares of such Companies, or either of them, or of the amalgamated Company, with or without privilege or priority in payment of interest or dividend; to raise money by the creation of preference, guaranteed, or other shares or stock, and by mortgage or bond, and to give any guaranteed or preference shares priority over existing guaranteed or preference shares.

To authorize the said Companies to enter into agreements for effecting all or any of the objects aforesaid, or for facilitating the interchange, transfer, transmission, and conveyance, of traffic from, to, or over, the respective systems of the said Companies, and for maintaining, running over, using, and working, their respective Railways and Works, or parts thereof, or for dividing between them the respective Receipts and Profits thereof, and to confirm any such agreements as have been or may be entered into between the said Companies, and to confer all such powers as may be proper and necessary for carrying any such agreements as aforesaid, and the several other objects above mentioned, into full and complete effect; and to annul, vary, or extinguish all agreements, powers, rights, and privileges, which would in any manner impede, interfere with, or prevent the carrying into effect the objects and purposes of the said intended Act, and confer other powers, rights, and privileges.

And in so far as may be requisite for the purposes aforesaid, or any of them, power will be

taken by the said Bill to alter, extend, amend, and enlarge, and, if need be, to repeal all or some of the provisions of the following local and personal Acts; that is to say, Acts relating to the Forth and Clyde Junction Railway Company, namely, the Forth and Clyde Junction Railway Act, 1853, the Forth and Clyde Junction Railway (Amendment) Act, 1857, and the Forth and Clyde Junction Railway (Dalmonoch Branch) Act, 1861; and the several other Acts recited in such Acts, or any of them, and now in force in relation to that Company. Acts relating to the North British Railway Company, namely, 14 and 15 Vict., cap. 55, and the provisions unrepealed of the Acts referred to in the Schedule of such Act, 16 and 17 Vict. cap. 152; 18 and 19 Vict. cap. 127; 19 and 20 Vict. cap. 98; 20 and 21 Vict. caps. 91, 124, and 129; 21 and 22 Vict. caps. 65, 109, and 145; 22 and 23 Vict. caps. 14, 24, 83, 85, and 96; 23 and 24 Vict., caps. 140, 145, 159, and 195; 24 and 25 Vict. caps. 102, 114, 131, 177, 186, 214, and 226; 25 and 26 Vict. caps. 47, 48, 49, 142, 145, 181, and 189; 26 and 27 Vict. caps. 194, 213, 223, and 226; 27 and 28 Vict. caps. 84, 100, and 292; 28 and 29 Vict. caps. 125, 152, 186, 202, 206, 213, 308, 309; and all other Acts, if any, relating to the North British Railway Company. Acts relating to the Edinburgh and Glasgow Railway Company, now amalgamated with the North British Railway Company:—57 Geo. III. cap. 56; 59 Geo. III. cap. 29; 1 and 2 Geo. IV. cap. 122; 4 Geo. IV. cap. 18; 7 Geo. IV. cap. 45; 4 and 5 Vict. cap. 59; 6 and 7 Vict. cap. 55; 8 and 9 Vict. cap. 148; 9 and 10 Vict. caps. 81, 202, 263, 332, and 377; 10 and 11 Vict. caps. 83, 245, and 246; 11 and 12 Vict. caps. 116, 118, 127, and 160; 12 and 13 Vict. caps. 39 and 86; 15 Vict. cap. 109; 16 and 17 Vict. cap. 151; 18 and 19 Vict. caps. 158 and 190; 19 and 20 Vict. caps. 98 and 106; 21 and 22 Vict. cap. 64; 24 and 25 Vict. caps. 84, 195, 198, and 248; 25 and 26 Vict. caps. 135 and 138; 26 and 27 Vict. caps. 187, 213, and 237; 27 and 28 Vict. caps. 81, 248, 271, 279, and 286; 28 and 29 Vict. caps. 200, 213, 217, 328; and all other Acts, if any, relating to the Edinburgh and Glasgow Railway Company. Acts relating to the Monkland Railways Company, now included in the undertaking of the North British Railway Company, namely, 9 and 10 Vict. cap. 107; 11 and 12 Vict. cap. 134; and the several Acts therein recited, so far as not repealed thereby; 14 and 15 Vict. cap. 62; 16 and 17 Vict. cap. 90; 20 and 21 Vict. cap. 78; 23 and 24 Vict. cap. 178; 28 and 29 Vict. cap. 201; and all other Acts, if any, relating to the Monkland Railways Company. Acts relating to the Caledonian Railway Company:—7 Geo. IV. cap. 103; 7 and 8 Geo. IV. cap. 88; 10 Geo. IV. cap. 107; 11 Geo. IV. caps. 62 and 125; 1 and 2 Will. IV. cap. 58; 4 Will. IV. cap. 41; 1 Vict. caps. 100, 116, and 118; 1 and 2 Vict. cap. 60; 2 and 3 Vict. cap. 58; 3 and 4 Vict. caps. 107 and 123; 4 Vict. caps. 5 and 11; 6 and 7 Vict. cap. 49; 7 and 8 Vict. caps. 87 and 98; 8 and 9 Vict. caps. 31, 160, 162, and 192; 9 Vict. cap. 60; 9 and 10 Vict. caps. 130, 142, 143, 188, 201, 206, 229, 249, 263, 314, 329, 334, 379, 395; 10 Vict. caps. 22, 23, and 24; 10 and 11 Vict. caps. 75, 82, 90, 95, 168, 169, 172, 183, 237, and 245; 11 and 12 Vict. caps. 73, 78, 84, 121, and 148; 12 and 13 Vict. caps. 67 and 90; 14 and 15 Vict. caps. 92, 134, 16 and 17 Vict. cap. 149; 17 and 18 Vict. caps. 155, 156, and 184; 18 and 19 Vict. cap. 20.



and 21 Vict. caps. 123 and 128; 21 Vict. caps. 13 and 15; 21 and 22 Vict. cap. 66; 22 and 23 Vict. cap. 3; 23 Vict. caps. 83 and 97; 23 and 24 Vict. caps. 120, 144, and 198; 24 and 25 Vict. caps. 163, 166, 201, 202, 205, 228, and 229; 25 and 26 Vict. caps. 121, 136, 137, and 160; 26 Vict. caps. 10, 24, 25, 26, 38, and 47; 27 and 28 Vict. caps. 60, 132, 158, 250, and 271; 28 and 29 Vict. caps. 135, 136, 139, 161, 167, 202, 287, 288, 289, 290, 297; and all other Acts, if any, relating to the Caledonian Railway Company. Acts relating to the Scottish Central Railway Company, now amalgamated with the Caledonian Railway Company:—7 Geo. IV. cap. 101; 11 Geo. IV. cap. 60; 6 and 7 Will. IV. cap. 102; 8 and 9 Vict. cap. 157; 9 and 10 Vict. cap. 228; 10 and 11 Vict. caps. 89, 106; 11 and 12 Vict. caps. 52 and 154; 13 and 14 Vict. cap. 39; 18 Vict. cap. 56; 19 and 20 Vict. cap. 134; 21 Vict. cap. 43; 22 and 23 Vict. caps. 18 and 83; 25 Vict. cap. 35; 25 and 26 Vict. cap. 64; 26 and 27 Vict. caps. 149 and 223; 27 and 28 Vict. caps. 100, 214, 292; 28 and 29 Vict. caps. 133, 134, and 266; and all other Acts, if any, relating to the Scottish Central Railway Company, or to the Dundee and Perth and Aberdeen Railway Junction Company, incorporated therewith. Acts relating to the Devon Valley Railway Company:—21 and 22 Vict. cap. 122; 24 and 25 Vict. cap. 200; 26 and 27 Vict. cap. 124; and all other Acts relating to the Devon Valley Railway Company. Acts relating to the Fife and Kinross Railway Company:—18 and 19 Vict. cap. 127; 20 and 21 Vict. cap. 129; 21 and 22 Vict. cap. 65; and 25 and 26 Vict. cap. 181. Acts relating to the Company of Proprietors of the Forth and Clyde Navigation and the Monkland Canal:—10 Geo. III. cap. 105; 30 Geo. III. cap. 73; 53 Geo. III. cap. 75; 6 Will. IV. cap. 51; 4 and 5 Vict. caps. 54 and 55; 5 Vict. (Session 2) cap. 41; 6 and 7 Vict. cap. 63; 8 Vict. cap. 3; 8 and 9 Vict. cap. 148; 9 Vict. cap. 11; 9 and 10 Vict. caps. 147 and 384; 11 and 12 Vict. caps. 41 and 53; 13 and 14 Vict. cap. 27; 15 Vict. cap. 45; and 22 and 23 Vict. cap. 32; and all other Acts, if any, relating to such Navigation. Acts relating to the Trustees of the Queensferry Passage, viz., 49 Geo. III. cap. 83; 54 Geo. III. cap. 138; 11 Geo. IV. and 1 Will. IV. cap. 115; 11 and 12 Vict. cap. 44; and all other Acts relating to such Passage. Acts relating to the Trustees of the Clyde Navigation:—21 and 22 Vict. cap. 149; 27 and 28 Vict. cap. 248. The Acts relating to the City of Glasgow Union Railway Company:—27 and 28 Vict. cap. 286; and 28 and 29 Vict. cap. 247; the Acts 16 and 17 Vict. cap. 119; and 23 and 24 Vict. cap. 134; 25 and 26 Vict. cap. 48; and all other Acts relating to the Port-Carlisle Dock and Railway Company. Acts relating to the Silloth Bay Railway and Dock Company, viz., 16 and 17 Vict. cap. 118; 18 and 19 Vict. cap. 153; 23 and 24 Vict. cap. 134; and 25 and 26 Vict. caps. 45 and 47. The Leadburn, Linton, and Dolphinton Railway Act, 1862. The Esk Valley Railway Act, 1863. The Leslie Railway Act, 1857. The Alva Railway Act, 1861. The Berwickshire Railway Act, 1862. The Peebles Railway Act, 1853; and the Acts 20 and 21 Vict. cap. 14; and 24 and 25 Vict. cap. 114, relating to the Peebles Railway Company. The Saint Andrews Railway Act, 1851. The Act relating to the Glasgow and Milngavie Junction Railway Company, 24 and 25 Vict. cap. 198. The Act relating to the Blane Valley Railway Company, 24 and 25 Vict. cap. 248; 28 and 29 Vict. cap. 356.

Acts relating to the Perth General Railway Station, 28 and 29 Vict. caps. 252 and 253; and the several other Acts recited in such Acts, or any of them, and now in force, and any other Act or Acts, in relation to the North British Railway Company, or to any Railway forming part of their system of Railways, or to any Company or body who or whose property and interests may be affected by the provisions of the said proposed Act.

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 23d day of December next.

Dated this 11th day of November Eighteen hundred and sixty-five.

ADAM JOHNSTONE, Edinburgh,
Solicitor for the Bill.

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

SILLOTH POLICE

(Establishment of District for Police Purposes; Commissioners to carry Act into effect; their Powers; Rates; Exemption from County Rate; Powers to North British Railway Company; Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the next Session for an Act to make better provision with respect to the Police and Police Regulations in the Town of Silloth, and the neighbourhood thereof, within the following district or area, or some part or parts thereof; that is to say, the boundary line of such District will commence at a point on the low-water line of the Solway Firth, 1165 yards north-eastward of the Jetty of Silloth where it intersects the said low-water line: from which point of commencement the boundary will extend by the east side of, and twelve feet distant from the east boundary wall of North House, to a point 908 yards to the south-east; thence it will run by an indirect line, in a southerly course, along the boundary of the North British Railway Company's property, to a point on the northern fence of the Silloth line of the North British Railway, 110 yards eastward from the two-arched bridge across the said Railway near to the Silloth Station; thence for 146 yards, in an easterly direction, along the said north fence of the said Railway; thence it will cross the said Railway, and extend along the boundary line of the North British Railway Company's property to a point 188 yards to the south; thence it will extend in a straight line to a point on the north-east fence of the road leading from Green Row to Blitterlees, 116 yards south-eastward of the east corner of Green Row schoolhouse; thence it will follow, in a north-westerly course, the north-east fence of the said road, to the corner where the said road turns northward, which corner is sixty-seven yards distant from the south-west corner of the southmost house of West Silloth; thence it will pass along the south-east fence of Blitterlees Bank for 1650 yards south-westward, to a point 192 yards from the junction of the road leading to Blitterlees Bank with the road leading from Allonby to Silloth, at or near a house called Blooming Heather; thence it will extend, in a westerly direction, for 330 yards, where it will intersect the high-water line of the Solway Firth;

from which point of intersection it will run north-eastward for 1700 yards along the line of high-water mark, to a point ninety-three yards from the west corner of the Silloth Sanatorium, measured in a south-westerly direction; thence by the boundary of the North British Railway Company's property to the low-water mark of the Solway Firth, at a point 376 yards from the low-water mark at the south side of the aforesaid Jetty of Silloth; and thence by the line of low-water mark to the before specified point at which the boundary commences; and which district or area shall also include so much of the said Jetty of Silloth as is situated below the line of low-water mark; which said district or area is situated in the Township of Holme Low, in the Parish of Holm Cultram, in the County of Cumberland, and is hereinafter referred to as "the District."

And it is proposed by the intended Act to provide for the appointment or election of Commissioners to carry the provisions thereof into effect; and to confer upon such Commissioners all usual, necessary, or convenient powers for lighting, watching, and cleansing the District, and for preserving good order within the same; and for suppressing and removing nuisances, and noxious or injurious trades, employments, or practices; and for cleansing and watering the streets, roads, and places within the District; and for the licensing and regulation of hackney carriages, and all other matters incidental to Police, and usually conferred upon or exercised by the governing bodies of Towns, whether Municipal Corporations, Local Boards of Health, Commissioners, or otherwise, or which might be usefully or conveniently conferred upon the Commissioners for the good government of the District, and for promoting the health, comfort, convenience, and welfare of the inhabitants thereof, and persons resorting thereto, the protection of property, and the suppression of vice and immorality:

And it is proposed by the intended Act to provide for the appointment, regulation, and remuneration of a body of Police for and within the District, and of all necessary or proper Officers for carrying the provisions of the Act into effect, and to enable the Commissioners to provide, by purchase or otherwise, a Town Hall, and one or more Lock-ups, and all such other buildings, offices, and places, as may be requisite, necessary, or useful, for the due administration of justice within the district, or otherwise carrying the objects and purposes of the Act into effect:

And it is proposed by the intended Act to authorize the Commissioners to levy rates within the District, and to exempt property within the District wholly or partially from the payment of County or other rates, and to alter existing rates, and confer exemptions from the payment of rates, and to authorize the Commissioners to borrow money on mortgage of the rates to be levied by them for all or any of the purposes of the intended Act, and to purchase lands and buildings by agreement, and to vary or extinguish all existing rights and privileges which could or might in any manner prevent or interfere with the accomplishment of any of the purposes of the intended Act, and to confer other rights and privileges:

And it is proposed by the intended Act to confer powers upon the North British Railway Company with respect to the appointment of Commissioners and otherwise, and to amend "The North British Railway Consolidation Act, 1858;" "The North British, Edinburgh, Perth, and Dundee, and West

of Fife Railways Amalgamation Act, 1862;" "The North British and Edinburgh and Glasgow Railway Companies Amalgamation Act, 1865." Acts relating to the Silloth Bay Railway and Dock Company, viz., 16 and 17 Vict. cap. 118; 18 and 19 Vict. cap. 153; 23 and 24 Vict. cap. 134; 25 and 26 Vict. caps. 45 and 47; and all other Acts relating to the North British Railway Company.

And Notice is hereby also given, that printed copies of the Bill for effecting the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons before the 24th day of December 1865.

Dated this 11th day of November 1865.

ADAM JOHNSTONE, Edinburgh,
Solicitor for the Bill.

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

SCOTTISH NORTH-EASTERN AND NORTH BRITISH RAILWAY COMPANIES.

(Amalgamation of the Scottish North-Eastern and North British Railway Companies; Sale and Purchase or Lease of the Scottish North-Eastern Railway to the North British Railway Company; Powers to the Companies to make Agreements, Amendment of Acts.)

NOTICE is Hereby Given, that Application will be made to Parliament in the next Session for an Act to amalgamate, or authorize the amalgamation, of the Scottish North-Eastern Railway Company and the North British Railway Company, or to vest, or authorize the vesting, in the North British Railway Company, by sale and purchase, or lease of the undertaking, railways, works, lands, heritages, personal estate and effects, powers, rights, and privileges of the Scottish North-Eastern Railway Company, in such manner, and upon such terms and conditions as may be set forth and specified in, or provided for, or authorized by the said Act.

And it is proposed by the said intended Act to take powers to levy tolls, rates, duties, and charges, to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and to fix and regulate the capital of the said Companies, or of the amalgamated Company; to convert the shares or stock of the said Companies into shares or stock of the amalgamated Company, and to secure the mortgage bonds or other debts of the said Companies; to authorize the said Companies, or either of them, or the amalgamated Company, to raise money by the creation of preference, guaranteed, or other shares or stock, and by mortgage, and to give any guaranteed or preference shares priority over existing guaranteed or preference shares; and to authorize the said Companies, or either of them, to enter into agreements for effecting all or any of the objects aforesaid, or for facilitating the interchange, transfer, transmission, and conveyance of traffic from, to, or over, their respective systems, and for maintaining, running over, using, and working their respective Railways and Works, or parts thereof, and for dividing between them the receipts and profits thereof; and to confirm any such agreements as may have been entered into, or may be entered into, prior to the passing of the said intended Act; and to confer

upon the said Companies full powers of every or any description to carry any such agreements as aforesaid into full and complete effect, and to annul, vary, or extinguish all agreements, powers, rights, and privileges which would in any manner prevent, impede, or interfere with the carrying into effect of the objects and purposes of the intended Act, and to confer other powers, rights, and privileges.

And it is proposed by the said Act to repeal, amend, enlarge, and consolidate all or some of the provisions of the several local and personal Acts of Parliament following, relating to the said Companies, or some of such Acts; that is to say, Acts relating to the Scottish North-Eastern Railway Company, namely, 8 and 9 Vict. cap. 153; 10 and 11 Vict. caps. 39 and 142; 11 and 12 Vict. cap. 67; 13 and 14 Vict. cap. 78; and 16 and 17 Vict. cap. 101, relating to the Aberdeen Railway Company; the 8 and 9 Vict. cap. 170; 9 and 10 Vict. cap. 75; 11 and 12 Vict. cap. 72; 16 and 17 Vict. cap. 82, relating to the Scottish Midland Junction Railway Company; the 19 and 20 Vict. cap. 134; 25 and 26 Vict. cap. 64; 26 and 27 Vict. cap. 231; 27 and 28 Vict. caps. 82, 83, 111, 115, and 173; 28 and 29 Vict. cap. 83, relating to the Scottish North-Eastern Railway Company; 6 Will. IV. cap. 32; 5 Vict. (Session 2) cap. 83; 9 and 10 Vict. cap. 133; 11 and 12 Vict. caps. 129 and 154; and the 14 and 15 Vict. cap. 63, relating to the Dundee and Arbroath Railway Company, now amalgamated with the Scottish North-Eastern Railway Company; the 9 and 10 Vict. cap. 78 and 133; the 6 and 7 Will. IV. cap. 34; the 3 and 4 Vict. cap. 14; the 11 and 12 Vict. cap. 54, relating to the Arbroath and Forfar Railway Company, Perth Almond Valley and Methven Railway Act, 1856; the Dundee Harbour Acts, 11 Geo. IV., and 1 William IV. cap. 119; 6 and 7 Will. IV. cap. 61; 6 and 7 Vict. cap. 83; and 19 Vict. cap. 11, and any other Acts relating to the Harbour of Dundee; and the Act 6 and 7 Vict. cap. 84, and the Acts therein recited, and any other Act or Acts relating to the Tay Ferries; and the several other Acts recited in such Acts, or any of them, and now in force, in relation to the Scottish North-Eastern Railway Company, or to any railway forming part of their system of railways. Acts relating to the North British Railway Company, namely, 14 and 15 Vict. cap. 55, and the provisions unrepealed of the Acts referred to in the Schedule of such Act, 16 and 17 Vict. cap. 152; 18 and 19 Vict. cap. 127; 19 and 20 Vict. cap. 98; 20 and 21 Vict. caps. 91, 124, and 129; 21 and 22 Vict. caps. 65, 109, and 145; 22 and 23 Vict. caps. 14, 24, 83, 85, and 96; 23 and 24 Vict. caps. 140, 145, 159, and 195; 24 and 25 Vict. caps. 102, 114, 131, 177, 186, 214, and 226; 25 and 26 Vict. caps. 47, 48, 49, 142, 145, 181, and 189; 26 and 27 Vict. caps. 194, 213, 223, and 226; 27 and 28 Vict. caps. 84, 100, and 292; 28 and 29 Vict. caps. 125, 152, 186, 202, 206, 213, 308, 309; and all other Acts, if any, relating to the North British Railway Company. Acts relating to the Edinburgh and Glasgow Railway Company, now amalgamated with the North British Railway Company, 57 Geo. III. cap. 56; 59 Geo. III. cap. 29; 1 and 2 Geo. IV. cap. 122; 4 Geo. IV. cap. 18; 7 Geo. IV. cap. 45; 4 and 5 Vict. cap. 59; 6 and 7 Vict. cap. 55; 8 and 9 Vict. cap. 148; 9 and 10 Vict. caps. 81, 202, 263, 332, and 377; 10 and 11 Vict. caps. 83, 245, and 246; 11 and 12 Vict. caps. 116, 118, 127, and 160; 12

and 13 Vict. caps. 39 and 86; 15 Vict. cap. 109; 16 and 17 Vict. cap. 151; 18 and 19 Vict. caps. 158 and 190; 19 and 20 Vict. caps. 98 and 106; 21 and 22 Vict. cap. 64; 24 and 25 Vict. caps. 84, 195, 198, and 248; 25 and 26 Vict. caps. 135 and 138; 26 and 27 Vict. caps. 187, 213, and 237; 27 and 28 Vict. caps. 81, 248, 271, 279, and 286; 28 and 29 Vict. caps. 200, 213, 217, 328; and all other Acts, if any, relating to the Edinburgh and Glasgow Railway Company. Acts relating to the Monkland Railways Company, now included in the undertaking of the North British Railway Company, namely, 9 and 10 Vict. cap. 107; 11 and 12 Vict. cap. 134; and the several Acts therein recited, so far as not repealed thereby; 14 and 15 Vict. cap. 62; 16 and 17 Vict. cap. 90; 20 and 21 Vict. cap. 78; 23 and 24 Vict. cap. 178; 28 and 29 Vict. cap. 201; and all other Acts, if any, relating to the Monkland Railways Company. Acts relating to the Caledonian Railway Company:—7 Geo. IV. cap. 103; 7 and 8 Geo. IV. cap. 88; 10 Geo. IV. cap. 107; 11 Geo. IV. caps. 62 and 125; 1 and 2 Will. IV. cap. 58; 4 Will. IV. cap. 41; 1 Vict. caps. 100, 116, and 118; 1 and 2 Vict. cap. 60; 2 and 3 Vict. cap. 58; 3 and 4 Vict. caps. 107 and 123; 4 Vict. caps. 5 and 11; 6 and 7 Vict. cap. 49; 7 and 8 Vict. caps. 87 and 98; 8 and 9 Vict. caps. 31, 160, 162, and 192; 9 Vict. cap. 60; 9 and 10 Vict. caps. 130, 142, 143, 188, 201, 206, 229, 249, 263, 314, 329, 334, 379, 395; 10 Vict. caps. 22, 23, and 24; 10 and 11 Vict. caps. 75, 82, 90, 95, 168, 169, 172, 183, 237, and 245; 11 and 12 Vict. caps. 73, 78, 84, 121, and 148; 12 and 13 Vict. caps. 67 and 90; 14 and 15 Vict. caps. 99 and 134; 16 and 17 Vict. cap. 149; 17 and 18 Vict. caps. 155, 156, and 184; 18 and 19 Vict. cap. 96; 20 and 21 Vict. caps. 123, and 128; 21 Vict. caps. 13 and 15; 21 and 22 Vict. cap. 66; 22 and 23 Vict. cap. 3; 23 Vict. caps. 83 and 97; 23 and 24 Vict. caps. 120, 144, and 198; 24 and 25 Vict. caps. 163, 166, 201, 202, 205, 228, and 229; 25 and 26 Vict. caps. 121, 136, 137, and 160; 26 Vict. caps. 10, 24, 25, 26, 38, and 47; 27 and 28 Vict. caps. 60, 132, 158, 250, and 271; 28 and 29 Vict. caps. 135, 136, 139, 161, 167, 202, 287, 288, 289, 290, 297; and all other Acts, if any, relating to the Caledonian Railway Company; Acts relating to the Scottish Central Railway Company, now amalgamated with the Caledonian Railway Company:—7 Geo. IV. cap. 101; 11 Geo. IV. cap. 60; 6 and 7 Will. IV. cap. 102; 8 and 9 Vict. cap. 157; 9 and 10 Vict. cap. 228; 10 and 11 Vict. caps. 89, 106; 11 and 12 Vict. caps. 52 and 154; 13 and 14 Vict. cap. 39; 18 Vict. cap. 56; 19 and 20 Vict. cap. 134; 21 Vict. cap. 43; 22 and 23 Vict. caps. 18 and 83; 25 Vict. cap. 35; 25 and 26 Vict. cap. 64; 26 and 27 Vict. caps. 149 and 223; 27 and 28 Vict. caps. 100, 214, 292; 28 and 29 Vict. caps. 133, 134, and 266, and all other Acts, if any, relating to the Scottish Central Railway Company, or to the Dundee and Perth and Aberdeen Railway Junction Company, incorporated therewith. Acts relating to the Forth and Clyde Junction Railway Company:—16 and 17 Vict. cap. 125; 20 and 21 Vict. cap. 34; and 24 and 25 Vict. cap. 230; and all other Acts, if any, relating to the Forth and Clyde Junction Railway Company. Acts relating to the Devon Valley Railway Company:—21 and 22 Vict. cap. 122; 24 and 25 Vict. cap. 200; 26 and 27 Vict. cap. 124; and all other Acts relating to the Devon Valley Railway Company. Acts relating to the Fife and Kinross Railway Com-

pany:—18 and 19 Vict. cap. 127; 20 and 21 Vict. cap. 129; 21 and 22 Vict. cap. 65; and 25 and 26 Vict. cap. 181. Acts relating to the Inverness and Perth Junction Railway Company:—24 and 25 Vict. cap. 186; 26 Vict. caps. 58 and 61; and 28 and 29 Vict. cap. 168; and all other Acts, if any, relating to the Inverness and Perth Junction Railway Company; and the Act 28 and 29 Vict. cap. 168, incorporating the Highland Railway Company, and all other Acts, if any, relating to the Highland Railway Company. Acts relating to the Company of Proprietors of the Forth and Clyde Navigation and the Monkland Canal:—10 Geo. III. cap. 105; 30 Geo. III. cap. 73; 53 Geo. III. cap. 75; 6 Will. IV. cap. 51; 4 and 5 Vict. caps. 54 and 55; 5 Vict. (Session 2) cap. 41; 6 and 7 Vict. cap. 63; 8 Vict. cap. 3; 8 and 9 Vict. cap. 148; 9 Vict. cap. 11; 9 and 10 Vict. caps. 147 and 384; 11 and 12 Vict. caps. 41 and 53; 13 and 14 Vict. cap. 27; 15 Vict. cap. 45; and 22 and 23 Vict. cap. 32; and all other Acts, if any, relating to such Navigation. Acts relating to the Trustees of the Queensferry Passage, viz., 49 Geo. III. cap. 83; 54 Geo. III. cap. 133; 11 Geo. IV. and 1 Will. IV. cap. 115; 11 and 12 Vict. cap. 44; and all other Acts relating to such Passage. Acts relating to the Trustees of the Lyde Navigation:—21 and 22 Vict. cap. 149; 27 and 28 Vict. cap. 248. The Acts relating to the City of Glasgow Union Railway Company:—27 and 28 Vict. cap. 286; and 28 and 29 Vict. cap. 247;—the Acts 16 and 17 Vict. cap. 119; and 23 and 24 Vict. cap. 134; 25 and 26 Vict. cap. 48; and all other Acts relating to the Port-Carlisle Dock and Railway Company. Acts relating to the Sillioth Bay Railway and Dock Company, viz., 16 and 17 Vict. cap. 118; 18 and 19 Vict. cap. 153; 23 and 24 Vict. cap. 134; and 25 and 26 Vict. caps. 45 and 47. The Leadburn, Linton, and Dolphinton Railway Act, 1862. The Esk Valley Railway Act, 1863. The Leslie Railway Act, 1857. The Alva Railway Act, 1861. The Berwickshire Railway Act, 1862. The Peebles Railway Act, 1853; and the Acts 20 and 21 Vict. cap. 14; and 24 and 25 Vict. cap. 114, relating to the Peebles Railway Company. The Saint Andrews Railway Act, 1851. The Act relating to the Glasgow Milngavie Junction Railway Company, 24 and 25 Vict. cap. 198. The Alyth Railway Act, 1858. The Act relating to the Crieff and Comrie Railway, 28 and 29 Vict. cap. 294. The Crieff and Methven Junction Railway Act, 1864. The Montrose and Bervie Railway Act, 1860. The Act relating to the Blane Valley Railway Company, 24 and 25 Vict. cap. 248; 28 and 29 Vict. cap. 356. Acts relating to the Perth General Railway Station, 28 and 29 Vict. caps. 252 and 253. Acts relating to the Great North of Scotland Railway Company, 9 and 10 Vict. cap. 103, 134, 135; 14 and 15 Vict. cap. 75; 17 and 18 Vict. cap. 187; 18 and 19 Vict. cap. 28; 19 and 20 Vict. cap. 40; 21 and 22 Vict. cap. 45; 22 and 23 Vict. cap. 8; 24 and 25 Vict. cap. 153; 25 and 26 Vict. caps. 62 and 69; 26 and 27 Vict. cap. 164; 27 and 28 Vict. caps. 26 and 111; and all other Acts, if any, relating to the Great North of Scotland Railway Company: Acts relating to the Deeside Railway Company:—9 and 10 Vict. cap. 158; 15 and 16 Vict. cap. 61; 20 and 21 Vict. cap. 49; 25 and 26 Vict. cap. 88; 28 and 29 Vict. cap. 279; and the several other Acts recited in such Acts, or any of them, and now in force; and any other Act or Acts, in relation to the North British

Railway Company, or to any Railway forming part of their system of Railways, or to any Company or body who or whose property and interests may be affected by the provisions of the said proposed Act.

And Notice is further given, that printed copies of the Bill for the proposed Act will be deposited, on or before the 23d day of December next, in the Private Bill Office of the House of Commons.

Dated this 11th day of November 1865.

ADAM JOHNSTONE,
Edinburgh,
Solicitor for the Bill.

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

ESK VALLEY RAILWAY.

(Lease to North British Railway Company; Interim Arrangement; Provisions as to Mortgage Debt and Powers; Capital, etc.; Amendment of Acts.)

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

To transfer to and vest in the North British Railway Company (hereinafter called 'The Company') by way of Lease in perpetuity, or for a term of years, the Railway and Works, and whole undertaking of the Esk Valley Railway Company (herein called the Esk Valley Company), with all the property, means, and effects of the Esk Valley Company, and all their rights, powers, and privileges, of whatsoever kind; or otherwise, to enable the Esk Valley Company to grant, and the Company to accept, a Lease in perpetuity, or for a term of years, of the said undertaking and estate, whole property, rights, powers, and privileges aforesaid; and that from and after such period, and upon such terms and conditions as to rent, interest, or other annual payment, and upon such other terms and conditions, and subject to such covenants, stipulations, and provisions as have been already, or may hereafter be agreed upon, between the said Companies, or as shall be specified in the said Act:

To provide for the completion, by the Esk Valley Company, of the authorized Railway and Works of the Esk Valley Railway; and for the carrying into effect of an interim arrangement between the two Companies, until the Lease shall take effect, and also with respect to the mortgaging powers and mortgages of the Esk Valley Company; and to authorize the Company to have, and exercise such powers, or otherwise to guarantee interest on mortgages of the Esk Valley Company; and to authorize the said Companies, or either of them, to raise further Capital, by the creation of new ordinary, guaranteed, or preference shares or stock in their Undertaking, or by mortgage, cash credit, or otherwise; and to provide for the payment of the rent, interest, or other annual sum or sums to be by such Lease secured to the Esk Valley Company; to impose on the Company, or otherwise to provide for the payment of the public and local burdens, assessments, rates, taxes, and duties affecting or chargeable against the Esk Valley Company, in respect of the said Railway and Works; and also to impose on the Company the maintenance and repair of the said Esk Valley Railway.

And it is intended by said Act to confirm any agreement entered into, or to be entered into, between the Company and the Esk Valley Company, for the lease of the undertaking of the Esk Valley Railway, and for enabling the said Companies, subject to such alterations as Parliament may require, to give effect to and perform their several and respective contracts, agreements, or arrangements in reference to such lease.

And it is intended by the said Act to authorize the said Companies, or either of them, to alter existing tolls, rates, duties, and charges; to levy new tolls, rates, duties, and charges; and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges; and to repeal, vary, or extinguish all rights, privileges, and exemptions which can in any manner interfere with the objects of said Act; and to confer, vary, or extinguish other rights and privileges.

And also to repeal, alter and amend, extend and enlarge, for the foresaid and other purposes, all or any of the provisions of the following local and personal Acts of Parliament; that is to say, The Esk Valley Railway Act, 1863, and any other Acts (if any) relating to the Esk Valley Railway Company; Acts relating to the North British Railway Company, namely, 14 and 15 Vict. cap. 55, and the provisions unrepealed of the Acts referred to in the Schedule of such Act; 16 and 17 Vict. cap. 152; 18 and 19 Vict. cap. 127; 19 and 20 Vict. cap. 98; 20 and 21 Vict. caps. 91, 124, and 129; 21 and 22 Vict. caps. 65, 109, and 145; 22 and 23 Vict. caps. 14, 24, 83, 85, and 96; 23 and 24 Vict. caps. 140, 145, 159, and 195; 24 and 25 Vict. caps. 102, 114, 131, 177, 186, 214, and 226; 25 and 26 Vict. caps. 47, 48, 49, 142, 145, 181, and 189; 26 and 27 Vict. caps. 194, 213, 223, and 226; 27 and 28 Vict. caps. 84, 100, and 292; 28 and 29 Vict. caps. 125, 152, 186, 202, 206, 213, 308, and 309; and all other Acts (if any) relating to the North British Railway Company. Acts relating to the Edinburgh and Glasgow Railway Company, now amalgamated with the North British Railway Company, 57 Geo. III. cap. 56; 59 Geo. III. cap. 29; 1 and 2 Geo. IV. cap. 122; 4 Geo. IV. cap. 18; 7 Geo. IV. cap. 45; 4 and 5 Vict. cap. 59; 6 and 7 Vict. cap. 55; 8 and 9 Vict. cap. 148; 9 and 10 Vict. caps. 81, 202, 263, 332, and 377; 10 and 11 Vict. caps. 83, 245, and 246; 11 and 12 Vict. caps. 116, 118, 127, and 160; 12 and 13 Vict. caps. 39 and 86; 15 Vict. cap. 109; 16 and 17 Vict. cap. 151; 18 and 19 Vict. caps. 158 and 190; 19 and 20 Vict. caps. 98 and 106; 21 and 22 Vict. cap. 64; 24 and 25 Vict. caps. 84, 195, 198, and 248; 25 and 26 Vict. caps. 135 and 138; 26 and 27 Vict. caps. 187, 213, and 237; 27 and 28 Vict. caps. 81, 248, 271, 279, and 286; 28 and 29 Vict. caps. 200, 213, 217, 308, and 328; and all other Acts (if any) relating to the Edinburgh and Glasgow Railway Company. Acts relating to the Monkland Railways Company, now included in the Undertaking of the North British Railway Company, viz.:—9 and 10 Vict. cap. 107; 11 and 12 Vict. cap. 134; and the several Acts therein recited, so far as not repealed thereby; 14 and 15 Vict. cap. 62; 16 and 17 Vict. cap. 90; 20 and 21 Vict. cap. 78; 23 and 24 Vict. cap. 178; 28 and 29 Vict. cap. 201; and all other Acts (if any) relating to the Monkland Railways Company. The Acts relating to the City of Glasgow Union Railway Company:—27 and 28 Vict. cap. 286; and 28 and 29 Vict. cap. 247. The Acts 16 and 17 Vict. cap. 119; and 23 and 24 Vict.

cap. 134; 25 and 26 Vict. cap. 48, and all other Acts relating to the Port-Carlisle Dock and Railway Company. Acts relating to the Silloth Bay Railway and Dock Company, viz., 16 and 17 Vict. cap. 118; 18 and 19 Vict. cap. 153; 23 and 24 Vict. cap. 134; and 25 and 26 Vict. caps. 45 and 47. The Leadburn, Linton, and Dolphinton Railway Act, 1862. The Berwickshire Railway Act, 1862. The Peebles Railway Act, 1853; and the Acts 20 and 21 Vict. cap. 14; and 24 and 25 Vict. cap. 114, relating to the Peebles Railway Company. The Act relating to the Glasgow Milngavie Junction Railway Company, 24 and 25 Vict. cap. 198. The Acts relating to the Blane Valley Railway Company, 24 and 25 Vict. cap. 248; 28 and 29 Vict. cap. 356. Acts relating to the Perth General Railway Station, 28 and 29 Vict. caps. 252 and 253, and the several other Acts recited in such Acts, or any of them, and now in force; and any other Act or Acts in relation to the North British Railway Company, or to any Railway forming part of their system of Railways, or to any Company or body who or whose property and interests may be affected by the provisions of the said proposed Act.

And Notice is also given that printed Copies of the said Act or Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons, on or before the 23d day of December next.

Dated this 11th day of November, Eighteen hundred and sixty-five.

ADAM JOHNSTONE, Edinburgh,
Solicitor for the Bill

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

NORTH BRITISH (TAY BRIDGE) RAILWAY.

(Railways to connect the North British Railway with Dundee and with other Railways terminating there; Arrangements with the Caledonian and Scottish North-Eastern Railway Companies; Powers to these Companies, and to the Great Northern, North-Eastern, Midland, and London and North-Western Railway Companies, to subscribe and to raise money; Arrangements with the Corporation and Harbour Trustees of Dundee; Additional Capital; Amendment of Acts, and other purposes.)

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

To enable the Company to make and maintain the Railways and Works following, or some or one of them, with all proper Conveniences, Approaches, Bridges, Viaducts, Stations, Depots, Roads of Access, and other works connected therewith; that is to say—

A Railway (to be called "Railway No. 1"), commencing by a junction in the Parish of Leuchars and County of Fife, with the North British (late Edinburgh, Perth, and Dundee) Railway, at a point on the said line 813 yards, or thereabouts, south westward, measuring along the said Railway from the centre of the public road level crossing of said Railway at Leuchars Station, and terminating

in the Parish of Dundee and County of Forfar, or in the bed or soil of the River or Firth of Tay, adjoining the said Parish of Dundee, at a point 514 yards, or thereabouts, south-westward from the north-west corner of the Craig Pier House, at Ferry Harbour Dundee, and nine yards, or thereabouts, southward from the cope of the sea-wall of the Caledonian Railway, late Dundee and Perth and Aberdeen Railway Junction (at which point of termination it is proposed to form a Junction with Railway No. 2, hereinafter described); and which intended Railway will pass from, in, through, or into the following Parishes, Royal Burgh, Extra-Parochial and other places, or some of them, viz., the Parishes of Leuchars, Forgan, Logie, and Kilmany, all in the County of Fife; the Parish of Dundee and the United Parish of Liff, Logie, Benvie, and Invergowrie, and the Royal Burgh of Dundee, in the County of Forfar; and the bed or soil of the River or Firth of Tay, lying between the said Parish of Forgan, in the County of Fife, on the one side, and the said Parish of Dundee and the said United Parish of Liff, Logie, Benvie, and Invergowrie, both in the County of Forfar, on the other side.

A Railway (hereinafter called Railway No. 2), commencing by a Junction with the Caledonian Railway (late Dundee, Perth, and Aberdeen Railway Junction), in the United Parish of Liff, Logie, Benvie, and Invergowrie, and County of Forfar, or in the bed or soil of the River or Firth of Tay, adjoining the said United Parish, at a point 24 yards, or thereabouts, westward from the Railway Signalman's Box at or near Buckingham Point, otherwise and commonly called Magdalene Yard Point, in the said United Parish and County, and terminating, in the Parish of Dundee and County of Forfar, in a field or piece of ground belonging to Petrie's Mortification, at a point at, or adjoining, the eastern boundary thereof, 7 yards, or thereabouts, northwards from the north side of East Dock Street, measuring along the line of the boundary wall, which divides the said field or piece of ground from the property of Christopher Kerr; and which intended Railway will pass from, in, through, or into the following Parishes, Extra-Parochial and other Places, and Royal Burgh, or some of them, viz., the United Parish of Liff, Logie, Benvie, and Invergowrie, the Parish of Dundee, and the Royal Burgh of Dundee, all in the County of Forfar, and the bed or soil of the River or Firth of Tay, adjoining the said Parishes and Royal Burgh.

A Railway (hereinafter called Railway No. 3), commencing in the said Parish of Dundee, and County of Forfar, at the point above described, as the termination of Railway No. 2 (at which point it is proposed to form a junction therewith), and terminating by a Junction with the Scottish North-Eastern (late Dundee and Arbroath) Railway, in the Parish of Dundee and County of Forfar, at a point on the said last-mentioned Railway, 189 yards, or thereabouts, eastward from the mile post on said Railway indicating one and a quarter mile from Dundee, and fifteen and one-half miles from Arbroath, measuring

along the last-mentioned Railway; and which intended Railway will pass from, in, through, or into the Parish of Dundee and the Royal Burgh of Dundee, both in the County of Forfar.

A Railway (hereinafter called Railway No. 4), commencing in the said Parish of Dundee and County of Forfar, at the point before described as the termination of Railway No. 2, and the commencement of Railway No. 3 (at which point it is proposed to form a junction with Railway No. 3), and terminating in the Parish of Dundee aforesaid within a piece of ground belonging to, or held for behoof of the Company, and the Scottish North-Eastern Railway Company, at a point 21 yards, or thereabouts, northward from the north side of East Dock Street, and 63 yards, or thereabouts, south-westward from the south-west corner of the Caledonian Linseed Mills; and which Railway will be situated wholly within the Parish of Dundee, and in the Royal Burgh of Dundee, and the County of Forfar.

And Notice is Hereby also Given, that provision will be made in the intended Act for the following among other powers and purposes, or some of them: That is to say,—

In constructing the said intended Railways and Works, to deviate laterally from the line or lines delineated on the Plan to be deposited as after-mentioned, to such extent as will be defined thereon, and to deviate vertically from the levels shown on the Section to be deposited as after-mentioned to such extent as will be provided in the said Act:

To cross, alter, divert, and stop up, and to alter the lines, levels, and inclinations of such highways, turnpike, and other roads, railways, bridges, streets, paths, passages, rivers, canals, navigations, brooks, streams, firths, or estuaries, sewers, waters, water-courses, gas, drainage, and water-pipes, and other works, as may be necessary or expedient for the purpose of making, maintaining, and working the said Railways and Works, or any part thereof: And powers will be taken, in particular, to stop up the road or way known as Peep o' Day Lane, which is wholly situated in the said Parish and Royal Burgh of Dundee and County of Forfar, and to appropriate the site thereof to the purposes of the Company:

To alter and divert so much of East Dock Street, all in the Parish of Dundee and County of Forfar, and wholly or partly in the Royal Burgh of Dundee, as extends between its junction with Trades Lane, and a point on the said street 83 yards or thereby north-eastward of the north-east corner of Camperdown Dock, as shown on the Plan to be deposited as after-mentioned, and to construct a new or substituted street, between the same points, immediately to the north of the dock, quays, and railway; and to stop up and appropriate to the purposes of the undertaking so much of the site of the portion of East Dock Street, so to be altered and diverted, as may not be required in the formation of such new or substituted street: And also to divert so much of East Dock Street aforesaid, as is situate between its eastern extremity, and a point thereon opposite to the point hereinbefore described as the termination of Railway No. 2, in the manner, and to the extent shown on the said Plan.

To acquire, by compulsory purchase, agreement, or otherwise, all such lands, houses, and other

heritages and property as may be necessary or convenient for the purposes of the said Railways and other Works, or any of them.

And in particular, to take by compulsory purchase or otherwise the station and whole lands and works therewith connected in the Parish and Royal Burgh of Dundee and County of Forfar, belonging to the Scottish North-Eastern Railway Company, situated to the westward of the level crossing of the Dock or Harbour Railway, opposite Peep o' Day Lane, and between East Dock Street aforesaid, and the property of the Dundee Harbour Trustees, and also to make provision upon the line of the Railways Nos. 2, 3, and 4, or some or one of them, and at the Stations and Depots to be therewith connected, for the traffic of the Scottish North-Eastern Railway, now accommodated at the Station proposed to be appropriated.

And provision will be made in the said Act to compel the Dundee Gas-Light Company, and the Dundee New Gas-Light Company, to sell or convey to the Company such part or parts only of their lands or works respectively, as shall be required for the purposes of the undertaking, and to accept compensation for such part or parts of their lands respectively in money, or in the option of the said Companies, or either of them, by the substitution of other lands for such part or parts of their lands so to be taken, or partly in money and partly by the substitution of lands; and so far as relates to the lands of the said Gas Companies, it is proposed by the said Act to repeal the 90th Section of the Lands Clauses Consolidation (Scotland) Act, 1845.

To vary or extinguish all existing rights and privileges connected with the lands, houses, and other heritages and property to be acquired for the purposes of the said Railways and Works, and all other rights and privileges which would in any manner impede or interfere with the construction, maintenance, or use of the said Railways and Works, and to confer other rights and privileges in relation to all the matters aforesaid :

To enable the Caledonian Railway Company, and the Scottish North-Eastern Railway Company, hereinafter called the 'Two Companies,' or either of them, to acquire a joint-interest with the Company in Railway No. 2 and Railway No. 3, and Works connected therewith; or to use such Railways jointly with the Company upon payment to the Company of a sum in gross, or an annual payment fixed or contingent; and to carry into effect any contract or agreement made or to be made in relation to all or any of such objects :

To enable the Company and the said two Companies, or either of them, to enter into and carry into effect such agreements as they may think fit, in reference to the construction and maintenance, and the working, management, running over, and use, by the said two Companies, or either of them, for any term or terms of years, or in perpetuity, of Railway No. 2 and Railway No. 3, and Works connected therewith; and the regulation, management, interchange, working, and direction of the traffic upon or over Railway No. 2 and Railway No. 3, and relative Works, and the Railways or Railway of the said two Companies or either of them, parties or party to any such agreements; and for the use on and over the Railway No. 2 and Railway No. 3, of the engines, carriages, trucks, and waggons of the said two Companies or either of them who may be parties or party to any such agreements; and for the payment, and also

the fixing, division, or apportionment of the tolls, rates, and charges received in respect of such traffic; and of the cost and expenses of such working, management, use and maintenance, or for or in respect of such annual or other payments, and for such other considerations as may be agreed upon; or otherwise to authorize the Company and the said two Companies, or either of them, jointly to construct the Railway No. 2, and Railway No. 3, and Works therewith connected; and to confer upon the two Companies, or either of them, and the Company, as the case may be, all the powers and authorities granted by the said Act for making and maintaining the said Railway No. 2 and Railway No. 3, and relative Works, and otherwise carrying the provisions of the Act in respect thereof into effect; and to make such provisions as may be proper or convenient by the appointment of Joint-Committees, or otherwise, for the exercise of all powers conferred upon the Companies jointly; and to authorize the said Companies to enter into agreements with one another with respect to the several matters aforesaid, or any of them, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act :

To authorize the two Companies, or either of them, for the purposes before-mentioned, to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock such preference or priorities in the payment of dividend as may be provided for by said Act :

To enable the Company, and the Scottish North-Eastern Railway Company, to enter into arrangements and agreements for the joint construction and use of the Railway No. 3 and Railway No. 4, or either of them, and the Stations, Depots, and Conveniences, connected therewith, and for the fixing and apportionment of the tolls, rates, and charges leviable in respect of the traffic passing over, or using the same, and in respect of all other matters connected with, or incident to, the joint use of such Railways and Works; or otherwise, to enable the said last-mentioned Companies jointly to construct and use the said Railway No. 3, and Railway No. 4, or either of them, and relative Works, and to exercise jointly all the powers conferred by the Act in relation thereto; and to authorize the Scottish North-Eastern Railway Company, for such purposes, or any of them, to apply their existing and unexpended capital, or to raise additional capital by the creation of ordinary, preference, or guaranteed shares or stock, and by mortgage or otherwise :

To enable the Great Northern Railway Company, the North-Eastern Railway Company, the Midland Railway Company, and the London and North-Western Railway Company, or any one or more of them, by themselves or others on their behalf, to take and hold shares in, and subscribe towards the whole intended undertaking before described, or any part or parts thereof respectively; and, for such purposes, to raise additional capital by the creation of new shares or stock in their respective undertakings, with or without preference, priority, or guarantee in payment of interest or dividend, or other privileges, and by borrowing on mortgage or bond :

To enable the Company, and the several other Railway Companies hereinbefore named, and any one or more of them respectively, to enter into agreements with respect to all or any of the objects hereinbefore mentioned, and to confirm any agreements made, or to be made, as to any of the matters aforesaid :

To levy tolls, rates, and duties on, and for the use of, the said Railways and Works, and for the conveyance of passengers, animals, goods, minerals, and other traffic thereon; to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges:

To authorize the Company, for the purposes aforesaid, or any of them, to apply any capital or funds now or hereafter belonging to them, or under the control of their Directors, and to raise additional capital by the creation of new shares or stock in their undertaking, either with or without guarantee, preference, or priority of payment of interest or dividend, and by borrowing on mortgage and bond, or by all or any of these means, and to fund or issue debenture stock in lieu of the amount so borrowed, or authorized to be borrowed:

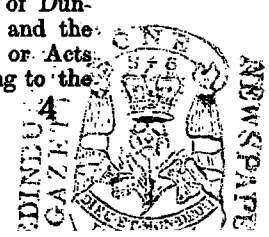
To enter into and carry into execution with the Trustees of the Harbour of Dundee, the Magistrates and Town-Council of the Royal Burgh of Dundee, the Commissioners of Police of the Burgh of Dundee, and any other Corporation, Company, Commissioners, Road, Bridge, or Ferry Trustees, Harbour Trustees, or other bodies or persons, such arrangements or agreements as may be expedient or proper for, or in relation to the making, maintaining, or working the said Railway and Works, or for the use of the same, and to confirm any agreements which have been or may be entered into with any of the said Corporations or persons, with reference to the objects of the said Act, or any of them.

To incorporate with the intended Act, all or some of the provisions of "The Lands Clauses Consolidation (Scotland) Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation (Scotland) Act, 1845;" "The Railways Clauses Act, 1863;" "The Companies Clauses Consolidation (Scotland) Act, 1845;" "The Companies Clauses Act, 1863;" and "The Railway Companies Powers Act, 1864."

And it is proposed, so far as may be necessary for the purposes aforesaid, to alter, amend, extend, and enlarge, or to repeal, all or any of the powers and provisions of the several Acts, local and personal, following, or some of them, (that is to say):—

Acts relating to the North British Railway Company:—14 and 15 Vict. cap. 55; and the provisions unrepealed of the Acts referred to in the Schedule of the last-mentioned Act; 16 and 17 Vict. cap. 152; 18 and 19 Vict. cap. 127; 19 and 20 Vict. cap. 98; 20 and 21 Vict. caps. 91, 124, and 129; 21 and 22 Vict. caps. 65, 109, and 145; 22 and 23 Vict. caps. 14, 24, 83, 85, and 96; 23 and 24 Vict. caps. 140, 145, 159, and 195; 24 and 25 Vict. caps. 102, 114, 131, 177, 186, 214, and 226; 25 and 26 Vict. caps. 47, 48, 49, 142, 145, 181, and 189; 26 and 27 Vict. caps. 194, 213, 223, and 226; 27 and 28 Vict. caps. 84, 100, and 292; 28 and 29 Vict. caps. 125, 152, 186, 202, 206, 213, 252, 253, 308, and 309; as also 57 Geo. III. cap. 56; 59 Geo. III. cap. 29; 1 and 2 Geo. IV. cap. 122; 4 Geo. IV. cap. 18; 7 Geo. IV. cap. 45; 4 and 5 Vict. cap. 59; 6 and 7 Vict. cap. 55; 8 and 9 Vict. cap. 148; 9 and 10 Vict. caps. 81, 202, 263, 332, and 377; 10 and 11 Vict. caps. 83, 245, and 246; 11 and 12 Vict. caps. 116, 118, 127, and 160; 12 and 13 Vict. caps. 39 and 86; 15 Vict. cap. 109; 16 and 17 Vict.

cap. 151; 18 and 19 Vict. caps. 158 and 190; 19 and 20 Vict. caps. 98 and 106; 21 and 22 Vict. cap. 64; 24 and 25 Vict. caps. 84, 195, 198, and 248; 25 and 26 Vict. caps. 135 and 138; 26 and 27 Vict. caps. 187, 213, and 237; 27 and 28 Vict. caps. 81, 248, 271, 279, and 286; 28 and 29 Vict. caps. 200, 217, and 328; 9 and 10 Vict. cap. 107; 11 and 12 Vict. cap. 134; 14 and 15 Vict. cap. 62; 16 and 17 Vict. cap. 90; 20 and 21 Vict. cap. 78; 23 and 24 Vict. cap. 178; 28 and 29 Vict. cap. 201, and all other Acts, if any, relating to the North British Railway Company. Acts relating to the Caledonian Railway Company:—7 Geo. IV. cap. 103; 7 and 8 Geo. IV. cap. 88; 10 Geo. IV. cap. 107; 11 Geo. IV. caps. 62 and 125; 1 and 2 Will. IV. cap. 58; 4 Will. IV. cap. 41; 1 Vict. caps. 100, 116, and 118; 1 and 2 Vict. cap. 60; 2 and 3 Vict. cap. 58; 3 and 4 Vict. caps. 107 and 123; 4 Vict. caps. 5 and 11; 6 and 7 Vict. cap. 49; 7 and 8 Vict. caps. 87 and 98; 8 and 9 Vict. caps. 31, 160, 162, and 192; 9 Vict. cap. 60; 9 and 10 Vict. caps. 130, 142, 143, 188, 201, 206, 229, 249, 263, 314, 329, 334, 379, and 395; 10 Vict. caps. 22, 23, and 24; 10 and 11 Vict. caps. 75, 82, 90, 95, 168, 169, 172, 183, 237, and 245; 11 and 12 Vict. caps. 73, 78, 84, 121, and 148; 12 and 13 Vict. caps. 67 and 90; 14 and 15 Vict. caps. 99 and 134; 16 and 17 Vict. cap. 149; 17 and 18 Vict. caps. 155, 156, and 184; 18 and 19 Vict. cap. 96; 20 and 21 Vict. caps. 123 and 128; 21 Vict. caps. 13 and 15; and 22 Vict. cap. 66; 22 and 23 Vict. cap. 3; 23 Vict. caps. 83 and 97; 23 and 24 Vict. caps. 120, 144, and 198; 24 and 25 Vict. caps. 163, 166, 201, 202, 205, 228, and 229; 25 and 26 Vict. caps. 121, 136, 137, and 160; 26 Vict. caps. 10, 24, 25, 26, 38, and 47; 27 and 28 Vict. caps. 60, 132, 158, 250, and 271; 28 and 29 Vict. caps. 135, 136, 139, 161, 167, 202, 287, 288, 289, 290, and 297; as also 7 Geo. IV. cap. 101; 11 Geo. IV. cap. 60; 6 and 7 Will. IV. cap. 102; 8 and 9 Vict. cap. 157; 9 and 10 Vict. cap. 228; 10 and 11 Vict. caps. 89 and 106; 11 and 12 Vict. caps. 52 and 154; 13 and 14 Vict. cap. 39; 18 Vict. cap. 56; 19 and 20 Vict. cap. 134; 21 Vict. cap. 43; 22 and 23 Vict. caps. 18 and 83; 25 Vict. cap. 35; 25 and 26 Vict. cap. 64; 26 and 27 Vict. caps. 149 and 223; 27 and 28 Vict. caps. 100, 214, 292; 28 and 29 Vict. caps. 133, 134, and 266; and all other Acts (if any) relating to the Caledonian Railway Company, or to the Dundee and Perth and Aberdeen Railway Junction Company. Acts relating to the Scottish North-Eastern Railway Company:—8 and 9 Vict. cap. 153; 10 and 11 Vict. caps. 39 and 142; 11 and 12 Vict. cap. 67; 13 and 14 Vict. cap. 78; 16 and 17 Vict. cap. 101; 28 and 29 Vict. cap. 83; as also the 8 and 9 Vict. cap. 170; 9 and 10 Vict. cap. 75; 11 and 12 Vict. cap. 72; 16 and 17 Vict. cap. 82; as also the 19 and 20 Vict. cap. 134; 25 and 26 Vict. cap. 64; 26 and 27 Vict. cap. 231; 27 and 28 Vict. caps. 82, 83, 111, 115, and 173; as also 6 Will. IV. cap. 32; 5 Vict. (Session 2), cap. 83; 9 and 10 Vict. cap. 133; 11 and 12 Vict. caps. 129 and 154; and the 14 and 15 Vict. cap. 63; and any other Acts relating to the Scottish North-Eastern Railway Company. The Dundee Harbour Acts:—11 Geo. IV., and 1 Will. IV. cap. 119; 6 and 7 Will. IV. cap. 61; 6 and 7 Vict. cap. 83; and 19 Vict. cap. 11, and any other Acts relating to the Harbour of Dundee; and the Act 6 and 7 Vict. cap. 84, and the Acts therein recited, and any other Act or Acts relating to the Tay Ferries. Acts relating to the



Dundee Water Company:—8 and 9 Vict. cap. 137; 16 and 17 Vict. cap. 50; and 25 Vict. cap. 43. The Act 11 Geo. IV. cap. 36, relating to the Dundee Gas Light Company. The Act 9 Vict. cap. 50, relating to the Dundee New Gas Light Company. The Act 28 and 29 Vict. cap. 60; and the Act 13 and 14 Vict. cap. 33. Acts relating to the Midland Railway Company:—Acts 7 and 8 Vict. caps. 18 and 59; 8 and 9 Vict. caps. 38, 49, 56, 90, and 181; 9 and 10 Vict. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict. caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict. caps. 21, 88, and 131; 14 and 15 Vict. caps. 57, 88, and 113; 16 Vict. cap. 33; 16 and 17 Vict. cap. 108; 19 and 20 Vict. cap. 54; 22 and 23 Vict. caps. 40, 130, and 136; 23 and 24 Vict. caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict. caps. 57, 106, and 139; 25 and 26 Vict. caps. 81, 90, 91, and 173; 26 and 27 Vict. caps. 74, 82, 182, and 183; 27 and 28 Vict. caps. 164, 230, 231, and 245; 28 and 29 Vict. caps. 98, 178, 292, 327, 335; and any other Acts relating to the Midland Railway Company. Acts relating to the London and North-Western Railway Company:—8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156, and 198; 9 Vict. cap. 67; 9 and 10 Vict. caps. 80, 82, 152, 182, 184, 192, 193, 204, 231, 232, 233, 244, 248, 259, 261, 262, 269, 300, 309, 322, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 10 and 11 Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11 and 12 Vict. caps. 58, 60, and 130; 12 and 13 Vict. cap. 74; 13 and 14 Vict. cap. 36; 14 Vict. cap. 28; 14 and 15 Vict. cap. 94; 15 Vict. caps. 98 and 105; 16 and 17 Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17 and 18 Vict. caps. 201 and 204; 18 and 19 Vict. caps. 172 and 194; 19 and 20 Vict. caps. 52, 69, and 123; 20 and 21 Vict. caps. 64, 98, and 108; 21 and 22 Vict. caps. 130 and 131; 22 and 23 Vict. caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict. caps. 77 and 79; 24 and 25 Vict. caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vict. caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vict. caps. 5, 108, 152, 177, 208, and 217; 27 and 28 Vict. caps. 62, 194, 196, 200, 220, 226, 263, 273, 288, 296, and 309; 28 and 29 Vict. caps. 316, 333, 334; and all other Acts, if any, relating to the London and North-Western Railway Company. Acts relating to the North-Eastern Railway Company:—6 Will. IV. cap. 81; 1 Vict. cap. 68; 4 Vict. cap. 7; 5 Vict. (Session 2) cap. 80; 6 Vict. cap. 8; 7 Vict. caps. 21 and 27; 7 and 8 Vict. cap. 61; 8 and 9 Vict. caps. 34, 57, 58, 84, 92, 104, and 163; 9 Vict. caps. 58, 59, 65, and 66; 9 and 10 Vict. caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330; 10 and 11 Vict. caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11 and 12 Vict. caps. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vict. caps. 27, 58, and 60; 13 and 14 Vict. caps. 38 and 53; 14 Vict. cap. 39; 14 and 15 Vict. caps. 47, 84, and 85; 15 Vict. caps. 36, 37, 57, 96, and 114; 15 and 16 Vict. cap. 127; 16 and 17 Vict. caps. 109 and 136; 17 Vict. cap. 73; 17 and 18 Vict. caps. 164 and 211; 20 and 21 Vict. caps. 19, 33, and 46; 21 and 22 Vict. cap. 134; 22 and 23 Vict. caps. 10, 91, and 100; 24 and 25 Vict. caps. 135 and 141; 25 and 26 Vict. caps. 85, 120, 145, 146, and 154; 26 and 27 Vict. caps. 122, 221, and 238; and 28 and 29 Vict. caps. 61, 87, 91, 111, 244, 251; the North-Eastern and Stockton and Darlington Railway Companies Amalgamation Act 1863, and the several Acts, in such Acts respectively, or any of them, recited

or referred to, and any other Acts relating to the North Eastern Railway Company. Acts relating to the Great Northern Railway Company:—9 and 10 Vict. caps. 71 and 88; 10 and 11 Vict. caps. 113, 125, 143, 146, 148, 272, 286, and 287; 11 and 12 Vict. caps. 62, 71, and 114; 12 and 13 Vict. cap. 61; 14 and 15 Vict. caps. 45 and 114; 16 and 17 Vict. cap. 60; 18 and 19 Vict. cap. 124; 20 and 21 Vict. cap. 113; 22 Vict. cap. 55; 23 and 24 Vict. cap. 168; 24 and 25 Vict. cap. 70; 25 and 26 Vict. cap. 1; 26 and 27 Vict. caps. 103, 191, and 147; 28 and 29 Vict. caps. 105, 182, 216, 275, 292, 327, 331; and all the other Acts relating to the Great Northern Railway Company.

And Notice is Hereby also Given, that a Plan and Section, in duplicate, of the intended Railways and Works, and of the Lands to be taken under the compulsory powers of the said Act; a Book of Reference to the Plan, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands; and a published Map, with the lines of Railway delineated thereon, showing their general course and direction; and a copy of this Notice will, on or before the 30th day of November 1865, be deposited for public inspection as follows:—

That is to say, At the Offices at Cupar and Dunfermline of the principal Sheriff-Clerk of the County of Fife, and at the Offices at Dundee and Forfar of the principal Sheriff-Clerk of the County of Forfar; and a copy of so much of the said Plan, Section, and Book of Reference as relates to each of the several Parishes, Extra-Parochial Places, and Royal Burgh before specified, together with a copy of this Notice, will, on or before the said 30th day of November, be deposited, in the case of a Parish, with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of such Parish; or in the case of an Extra-Parochial place, with the Schoolmaster, or if there no Schoolmaster, with the Session-Clerk of some Parish immediately adjoining thereto, and in each case at the usual place of abode of such Schoolmaster or Session-Clerk; and so far as relates to the Royal Burgh of Dundee, with the Town-Clerk of the said Royal Burgh, at his Office in the Town of Dundee.

And Notice is hereby also given, that 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 11th day of November 1865.

ADAM JOHNSTONE, Edinburgh,
Solicitor for the North British
Railway Company.

PATTULLO & THORNTON,
Solicitors, Dundee.

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

NORTH BRITISH AND LEADBURN, LINTON AND DOLPHINTON RAILWAY COMPANIES.

(Amalgamation of the North British, and the Leadburn, Linton, and Dolphinton Railway Companies; Sale and Purchase or Lease of the Leadburn, Linton, and Dolphinton Railway to the North British Railway Company; Running Powers, etc.; Powers to the Companies to enter into Agreements; 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

amalgamate, or authorize the amalgamation, of the Leadburn, Linton, and Dolphinton Railway Company with the North British Railway Company, or to vest in the North British Railway Company, by sale and purchase or lease, all the undertaking, railways, stations, plant, rolling stock, property, powers, rights, and privileges of every description, of the Leadburn, Linton, and Dolphinton Railway Company; or otherwise to enable the Leadburn, Linton, and Dolphinton Railway Company to sell or grant on lease, and the North British Railway Company to purchase or take in lease, the aforesaid whole undertaking; and, in any case, upon such terms and conditions as may be set forth in, or provided for in, the said Bill.

And in the said Bill power will be taken to the North British Railway Company to work, use, and run over the undertaking of the Leadburn, Linton, and Dolphinton Railway Company, as part of the undertaking of the North British Railway Company, or otherwise, on such terms and conditions as may be specified in the said Bill, or as Parliament shall authorize.

And to take powers to the said Companies, or either of them, or to the amalgamated Company, to levy tolls, rates, duties, and charges, and to vary or alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and other rights and privileges upon, or affecting the undertakings of the said Companies, or either of them.

And to fix and regulate the capital of the said Companies, or of the amalgamated Company; to convert the shares or stock of the Companies into shares or stock of the amalgamated Company, and to provide for the payment of, and secure the mortgages, bonds, or other debts of the said Companies; to authorize the said Companies, or either of them, or the amalgamated Company, to cancel any shares of the existing capital of either of the said Companies remaining unissued or in their hands, and in lieu thereof to issue new shares of such Companies, or either of them, or of the amalgamated Company, with or without privilege or priority in payment of interest or dividend; to raise money by the creation of preference, guaranteed, or other shares or stock, and by mortgage or bond, and to give any guaranteed or preference shares priority over existing guaranteed or preference shares.

To authorize the said Companies to enter into agreements for effecting all or any of the objects aforesaid, or for facilitating the interchange, transfer, transmission, and conveyance, of traffic from, to, or over, the respective systems of the said Companies, and for maintaining, running over, using, and working, their respective Railways and Works, or parts thereof, or for dividing between them the respective Receipts and Profits thereof, and to confirm any such agreements as have been or may be entered into between the said Companies, and to confer all such powers as may be proper and necessary for carrying any such agreements as aforesaid, and the several other objects above mentioned, into full and complete effect; and to annul, vary, or extinguish all agreements, powers, rights and privileges, which would in any manner impede, interfere with, or prevent the carrying into effect the objects and purposes of the said intended Act, and confer other powers, rights, and privileges.

And in so far as may be requisite for the purposes aforesaid, or any of them, power will be taken by the said Bill to alter, extend, amend and enlarge, and if need be, to repeal all or some of the provisions of the following local and personal Acts; that is to say, "The Leadburn, Linton, and Dolphinton Railway Act, 1862," and any other Act relating to that Company. Acts relating to the North British Railway Company, namely, 14 and 15 Vict. cap. 55, and the provisions unrepealed of the Acts referred to in the Schedule of such Act, 16 and 17 Vict. cap. 152; 18 and 19 Vict. cap. 127; 19 and 20 Vict. cap. 98; 20 and 21 Vict. caps. 91, 124, and 129; 21 and 22 Vict. caps. 65, 109, and 145; 22 and 23 Vict. caps. 14, 24, 83, 85, and 96; 23 and 24 Vict. caps. 140, 145, 159, and 195; 24 and 25 Vict. caps. 102, 114, 131, 177, 186, 214, and 226; 25 and 26 Vict. caps. 47, 48, 49, 142, 145, 181, and 189; 26 and 27 Vict. caps. 194, 213, 223, and 226; 27 and 28 Vict. caps. 84, 100, and 292; 28 and 29 Vict. caps. 125, 152, 186, 202, 206, 213, 308, 309; and all other Acts, if any, relating to the North British Railway Company. Acts relating to the Edinburgh and Glasgow Railway Company, now amalgamated with the North British Railway Company:—57 Geo. III. cap. 56; 59 Geo. III. cap. 29; 1 and 2 Geo. IV. cap. 122; 4 Geo. IV. cap. 18; 7 Geo. IV. cap. 45; 4 and 5 Vict. cap. 59; 6 and 7 Vict. cap. 55; 8 and 9 Vict. cap. 148; 9 and 10 Vict. caps. 81, 202, 263, 332, and 377; 10 and 11 Vict. caps. 83, 245, and 246; 11 and 12 Vict. caps. 116, 118, 127, and 160; 12 and 13 Vict. caps. 39 and 86; 15 Vict. cap. 109; 16 and 17 Vict. cap. 151; 18 and 19 Vict. caps. 158 and 190; 19 and 20 Vict. caps. 98 and 106; 21 and 22 Vict. cap. 64; 24 and 25 Vict. caps. 84, 195, 198, and 248; 25 and 26 Vict. caps. 135 and 138; 26 and 27 Vict. caps. 187, 213, and 237; 27 and 28 Vict. caps. 81, 248, 271, 279, and 286; 28 and 29 Vict. caps. 200, 213, 217, 328; and all other Acts, if any, relating to the Edinburgh and Glasgow Railway Company. Acts relating to the Monkland Railways Company, now included in the undertaking of the North British Railway Company, namely, 9 and 10 Vict. cap. 107; 11 and 12 Vict. cap. 134; and the several Acts therein recited, so far as not repealed thereby; 14 and 15 Vict. cap. 62; 16 and 17 Vict. cap. 90; 20 and 21 Vict. cap. 78; 23 and 24 Vict. cap. 178; 28 and 29 Vict. cap. 201; and all other Acts, if any, relating to the Monkland Railways Company. Acts relating to the Caledonian Railway Company:—7 Geo. IV. cap. 103; 7 and 8 Geo. IV. cap. 88; 10 Geo. IV. cap. 107; 11 Geo. IV. caps. 62 and 125; 1 and 2 Will. IV. cap. 58; 4 Will. IV. cap. 41; 1 Vict. caps. 100, 116, and 118; 1 and 2 Vict. cap. 60; 2 and 3 Vict. cap. 58; 3 and 4 Vict. caps. 107 and 123; 4 Vict. caps. 5 and 11; 6 and 7 Vict. cap. 49; 7 and 8 Vict. caps. 87 and 98; 8 and 9 Vict. caps. 31, 160, 162, and 192; 9 Vict. cap. 60; 9 and 10 Vict. caps. 130, 142, 143, 188, 201, 206, 229, 249, 263, 314, 329, 334, 379, 395; 10 Vict. caps. 22, 23, and 24; 10 and 11 Vict. caps. 75, 82, 90, 95, 168, 169, 172, 183, 237, and 245; 11 and 12 Vict. caps. 73, 78, 84, 121, and 148; 12 and 13 Vict. caps. 67 and 90; 14 and 15 Vict. caps. 99, 134; 16 and 17 Vict. cap. 149; 17 and 18 Vict. caps. 155, 156, and 184; 18 and 19 Vict. cap. 96; 20 and 21 Vict. caps. 123 and 128; 21 Vict. caps. 13 and 15; 21 and 22 Vict. cap. 66; 22 and 23 Vict. cap. 3; 23 Vict. caps. 83 and 97; 23 and

24 Vict. caps. 120, 144, and 198; 24 and 25 Vict. caps. 163, 166, 201, 202, 205, 228, and 229; 25 and 26 Vict. caps. 121, 136, 137, and 160; 26 Vict. caps. 10, 24, 25, 26, 38, and 47; 27 and 28 Vict. caps. 60, 132, 158, 250, and 271; 28 and 29 Vict. caps. 135, 136, 139, 161, 167, 202, 287, 288, 289, 290, 297; and all other Acts, if any, relating to the Caledonian Railway Company. Acts relating to the Scottish Central Railway Company, now amalgamated with the Caledonian Railway Company:—7 Geo. IV. cap. 101; 11 Geo. IV. cap. 60; 6 and 7 Will. IV. cap. 102; 8 and 9 Vict. cap. 157; 9 and 10 Vict. cap. 228; 10 and 11 Vict. caps. 89, 106; 11 and 12 Vict. caps. 52 and 154; 13 and 14 Vict. cap. 39; 18 Vict. cap. 56; 19 and 20 Vict. cap. 134; 21 Vict. cap. 43; 22 and 23 Vict. caps. 18 and 83; 25 Vict. cap. 35; 25 and 26 Vict. cap. 64; 26 and 27 Vict. caps. 149 and 223; 27 and 28 Vict. caps. 100, 214, 292; 28 and 29 Vict. caps. 133, 134, and 266; and all other Acts, if any, relating to the Scottish Central Railway Company, or to the Dundee and Perth and Aberdeen Railway Junction Company, incorporated therewith. Acts relating to the Devon Valley Railway Company:—21 and 22 Vict. cap. 122; 24 and 25 Vict. cap. 200; 26 and 27 Vict. cap. 124; and all other Acts relating to the Devon Valley Railway Company. Acts relating to the Fife and Kinross Railway Company:—18 and 19 Vict. cap. 127; 20 and 21 Vict. cap. 129; 21 and 22 Vict. cap. 65; and 25 and 26 Vict. cap. 181. Acts relating to the Company of Proprietors of the Forth and Clyde Navigation and the Monkland Canal:—10 Geo. III. cap. 105; 30 Geo. III. cap. 73; 53 Geo. III. cap. 75; 6 Will. IV. cap. 51; 4 and 5 Vict. caps. 54 and 55; 5 Vict. (Session 2) cap. 41; 6 and 7 Vict. cap. 63; 8 Vict. cap. 3; 8 and 9 Vict. cap. 148; 9 Vict. cap. 11; 9 and 10 Vict. caps. 147 and 384; 11 and 12 Vict. caps. 41 and 53; 13 and 14 Vict. cap. 27; 15 Vict. cap. 45; and 22 and 23 Vict. cap. 32; and all other Acts, if any, relating to such Navigation. Acts relating to the trustees of the Queensferry Passage, viz., 49 Geo. III. cap. 83; 54 Geo. III. cap. 138; 11 Geo. IV. and 1 Will. IV. cap. 115; 11 and 12 Vict. cap. 44; and all other Acts relating to such Passage. Acts relating to the Trustees of the Clyde Navigation:—21 and 22 Vict. cap. 149; 27 and 28 Vict. cap. 248. The Acts relating to the City of Glasgow Union Railway Company:—27 and 28 Vict. cap. 286; and 28 and 29 Vict. cap. 247; the Acts 16 and 17 Vict. cap. 119; and 23 and 24 Vict. cap. 134; 25 and 26 Vict. cap. 48; and all other Acts relating to the Port-Carlisle Dock and Railway Company. Acts relating to the Silloth Bay Railway and Dock Company, viz., 16 and 17 Vict. cap. 118; 18 and 19 Vict. cap. 153; 23 and 24 Vict. cap. 134; and 25 and 26 Vict. caps. 45 and 47. The Esk Valley Railway Act, 1863. The Leslie Railway Act, 1857. The Alva Railway Act, 1861. The Berwickshire Railway Act, 1862. The Peebles Railway Act, 1853; and the Acts 20 and 21 Vict. cap. 14; and 24 and 25 Vict. cap. 114, relating to the Peebles Railway Company. The Saint Andrews Railway Act, 1851. The Act relating to the Glasgow Milngavie Junction Railway Company, 24 and 25 Vict. cap. 198. The Acts relating to the Blane Valley Railway Company, 24 and 25 Vict. cap. 248; 28 and 29 Vict. cap. 356. Acts relating to the Perth General Railway Station, 28 and 29 Vict. caps. 252 and 253; and the several other

Acts recited in such Acts, or any of them, and now in force, and any other Act or Acts, in relation to the North British Railway Company, or to any Railway forming part of their system of Railways, or to any Company or body who or whose property and interests may be affected by the provisions of the said proposed Act.

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 23d day of December next.

Dated this 11th day of November Eighteen hundred and sixty-five.

ADAM JOHNSTONE,
Edinburgh,
Solicitor for the North British
Railway Company.
J. D. BATHGATE,
Solicitor, Peebles.

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

BERWICKSHIRE RAILWAY.

(Increase of Capital—Power to the North British Railway Company to subscribe to the undertaking—Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made, in the ensuing Session of Parliament, for leave to introduce a Bill for all or any of the following purposes; that is to say—

To empower the Berwickshire Railway Company (hereinafter called 'The Company') to raise additional capital for the purpose of enabling them to discharge liabilities incurred in completing the Railway and Works of the Berwickshire Railway; and for the general purposes of the Company, by the creation of new Shares or Stock, and by borrowing on mortgage or bond, or by all or any of such means, or by such other means, as shall be provided by the said Bill:

To authorise the North British Railway Company to subscribe, in addition to the sum they have been authorised to subscribe, under the Berwickshire Railway Act, 1862, a further amount, not exceeding £30,000, towards the undertaking of the Company, and to hold shares therefor in the capital of the Company, or otherwise to subscribe farther to the undertaking, and to apply their corporate funds, or any of them, to the purpose of the said Bill. And to raise for such purpose additional monies by the creation of new Shares or Stock in their undertaking, with or without preference, as respects the payment of dividend, or other privileges attached thereto, or otherwise.

To confirm any Agreements entered into, or to be entered into, between the Company and the North British Railway Company, with reference to the completion of the works of the Berwickshire Railway, and the raising and contributing of the Capital necessary for that purpose, and specially, an agreement between the Companies, dated 20th June and 27th July 1865.

And Notice is hereby further given that, at an Extraordinary or Special General Meeting of the proprietors of Ordinary Shares in the North British Railway Company, held in the Masonic Hall, Edinburgh, on Thursday, the 12th day of October 1865, the consent of such proprietors present, in person or by proxy, holding, at least, three-fourths of the ordinary paid-up capital of the Company represented at such meeting, such pro-

prietors being qualified to vote at such meeting in right of such Capital, was given to the subscription, and raising by the North British Railway Company, in aid of the undertaking of the Company, of a sum not exceeding £30,000; which meeting was specially convened for the purpose aforesaid.

To repeal, vary, or extinguish all rights and exemptions which can in any manner interfere with the objects of the said Bill, and to confer, vary, or extinguish other rights and privileges.

And also to repeal, alter, and amend, and enlarge, for the foresaid and other purposes, all or some of the following local and personal Acts of Parliament; that is to say—The Berwickshire Railway Act, 1862; and the following Acts of, or relating to, the North British Railway Company, 14 and 15 Vict., cap. 55, and the provisions unrepealed of the Acts referred to in the Schedule of such Act, 16 and 17 Vict., cap. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124, and 129; 21 and 22 Vict., caps. 65, 109, and 145; 22 and 23 Vict., caps. 14, 24, 83, and 96; 23 and 24 Vict., caps. 140, 145, 159, and 195; 24 and 25 Vict., caps. 102, 114, 131, 177, 186, 214, and 226; 25 and 26 Vict., caps. 47, 48, 49, 142, 145, 181, and 189; 26 and 27 Vict., caps. 194, 213, 223, and 226; 27 and 28 Vict., caps. 84, 100, and 292; 28 and 29 Vict., caps. 125, 152, 186, 202, 206, 213, 308, 309; and all other Acts (if any) relating to the North British Railway Company. Acts relating to the Edinburgh and Glasgow Railway Company, now amalgamated with the North British Railway Company, 9 and 10 Vict., caps. 81, 202, 263, 332, and 377; 10 and 11 Vict., caps. 83, 245, 246; 11 and 12 Vict., caps. 116, 118, 127, and 160; 12 and 13 Vict., caps. 39 and 86; 15 Vict., cap. 109; 16 and 17 Vict., cap. 151; 18 and 19 Vict., caps. 158 and 190; 19 and 20 Vict., caps. 98 and 106; 21 and 22 Vict., cap. 64; 24 and 25 Vict., caps. 84, 195, 198, and 248; 25 and 26 Vict., caps. 135 and 138; 26 and 27 Vict., caps. 187, 213, and 237; 27 and 28 Vict., caps. 81, 248, 271, 279, and 286; 28 and 29 Vict., caps. 200, 213, 217, 328, and 356; and all other Acts (if any) relating to the Edinburgh & Glasgow Railway Company. Acts relating to the Monkland Railways Company, now included in the undertaking of the North British Railway Company, namely, 9 and 10 Vict., cap. 107; 11 and 12 Vict., cap. 134; and the several Acts therein recited, so far as not repealed thereby; 14 and 15 Vict., cap. 62; 16 and 17 Vict., cap. 90; 20 and 21 Vict., cap. 78; 23 and 24 Vict., cap. 178; 28 and 29 Vict., cap. 201; and all other Acts (if any) relating to the Monkland Railways Company; and all other Acts now in force of, or in relation to, the North British Railway Company, or of any railway now forming part of their system of railways.

And Notice is also given that printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons on or before the 23d day of December next.

Dated this first day of November 1865.

J. & J. TURNBULL, W.S., 16 Thistle Street,
Edinburgh,
Solicitors for the Company.

ADAM JOHNSTONE, Edinburgh,
Solicitor for the North British
Railway Company.

NORTH BRITISH RAILWAY.

(Diversion of Main Line of North British Railway at St. Margaret's.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament, in the next Session, for an Act to authorize the construction and maintenance of a Railway, with all necessary and proper Stations, Works, and conveniences connected therewith, commencing by a junction with the line of the North British Railway, at or near a point in the Parish of South Leith and County of Edinburgh, distant 200 yards or thereabouts in an easterly direction from the centre of the east abutment of the bridge carrying the said Railway over the Road from Abbeyhill to Spring Gardens, measured along the line of the said Railway, and terminating by a junction with the line of the North British Railway above described, at or near a point in the Parish of South Leith and County of Edinburgh, distant 293 yards or thereabouts, in an easterly direction from the centre of the east abutment of the bridge carrying the said Railway over the road from Jock's Lodge Toll-Bar to Restalrig, measured along the line of the said Railway, which Railway and Works connected therewith, will be wholly situate in, or pass through or into, the Parish of South Leith, in the County of Edinburgh, and partly in the County of the City of Edinburgh.

And it is proposed by said intended Act to authorise deviations from the line of levels of the intended line of Railway as shown upon the Plan and Section thereof hereinafter referred to, within the limits usually authorized by Parliament, or to be prescribed by the said Act, and to confer power for the compulsory purchase of lands and buildings in the several parishes, townships, and places aforesaid, or some of them, and also for the purchase of lands and buildings by agreement; and to cross, stop up, alter, or divert, temporarily or permanently, all or any roads, streets, highways, railways, tramways, rivers, streams, reservoirs, canals, navigations, waters, water-courses, mains, pipes, bridges, telegraphic wires or apparatus, erections, or works of any description, which it may be necessary or convenient so to stop up, alter, or divert, for the purposes of the undertaking, and to vary or extinguish all existing rights and privileges connected with any land or building to be purchased, or which would or might in any way prevent or interfere with carrying into effect any of the objects of the intended Act, and to confer other rights and privileges; and to levy tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from tolls, rates, duties, or charges.

And, in particular, power will be taken by the said Bill to stop up and appropriate to the purposes of the said intended Railway and Works connected therewith, the Road or Lane which leads from the said road between Jock's Lodge Toll-Bar and Restalrig, and passes along the north-west side of the St. Margaret's Depot and Locomotive Works, to a point near Meadowbank, where it terminates by a Junction with the London Road, and which Road or Lane is wholly situated in the Parish of South Leith and County of Edinburgh.

And it is proposed by said intended Act to authorize the Company to appropriate to the purposes of the intended Act, all or any part of their

authorized but unexpended Capital, whether represented by shares actually created or otherwise, with all requisite powers to make such Capital available by surrender, forfeiture, cancellation of shares, and issuing or re-issuing of all or any part in ordinary, preference, or guaranteed shares or stock, or otherwise, and to raise sums of money by the creation of ordinary, preference, or guaranteed shares or stock, and by mortgage, cash, credit, or otherwise.

And it is proposed by the intended Act to repeal or amend, extend, and enlarge some of the provisions of the several local and personal Acts of Parliament following, or some of them; that is to say, Acts relating to the North British Railway Company:—14 and 15 Vict. cap. 55, and the provisions unrepealed of the Acts referred to in the Schedule of such Act; 16 and 17 Vict. cap. 152; 18 and 19 Vict. cap. 127; 19 and 20 Vict. cap. 98; 20 and 21 Vict. caps. 91, 124, 129; 21 and 22 Vict. caps. 65, 109, and 145; 22 and 23 Vict. caps. 14, 24, 83, and 96; 23 and 24 Vict. caps. 140, 145, 159, and 195; 24 and 25 Vict. caps. 102, 114, 131, 177, 186, 214, and 226; 25 and 26 Vict. caps. 47, 48, 49, 142, 145, 181, and 189; 26 and 27 Vict. caps. 194, 213, 223, and 226; 27 and 28 Vict. caps. 84, 100, and 292; 28 and 29 Vict. caps. 125, 152, 186, 202, 206, 213, 308, 309; and all other Acts (if any) relating to the North British Railway Company.

And Notice is hereby also given, that a Plan and Section in duplicate, of the intended Railway and Works, and of the lands to be taken under the compulsory powers of the Act; a Book of Reference to the Plan, containing the names of the Owners and Lessees, or Reputed Owners and Lessees, and of the Occupiers of such lands; and a published Map, with the line of Railway delineated thereon, showing its general course and direction, will be deposited as follows; that is to say, with the principal Sheriff-Clerk of the County of Edinburgh, at his Office in Edinburgh, and with the principal Sheriff-Clerk of the County of the City of Edinburgh, at his Office in the said City; and that a copy of the said Plan, Section, and Book of Reference will be deposited with the Schoolmaster, or, if there be no Schoolmaster, then with the Session-Clerk of the Parish of South Leith; and that all such deposits will be made before the 1st day of December 1865, and will be accompanied with a copy of this Notice: And that printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons, on or before the 23d day of December next.

Dated this 11th day of November 1865.

ADAM JOHNSTONE,
Edinburgh,
Solicitor for the said Company.

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

GREENOCK HARBOUR.

(Consolidation of Acts; New Quays, Harbour, Graving Dock, and other Works; New Rates; Power to Borrow; and other Purposes.)

NOTICE is Hereby Given, that it is intended to apply to Parliament, in the next Session, for leave to bring in a Bill to alter and amend, or wholly or in part to repeal, and to consolidate and re-enact, with such amendments as may be

necessary, the provisions of the following local Acts of Parliament bearing reference to the Port and Harbours of Greenock, or some of such provisions of some of such Acts (that is to say):—The following Acts of the reign of His Majesty King George the Third—viz., of the 13th year, Chapter 28; of the 29th year, Chapter 43; of the 41st year, Chapter 51; of the 43d year, Chapter 87; of the 50th year, Chapter 167, and of the 57th year, Chapter 32; and the following Acts of the reign of Her present Majesty—viz., of the 3d year, Chapter 27; and of the 5th year, (Session 2), Chapter 54; with the public General Act of the 27th and 28th year of the said reign, Chapter 93, and the Provisional Order as to the Port and Harbours of Greenock thereby confirmed, and also the provisions of "The Greenock Police and Improvement Act, 1865," in so far as in any way referring to the said Port and Harbours, or requiring amendment by the said Bill. By which Bill it is proposed, subject to such amendments and alterations as shall be considered necessary, to continue to and confer on the existing Trustees of the said Port and Harbours hereinafter called the Trustees, the whole Undertaking, works, lands, property and estate, rights, privileges, jurisdictions, and powers now vested in, exercised by, or belonging to the Trustees and Commissioners of the said Port and Harbours, with such further works, lands, property, and estate, jurisdictions, powers, and privileges as shall be sanctioned by Parliament; to incorporate such Trustees, and, if necessary, to make such amendment of the constitution of the said Trust as may be thought expedient, and, among other changes, to abolish and do away with the appointment, office, and functions of the Commissioners of the said Port and Harbours appointed under and by virtue of the said Acts or some of them; and to make all suitable provision for the due performance of the Office of such Trustees, and management and maintenance of the works, and execution of the other duties to be committed to them, and to Committees of their body to be by them authorised.

And by which Bill power will also be taken for the execution of certain new works, and the acquisition of certain lands and property, all situated within the Town of Greenock and Parish of Greenock, or Parishes thereof aftermentioned, and in the County of Renfrew, and in the Frith of Clyde, opposite to the said Parish or Parishes, or some of such works, lands, and property, viz. :—

First.—A Quay commencing at a point Fifty-seven yards or thereby to the north-eastward of the north-west corner of Albert Quay, and running thence in a north-westerly direction for Eight hundred and forty-seven yards or thereby to a point One hundred and seven yards or thereby north-eastwards of the Sea-wall of the Esplanade, thence returning for Seventy-eight yards or thereby, and then running in a south-westerly direction Eighty-nine yards or thereby, and terminating at the Sea-wall of the Esplanade at a point Sixty-three yards or thereby from the north-west corner of Fox Street where Fox Street joins Clyde Street; and thence to the north-west corner of Albert Quay first mentioned; which whole works are situated in the West Parish or Parish of Greenock and in the Frith of Clyde opposite to the said Parish. And which Quay will contain a Harbour for Boats,

the entrance to which will be made in the Seaward wall of the said Quay at or about Two hundred and eighty-two yards or thereby from the eastmost point of the same, being the starting-point first-mentioned; and which Harbour will extend inwards from the outer side of the said Quay Twenty-two yards or thereby in a south-westerly direction, and it will extend Thirty-six yards or thereby in a south-westerly and north-easterly direction.

Second.—A Harbour or Tidal Basin of which the northmost point of the north side of the entrance thereto will be Two hundred and ninety-six yards or thereby in a northerly direction from the north-east corner of the base of the Bottle Work Cone, and Three hundred and fifteen yards or thereby in a westerly direction from the north-west corner of Garvel Park House; with a Quay commencing at the aforesaid point at the Harbour entrance, and running in a south-easterly direction Twenty-seven yards or thereby; thence in a north-easterly direction One hundred and twenty yards or thereby, thence in a south-easterly direction One hundred and sixty yards or thereby to a point Sixty yards or thereby from the north-west corner of Garvel Park House; thence in a south-westerly direction One hundred and twenty-seven yards or thereby, leaving a break of Twenty-three yards or thereby for the entrance to the Graving Dock after mentioned, and then continuing Twenty-three yards or thereby to a point Seventy-five yards or thereby from the Porter's Lodge of Garvel Park House; thence in a north-westerly direction Two hundred and fourteen yards or thereby, thence in a north-easterly direction Thirty-one yards or thereby; thence in a north-westerly direction Thirty yards or thereby and terminating at the north-westmost point of the south side of the entrance to the Harbour, and which is situated Two hundred and seventy-four yards or thereby from the base of the north-east corner of the Bottle Work Cone before mentioned, and Three hundred and thirty four yards or thereby from the north-west corner of Garvel Park House; and, also, a Sea-wall commencing at the point last mentioned, and running in a south-westerly direction Sixty-three yards or thereby, thence in a south-easterly direction Thirty-five yards or thereby, and terminating at the northmost end of the Quay or retaining Wall of Messrs Scott & Company's Shipbuilding-yard; and, also, another Sea-wall commencing at the north-west point of the north side of the entrance to the Harbour or Tidal Basin before described, and extending in an easterly direction for Three hundred and thirty-five yards or thereby, terminating at the commencement of an embankment, which embankment will run in a south-easterly direction for Five hundred and fifty-seven yards or thereby, and thence in a south-westerly direction for Seventy-four yards or thereby, and terminating Sixty yards or thereby, from the northern extremity of Cappielow Pier, and in connection with the said Works power will be sought to acquire for the purposes of the same and the said Harbour Trust, the lands, houses, and property of Garvel Park, lying to the north

of East Hamilton Street, and between that Street and the Frith of Clyde aforesaid, and between a line at or near Cappielow Pier on the east, and Messrs Scott & Company's Shipbuilding-yard on the west, including a portion of the said yard as shown on the plans deposited as after mentioned, all of which lands, and property, and works are and will be situated in the East Parish or Parish of Greenock and Frith of Clyde opposite to the said Parish.

Third.—A Graving Dock to enter from the south-east side of the Harbour or Tidal Basin last-mentioned, running in a south-easterly direction One hundred and ninety-three yards or thereby, and terminating at a point One hundred and eighty-three yards or thereby southward of the north-west corner of Garvel Park House, and Three hundred and thirty yards or thereby, in an easterly direction from the north-east corner of the Bottle-Work Cone, all in the East Parish or Parish of Greenock and County aforesaid.

Fourth.—An improvement of the West Harbour by removal of the Dry Dock therein, known as the Old Dry Dock, and Quays connected with such Dry Dock, and the making of a new portion of Quay wall Thirty-six yards or thereby in length on the South Quay or Breast of the said West Harbour necessary in consequence of such removal, which works are and will be situated in the New or Mid Parish or Parish of Greenock and the West Parish or Parish of Greenock or one of them.

Fifth.—An improvement of the access to Albert Harbour by Ropework Street, by the straightening of the north-western line of and the widening of the said street, and the acquisition and removal of a portion of the shipbuilding-yard of Messrs Macnab & Company, at the westmost corner of the said shipbuilding-yard, which property and work are, and will be, in the West Parish or Parish of Greenock.

Sixth.—Power to shut up that part of West Blackhall Street from the north-western side of Patrick Street to Clyde Crescent: Also that part of Clyde Street from the north-west side of Patrick Street to the east side of West Blackhall Street; also that part of Clyde Crescent from the east side of West Blackhall Street to the eastern Boundary of the Warehouses situated in Clyde Crescent belonging to the Harbour Trustees.

Seventh.—An improvement of the access to the said Albert Harbour by Patrick Street and Clyde Street, by the acquisition of the offices and grounds occupied by the Glebe Sugar Refining Company, and lying between the Sugar Refining Works of the said Company and the south-east side of Patrick Street, and for a length along the said last-mentioned Street of Forty-one yards or thereby, and by the removal of such Offices; and also by the acquisition of a piece of ground on the north side of Clyde Street aforesaid, and known as "Hunter's Quay," all lying in the West Parish or Parish of Greenock.

Eighth.—The acquisition and use for the purposes of the Harbour Works of the Houses, Stores, and Lands and slip or entry to the Quay opposite Virginia Street, and known as a portion of Virginia Street, so far as not

already the property of the said Harbour Trust, situated between the East India Breast of the East Harbour and Rue-End Street, and extending from the East India Quay to a line drawn in continuation of the North-Western line of Bogle Street, lying within the East Parish or Parish of Greenock.

And power will be taken to deviate from the lines and levels of the said proposed works to such extent as shall be laid down upon the plans to be deposited as after-mentioned, and as shall be sanctioned by the Bill; and also to make and execute all necessary accesses and approaches, and to shut up, alter or divert, raise, lower, or cross, where it may be necessary, all roads, streets, railways, passages, paths, streams, sewers, water-courses, water-pipes or gas-pipes, and to construct all wharves, retaining walls, slips, warehouses, sheds, jetties, cranes, lifts, weighing-machines, and other works, machinery and conveniences, and to lay down all rails that may be necessary for the said works, and for the use and accommodation of the said Port and Harbours, and of the shipping frequenting the same; and power will be taken to lay all necessary rails on and along the quays and piers of the said Port and Harbours for the carrying on of the traffic or trade of the said Port and Harbours: And power will be taken by the said Bill for the compulsory purchase of all lands, houses, and property required for the purposes before mentioned, and also to borrow money for the said purposes, and the execution and maintenance of the said Works, and purchase of land and property, on the security of the rates and duties to be granted by the said Bill, and other revenues of the Trust: And power will also be taken to borrow money upon the security aforesaid for the general purposes of the said Bill, and for the execution and completion of the works and purposes of the Acts before mentioned, and to provide that the whole debts to be contracted under the said Bill may have an equal preference to the whole existing debts of the said Trust: And by the said Bill power will also be taken to vest in the Trustees, as part of their undertaking, a certain Pier, called the Cappelow Pier, in the East Parish or Parish of Greenock, situated betwixt Garvel Point and Inchgreen, and commencing at the distance of seventeen yards or thereby in a north-easterly direction from the north-east corner of the Clyde Forge, and extending in a north-easterly direction for One hundred and fifty yards or thereby; and to ratify and approve of all other works executed, and purchases made by the Trustees in connection with, and for supplying the wants and requirements of the Port and Harbours; and to authorise the purchase, by agreement, of such lands, and to authorise the execution of all such additional works as may be necessary and convenient for carrying on the Trade of the said Port and Harbours: And power will be taken to enter into and execute all agreements, conveyances, contracts, leases, and other deeds necessary for the purposes of the said Port and Harbours, and to confirm any agreement, contracts, leases, and other deeds which have been, or may be, entered into: And power will likewise be taken to Companies, Corporations, Commissioners, Trustees, and other bodies and persons, whether under legal disability or not, to contract and agree with the Trustees of the said Port and Harbours for the acquisition of Lands, Houses, and Property in connection with, and for the purposes of, the said Port and Harbours: And power will also be

taken to repair and maintain or fill up, and discontinue, if considered necessary and proper for the convenience of the Trade of the Port, the old Dry or Graving Dock in the West Harbour, situated in the New or Mid Parish or Parish of Greenock, and in the West Parish and Parish of Greenock, with quays around the same: And power will likewise be taken to confer on the proprietor of Cartsburn or Crawford's-dyke all necessary and proper powers to sell and dispose of, or to lease and assign to the Trustees, any property, rights, powers, and privileges he may possess in and to the ancient quay of Cartsdike, and Bay and Harbour thereof, situated in the East Parish or Parish of Greenock, and power of levying rates or dues thereat.

And by the said Bill the Port and Harbours of Greenock, within which the powers of the said trustees may be exercised, will be defined, and may extend to and include the whole works, lands, and property vested in and belonging to, and by the said Bill to be vested in, and belong to, the Trustees, and shall comprehend the whole limits of "The Greenock Police and Improvement Act, 1865," not extending farther southwards than is comprehended within and including the property and works of the trustees; and all necessary powers will be conferred within and, for certain purposes, without, such boundaries, on the trustees, their harbour-master, and police or other Officers, as to Parliament shall seem expedient; and for the application of the police powers in "The Greenock Police and Improvement Act, 1865," to the purposes of the said Bill; and all proper powers will also be conferred as to the appointment of such Harbour-master, and the creation and maintenance of a police force, and all other officers; the protection of the Port and Harbours and the making of bye-laws, and otherwise, and as to the maintenance of the works, and purchase of lands and property, and construction and maintenance of the new works; and all powers of excavating, deepening, extending, and maintaining the Harbours, Docks, and Works now existing will be continued, and extending over the harbour area; and power will be taken to lay Buoys for anchoring, mooring, or warping, and to enclose the Quays, Piers, and other works and property of the Trust; with such further and other powers as may be considered expedient and proper for executing the powers of the Trust.

And by the said Bill, power will be taken to continue or repeal, or alter existing tolls, rates and duties, and to levy new or additional and increased tolls, rates, and duties, for and in respect of all ships, boats, lighters, and craft of every kind and howsoever navigated, entering and using the Port and Harbours of Greenock, before defined, or any part thereof, or any of the Quays, Breasts, Harbours, Docks, Piers, Jetties, Slips, Wharves, Sheds, Cranes, Rails, Buoys, or Works or Conveniences of any kind, situated, or that may be situated within the limits of the said Port and Harbours belonging to the Trustees, and for and in respect of all passengers, animals, goods, articles, matters and things shipped or landed within the said limits. And power will also be taken for the supplying of water to the shipping frequenting the said Port and Harbours, and further power will be taken for the construction or use of Timber Ponds or other Works belonging to the Trustees.

And power will be taken for the said Trustees to acquire from the Town of Greenock the right

to levy anchorage, shore, bay, and ring dues, and other dues and charges leviabie by the said town, and to levy or discontinue such dues and charges, and to apply any portion of the sums to be borrowed in payment of the price, or to make such sums applicable to payment of any price or consideration that may be given for the same under authority of "The Harbour Passing Tolls Act, 1861," or other Act or otherwise, and to alter or cancel, or confirm any agreement made in regard to such dues and charges; and power will also be taken to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties, and to confer, vary, or extinguish all rights or privileges, powers or jurisdictions, which will obstruct or interfere with the provisions of the said bill, including the powers of all bodies or persons acting under authority of any of the recited Acts or otherwise. And power will be taken to alter, so far as necessary, the following other Acts—viz., "The Clyde Navigation Consolidation Act, 1858;" "The Greenock and Ayrshire Railway Act, 1865;" and "The Caledonian Railway (additional powers) Act, 1865."

And the said bill will contain all powers and provisions which may be thought expedient for the carrying into effect the whole objects of the same in the construction, execution, and maintenance of the Works of the said Port and Harbours, and the administration and management of the said Trust.

And Notice is also Hereby Given, That duplicate plans, and sections of the proposed Works as before-mentioned, and of the lands, houses, and property before referred to, and also of the said Pier at Cappelow proposed to be vested in the Trustees as aforesaid, showing the lines and levels of such Works, and the lands, houses, and other property required and that may be taken as being within the limits of deviation under the Bill, and, in so far as regards the said Pier, that have been taken, together with a duplicate 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 instant, be deposited for public inspection in the Offices of the principal Sheriff-Clerk for the County of Renfrew, at Greenock and Paisley; and a Copy of so much of such plans and sections as refers to the several parishes before mentioned, respectively, with so much of the Book of Reference as refers to each such parish, and also a copy of the said *Gazette* notice will, on or before the said 30th day of November, be deposited with the Schoolmasters (if any), of the said parishes respectively, at their residences, and if there be no Schoolmaster in any one of the said Parishes, with the Session-Clerk thereof; and printed copies of the Bill will, on or before the 23d day of December next, be deposited in the Private Bill Office of the House of Commons.

JOHN KERR GRAY,
Town Clerk of Greenock.

JOHN GRAHAM,
3, Westminster Chambers, Westminster,
Parliamentary Agent,
Solicitor for the Bill.

Council Chambers,
Greenock, 16th November 1865.

GLASGOW UNION AND SUBURBAN RAILWAY.

(Incorporation of Company; Construction of Railways and Stations; Diversion of Forth & Clyde Canal; Powers to the City of Glasgow Union, North British, Caledonian, and Glasgow and South-Western Railway Companies to subscribe to and maintain and work the proposed undertaking, and to raise money; Powers to run over and use portions of Lines of Railways and Tramways, and to use Stations belonging to the City of Glasgow Union, North British, and Caledonian Railway Companies, and the Trustees of the Clyde Navigation; Powers to, and working, and other agreements with the three Companies aforesaid, the Glasgow and South-Western Railway Company, and the Trustees of the Clyde Navigation, or some of them; Traffic arrangements and facilities; Amendment of Acts, &c.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the ensuing Session for an Act to effect the purposes following, viz.

To incorporate a Company hereinafter called "The Company," for making and maintaining the Railways hereinafter mentioned, or some or one of them, together with all necessary or convenient Stations, Approaches, Viaducts, Bridges, Roads, Communications, Sewers, and other Works connected therewith, and to confer on the Company all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them, that is to say,

No. I.—A Railway commencing by a junction with the authorised City of Glasgow Union Railway [Line Number 6.] at or near a house, numbered 19 in Saint Enoch Square, in the City of Glasgow, City Parish, and County of Lanark, which house is numbered 281 on the plans of the said City of Glasgow Union Railway [Line Number 6.] deposited in accordance with the standing orders of Parliament with the Sheriff-Clerk of the County of Lanark in the month of November, 1863, and terminating by a junction with the Railway designated Number 3, authorised by "The Edinburgh and Glasgow Railway [Extensions] Act, 1864," at a point thereon 50 yards or thereabouts, measuring, in an easterly direction, from the front doorway of Kelvinhaugh Cottage, Black's Land, Kelvinhaugh Street, in the Barony Parish and County of Lanark, and which cottage is numbered 55 in the Barony Parish, on the Plans of the said Railway Number 3, deposited in accordance with the standing orders of Parliament with the Sheriff-Clerk of the County of Lanark in the month of November, 1863; which intended Railway and works will be situate within the Parishes and Places following, viz. City [of Glasgow] and Barony Parishes, and Royal Burgh of Glasgow, in the County of Lanark;

No. II.—A Railway commencing by a Junction with the said intended Railway Number 1, at a point thereon, 83 yards or thereabouts, measuring, in a southerly direction, from the front of a house numbered 20 in Minerva Street, Finnieston, in the Barony Parish and County of Lanark, and terminating by a junction with the North British (Glasgow, Dumbarton and Helensburgh)



Railway at Dalmuir Station, in the Parish of Old Kilpatrick, in the County of Dumbarton, at or near a point 260 yards or thereabouts, measuring, in a north-easterly direction, from the centre of the drawbridge which carries the road from Glasgow to Dumbarton over the Forth and Clyde Canal at Dalmuir; which intended Railway and Works will be situate in the Parishes and Places following, viz. City [of Glasgow], Barony, and Govan Parishes, and Royal Burgh of Glasgow, in the County of Lanark; Parish of Renfrew, in the County of Renfrew; and Parish of Old Kilpatrick, in the County of Dumbarton;

No. III.—A Railway commencing by a Junction with the said intended Railway Number 2, at a point thereon, 110 yards or thereabouts, measuring, in a south-easterly direction, from the front doorway of Thornwood House, Partick, and terminating by a Junction with the foresaid Railway, designated Number 3, authorised by "The Edinburgh and Glasgow Railway [Extensions] Act, 1864," at a point thereon, 100 yards, or thereabouts, measuring from the southern side of Dumbarton Road along the authorised line of the foresaid Railway, designated Number 3, in a field numbered 140 in the Parish of Govan and County of Lanark, in the aforesaid deposited plans of the said Railway No. 3; which intended Railway and Works will be situate wholly within the Parish of Govan and County of Lanark.

To construct wharves, sidings, stations, goods depots, hotels, warehouses, sewers, works, buildings, and conveniences in connection with the said Railways:

To cross, divert, alter, and stop up for the purposes of the intended Railways and Works, and either temporarily or permanently, turnpike, statute labour, and other roads, streets, ways, streams, gas and water pipes, drains, sewers, canals, navigations, rivers, bridges, footways, telegraphs, railways and tramways within the parishes and places aforesaid, or any of them:

To divert or alter and deviate the course of the canal called the Forth and Clyde Canal in the manner shown upon the plans hereinafter mentioned, between a point on the said canal 300 yards or thereabouts, measuring, in an easterly direction, from South Balquhanran farm house, Dumbarton Road, and a point on the said canal, 70 yards or thereabouts, measuring northwards along the said canal from the drawbridge at or near Dalmuir which carries the road from Glasgow to Dumbarton over the said canal, which diversion, alteration or deviation will be situate in the Parish of Old Kilpatrick, in the County of Dumbarton:

To purchase and take by compulsion, and also by agreement, lands, houses, and hereditaments for the purposes of the said intended Railways, Stations, Buildings and Works, and of the intended Act, and to vary or extinguish all rights and privileges connected with the lands, houses and hereditaments so to be purchased which would in any manner impede or interfere with the construction, maintenance, or use of the said intended Railways, Stations, or Works:

To levy tolls, rates and duties upon or in respect of the intended Railways, Stations, Buildings, Works, and for the conveyance of passengers, animals and goods thereon, and upon the Railways, Tramways, Stations and Works hereinafter mentioned belonging to other Companies or bodies; to vary the tolls now authorised to be taken on the last mentioned Railways, Tramways, Stations and Works; to confer exemption from the payment of such several tolls, rates, and duties, and to confer, vary or extinguish other rights or privileges.

To authorise the Company to raise money for the purposes of their undertaking by the creation and issue of shares, and by borrowing on mortgage or bond, and to exercise all other usual and necessary powers for carrying into effect the objects of the said Bill:

To authorise the Company and the owners of and other persons interested in the lands, houses and hereditaments required for the said intended Railways, Stations, Buildings and Works, and any other Companies, Corporations, Commissioners, Trustees, and other bodies or persons whether under any legal disability or not, to contract and agree with each other for the acquisition by the Company of such lands, houses, and hereditaments, in property, feu, lease in perpetuity, or otherwise, at such prices, and subject to such feu-duty, ground annual, or rent, or for such consideration in shares, mortgages, or bonds of the Company, or otherwise as may be agreed on and provided by the said intended Act, and to grant and execute all agreements, conveyances, contracts of feu and of ground annual, leases and other deeds necessary for these purposes:

To authorise the City of Glasgow Union Railway Company, the North British Railway Company, the Caledonian Railway Company, and the Glasgow and South-Western Railway Company, or any one or more of these Companies respectively by themselves, or others on their behalf, to subscribe and contribute to the capital and undertaking of the Company, to take and hold shares in such capital and undertaking, and in respect of such contribution or shares to appoint Directors of the Company, and to vote at meetings of the Company, and for these purposes to authorise the said Companies, or any one or more of them, to raise money by the creation and issue of new shares or stock in their respective undertakings, with such guarantee or preference, or priority in payment of dividend and other privileges, if any, as may be thought expedient, or by borrowing on mortgage or bond, or by one or other of these means, and to fund or issue debenture stock in lieu of the amount so borrowed or authorised to be borrowed:

To empower the Company, the City of Glasgow Union Railway Company, the North British Railway Company, the Caledonian Railway Company, the Glasgow and South-Western Railway Company, and the Trustees of the Clyde Navigation, or any of them, either solely or jointly, to enter into arrangements or agreements with respect to the construction, maintenance, management, working, or use of the Railways, Stations, Buildings, or Works to be authorised by the said intended Act, or any of them, or any part thereof, and with respect to the interchange of traffic passing over the respective Railways or Tramways of the Company, and the above named Companies, and the line or lines of Rails or Tramways authorised by "The Clyde Navigation (Glasgow Harbour) Tram-

ways Act, 1864," or any of them, or any part thereof, and the fixing, collecting, and apportionment of the tolls or profits arising therefrom, and to enable the said Companies and the said Trustees, or any of them, to apply any portion of their income or capital to the purposes of any such arrangements or agreements :

To make provision for facilitating the interchange and transmission of traffic from, to, and over the said intended Railways, and the Railways or Tramways belonging to the City of Glasgow Union, the North British, the Caledonian, and the Glasgow and South-Western Railway Companies, and the Trustees of the Clyde Navigation respectively, or any of them, and for securing through booking and through invoicing, through trains, and through rates, from, to, and over the said Railways or Tramways respectively, or any of them ; also for fixing and ascertaining and settling the tolls, rates, and charges to be levied or charged, and other terms and conditions to be imposed for or in respect of any of the purposes aforesaid, and to make such alterations and reductions in the tolls, rates, and charges at present authorised to be levied or charged upon the Railways or Tramways of the said last named Companies, or of the Trustees of the Clyde Navigation, or any of them, as may be necessary, and to authorise the Company, and the said last named Companies, and the said Trustees, or any of them, from time to time to enter into agreements with respect to all or any of the matters aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the said intended Act, or in default of agreement to confer all necessary powers for effecting the objects aforesaid, or any of them.

To authorise the Company, and the said last named Companies, and the said Trustees, or any of them, to agree for the use of one or more lines of the said intended Railways, or of the said intended Stations, or any part thereof, for the separate accommodation of the traffic of any one of them, or the joint accommodation of the traffic of more than one of them, upon payment of a sum in gross, or an annual payment, whether fixed or contingent, and to carry into effect any contract or agreement made or to be made accordingly.

To authorise and enable the Company, and any other Company or Companies, person or persons, lawfully using their Railways, or one or more of them, or any part thereof, to run, pass, and carry with and by their own or other engines or carriages over the Railways of the City of Glasgow Union and the North British Railway Companies, the Railways vested in the Caledonian Railway Company by "The Caledonian and General Terminus Railways Amalgamation Act, 1865," and the Tramways authorised by "The Clyde Navigation (Glasgow Harbour) Tramways Act, 1864," or any one or more of them, or any part thereof, and to use the stations, station yards, booking offices, warehouses, sidings, platforms, conveniences, and accommodations of the City of Glasgow Union, the North British, and Caledonian Railway Companies, and the Trustees of the Clyde Navigation, connected with the said Railways or Tramways or portions of Railways or Tramways so to be run over, and used respectively, or any one or more of them, for the carriage and accommodation of passengers, animals, goods, mineral and other traffic, and otherwise as may be provided by the Act, upon and subject to such rules and regulations, and upon payment of such rates, tolls,

and charges, and generally upon such terms and conditions as may be agreed upon between the Company and the said last mentioned Railway Companies, and the said Trustees respectively, or any one or more of them, or failing any such agreement as may be settled by arbitration, or as may be fixed and determined by the said intended Act, and to grant and secure all necessary facilities for the passage and transmission of such passengers, animals, goods, mineral and other traffic over the said Railways and tramways of the said last mentioned Companies, and of the said Trustees, and the said intended Railways, and to enable the Company, and the said last mentioned Companies, and the said Trustees, or any one or more of them, to charge and take tolls, rates and duties in respect of the conveyance of such passengers, animals, goods, mineral and other traffic, and to confer exemptions from tolls, rates and duties, and to confer, vary and extinguish other rights, privileges and exemptions :

To enable the Company, and any Companies or Corporations, or Road or Statute Labour Trustees, or other bodies or persons to enter into and carry into effect such arrangements and agreements as may be expedient or proper for making, maintaining or working the said intended Railways or Works, or for the use of the same :

To alter, amend, enlarge or repeal, so far as may be necessary for the purposes of the said intended Act, the several Acts following, or one of them, relating to the City of Glasgow Union Railway Company and their undertaking, namely, 27th and 28th Vic., cap. 286, and 28th and 29th Vic., cap. 247.

Also the several Acts following, or some of them, relating to the North British Railway Company and their undertaking, that is to say, [local and personal], 14th and 15th Vic., cap. 55, and the provisions unrepealed of the Acts referred to in the Schedule of such Act: 16th and 17th Vic., cap. 152 : 18th and 19th Vic., cap. 127 : 19th and 20th Vic., cap. 98 : 20th and 21st Vic., caps. 91, 124, 129 : 21st and 22d Vic., caps. 65, 109, and 145 : 22d and 23d Vic., caps. 14, 24, 83, and 96 : 23d and 24th Vic., caps. 140, 145, 159, 195 : 24th and 25th Vic., caps. 102, 114, 131, 177, 186, 214, 226 : 25th and 26th Vic., caps. 47, 48, 49, 142, 145, 181, and 189 : 26th and 27th Vic., caps. 194, 213, 223, and 226 : 27th and 28th Vic., caps. 84, 100, and 292 : 28th and 29th Vic., caps. 125, 152, 206, 213, 308, and 309.

Also the following Acts relating to the Edinburgh and Glasgow Railway Company, or the undertakings or Companies amalgamated therewith :—57th Geo. III., cap. 56 : 59th Geo. III., cap. 29 : 1st and 2d Geo. IV., cap. 122 : 4th Geo. IV., cap. 18 : 7th Geo. IV., cap. 45 : 4th and 5th Vic., cap. 59 : 6th and 7th Vic., cap. 55, 8th and 9th Vic., cap. 148 : 9th and 10th Vic., caps. 81, 202, 263, 332, and 377 : 10th and 11th Vic., caps. 83, 245, and 246 : 11th and 12th Vic., caps. 116, 118, 127, and 160 : 12th and 13th Vic., caps. 39 and 86 : 15th Vic., cap. 109 : 16th and 17th Vic., cap. 151 : 18th and 19th Vic., caps. 158 and 190 : 19th and 20th Vic., caps. 98 and 106 : 21st and 22d Vic., cap. 64 : 24th and 25th Vic., caps. 84, 195, 198, and 248 : 25th and 26th Vic., caps. 135 and 138 : 26th and 27th Vic., caps. 187, 213, and 237 : 27th and 28th Vic., caps. 81, 248, 271, 279, and 286 : 28th and 29th Vic., caps. 200, 217, and 328.

Also the following Acts relating to the Caledonian Railway Company : "The Caledonian Rail-

way Act, 1845," and the several other Acts relating to the Caledonian Railway Company and the undertakings amalgamated with or held in lease by them, passed respectively in the 9th and 10th, the 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st, the 21st and 22d, the 22d and 23d, the 23d, the 23d and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th years of the reign of Her present Majesty :

Also the following Acts relating to The Glasgow and South-Western Railway Company and their undertaking, 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 22d, the 22d and 23d, the 23d 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 :

Also "The Clyde Navigation Consolidation Act, 1858," "The Clyde Navigation (Glasgow Harbour) Tramways Act, 1864," and "The Glasgow Police Act, 1862."

Also 4th and 5th Vic., cap. 55 : 5th and 6th Vic., cap. 41 : 8th and 9th Vic., caps. 3 and 148 : 9th and 10th Vic., cap. 384 : 9th and 10th Vic., cap. 147 : 13th and 14th Vic., cap. 27 : 11th and 12th Vic., cap. 41 : 15th and 16th Vic., cap. 45 : 22d and 23d Vic., cap. 32, being Acts relating to the undertaking of the Forth and Clyde Canal or Navigation.

And also, so far as may be necessary, any other Act or Acts of Parliament recited in any of the before mentioned Acts, or relating to or affecting the above mentioned Companies and undertakings or works, or any other Company or body who or whose property or interests may be affected by any of the powers or provisions of the intended Bill.

Duplicate plans and sections, describing the lines and levels of the said intended Railways, Stations, 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 a published map with the lines of the proposed Railways delineated thereon, 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 Renfrew, at Paisley ; and in the office of the principal Sheriff-Clerk for the County of Dumbarton, at Dumbarton ; and in the office of the principal Sheriff-Clerk of the County of Lanark, at Glasgow ; 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 before specified, together with a copy of the said *Gazette* Notice, will, on or before the said 30th of November, 1865, be deposited for public inspection with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of each of such parishes respectively, at the place of abode of such Schoolmaster or Session-Clerk, and also with the Town Clerk of such Royal Burgh, at his office therein.

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

Dated 13th November, 1865.

M'GRIGOR, STEVENSON, & FLEMING,
136 St. Vincent Street, Glasgow,
Solicitors for the Bill.

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

GLASGOW POLICE.

Continuation and Amendment or Repeal of "The Glasgow Police Act, 1862." Regulation of River Bailie Court, and Clyde Police, and other Purposes.

NOTICE is Hereby Given, that Application is intended to be made to Parliament, in the ensuing Session, for leave to introduce a Bill to amend "The Glasgow Police Act, 1862," and to continue and extend the term or duration of the said Act, or to repeal the said Act in whole or in part, and to re-enact in perpetuity the provisions of the said Act, or some of them, with such amendments, or new or additional provisions, as may be necessary or expedient :

To appoint and incorporate the existing or some similarly constituted Board for the execution of the objects and purposes of the said Act and Bill ; to define the Constitution, and to regulate the appointment and proceedings of the Members of the said Board ; to vest in them the Lands, Buildings, and Heritages required in pursuance of the said Act, to enable them to acquire, by compulsion or by agreement ; and to hold and dispose of other Lands, Buildings, and Heritages for the objects and purposes of the said Act and Bill ; to continue, or to alter the existing Rates and Assessments leviable under the said Act or any of them ; or to repeal the same, and to impose and levy new or increased Rates and Assessments for the several objects and purposes of the said Act and the said Bill, on and from the Proprietors, Liferenters, Leaseholders, or Occupiers of Lands, Buildings, and other Heritages, within the City of Glasgow, and on and from the Owners, or Keepers, or Users of Horses within the said City ; to confer, vary, or extinguish exemptions from the payment of such existing, or altered, or new, or increased Rates and Assessments ; to raise money for the purposes of the said Act and Bill, on the security of the said Rates and Assessments, or any of them, by borrowing on Bond or Mortgage, or by granting Annuities.

To define the powers and jurisdiction of the Magistrates and Dean of Guild, or of the Stipendiary or other Judges, and of the Court or Courts by whom the provisions of the said Act and Bill are to be enforced ; to regulate the appointment and dismissal, and define the powers, rights, and duties of such Stipendiary Judges, and of the several Officers and Persons who may be employed in such Court or Courts, or otherwise, in carrying into effect the provisions of the said Act and Bill, or the provisions of "The Clyde Navigation Consolidation Act, 1858," with respect to Police, and to provide for the payment of such Judges, Officers, and persons ; to establish a Superannuation or Relief Fund for the benefit of such Officers and Persons, or some of them ; and to regulate

the contributions thereto, and the rights and interests therein, of the Contributors.

To alter, amend, and regulate the Jurisdiction, and Procedure of the Court known as The Court of the Bailie of the River and Frith of Clyde, and to provide for the expense of maintaining the said Court, and the payment of the Officers connected therewith.

To amend or to repeal, in whole or in part, the provisions of "The Clyde Navigation Consolidation Act, 1858," with respect to Police, and the establishment and maintenance of a separate Police Force, and the appropriation of Fines for contraventions thereof or of Bye-Laws enacted in virtue thereof, and the procedure in prosecutions for Offences against the said Act or Bye-Laws, and to make other provision with respect to these several matters.

To fix and define the limits to which the provisions of the said Act and Bill shall apply, and, if necessary, to extend the limits which are fixed and defined by the said Act, with respect to such provisions, or any of them.

To provide for the granting of Certificates and Licences as a condition on which certain trades shall be carried on, and for the regulation and good government of the said City, and places and Districts adjoining, with respect to Weights and Measures, to Pawnbrokers and Brokers, to Fireworks and Gunpowder, to Stage and Hackney Carriages, to the prevention and suppression of Fires, and of Nuisances from Smoke, to the removal of other Nuisances, to the prevention and mitigation of Diseases, to common Lodging-Houses, to unwholesome and adulterated Food, and generally with respect to the prevention and punishment of Offences, the enforcement of good conduct, and the improvement of the said City and its sanitary condition.

To regulate the keeping of Cows within the said City, and the Byres in which the same are kept, and the position, structure, and ventilation thereof.

To apply wholly or in part, the provisions of any Public Acts relating to the several objects of the said Act and Bill, or to modify or alter the same, or to make new or additional provisions with respect thereto, and to provide for the enforcement thereof by the Judges, or by the Court or Courts appointed or to be appointed under, or specified in the said Act and Bill.

To provide for and regulate the formation, improvement, and maintenance of Public and Private Roads, Streets, Courts, Common Stairs, Thoroughfares, and Pavements, and of Public and Private Sewers and Drains; and the erection, alteration, and use of Houses and Buildings within the said City.

To define the Public Streets within the said City, to vest them in the said Board, and to authorise the continuance or the formation and maintenance and regulation of Tramways or Rails thereon.

To provide for the proper maintenance and cleansing of Roads and Roadways of Bridges within the said City, and to authorise agreements to be made between the said Board and the Trustees of such Roads and Bridges with respect to the Maintenance and Cleansing of the said Roads and Roadways, or the Assumption of the same as Public Streets, or the discontinuance of the Tolls thereon, or the removal of any Tollbars on such Roads nearer to or beyond the limits of the said City, and to authorise the levying of

Tolls at such Tollbars when removed, and at any other Tollbar on the said Roads.

To provide for the lighting and cleansing of Public and Private Roads, Streets, Courts, Common Stairs and Thoroughfares; the collection, removal, and disposal of Dung, Ashes, and Fulzie; and the erection, maintenance, and regulation of Public Baths and Wash-houses within the said City.

To provide for the continuance or for the erection, maintenance, and regulation of one or more Powder Magazines in the vicinity of the said City, and the levying of Rates and Charges in respect of the use thereof.

To provide for the making and enforcement of Bye-Laws for the regulation of the Public Green of Glasgow, and with respect to the several other objects and purposes of the said Act and Bill.

To amend or repeal, so far as may be necessary for carrying into effect the objects and purposes of the said Act and Bill, the following Acts, or some of them, *videlicet* (Local and Personal):— 12 Geo. III., c. 82; 33 Geo. III., c. 124; 39 and 40 Geo. III., c. 88; 46 Geo. III., c. 74; 47 Geo. III., Second Session, c. 29; 47 Geo. III., Second Session, c. 45; 54 Geo. III., c. 198; 59 Geo. III., c. 3; 1 Geo. IV., c. 88; 1 and 2 Geo. IV., c. 48; 6 Geo. IV., c. 107; 6 Geo. IV., c. 140; 7 and 8 Geo. IV., c. 43; 11 Geo. IV., c. 42; 1 and 2 Will. IV., c. 9; 7 Will. IV., c. 48; 3 and 4 Vic., c. 28; 6 and 7 Vic., c. 93; 6 and 7 Vic., c. 105; 9 and 10 Vic., c. 289; 19 and 20 Vic., c. 56; 21 and 22 Vic., c. 149; 25 and 26 Vic., c. 204; 28 Vic., c. 63.

To vary or extinguish all rights or privileges which would in any respect interfere with or prevent the execution of the purposes and provisions of the said Act and Bill; and to confer all such jurisdictions, powers, rights, and privileges as may be necessary for carrying the same into effect.

Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23d day of December, 1865.

Dated this fifteenth day of November, 1865.

ALEXANDER MONRO, S.S.C.,
Town-Clerk, Glasgow.

LOCH & MACLAURIN,
Great George Street, Westminster.

SUTHERLAND RAILWAY.

(Diversion of Part of Authorised Line; Relinquishment of Portion of Authorised Works; Increase of Capital; Substitution of Level Crossings for Bridges; Extension of Time Granted for Purchasing Lands, and for Completion of Authorised Works; Amendment of Acts; and other Purposes.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the next Session for leave to bring in a Bill for effecting the following objects; or some of them, that is to say:—To enable the Sutherland Railway Company (hereinafter called "The Company"), to make and maintain a Diversion of the main Line of the Sutherland Railway, authorised by "The Sutherland Railway Act, 1865," commencing at a point marked on the Plans and Sections deposited in respect of the said Sutherland Railway, and referred to in such Act, 24 miles and 5½ furlongs, or thereby from the commencement thereof, and in a Field numbered on the said Plans 100, in the Parish of Golspie, and terminating by a junction with the said authorised Line at a point marked

on the said Plans and Sections, 30 miles and 4 furlongs, or thereby, and in Pasture Land numbered on the said Plans 284, in the Parish of Golspie, which proposed Diversion, and the Lands, Houses, and other Heritages which may be taken for the purposes thereof, will be, and are situate in the Parish of Golspie, in the County of Sutherland :

To take power to relinquish that portion of the Railway authorised by "The Sutherland Railway Act, 1865," which lies between the points of commencement and of termination of the said proposed Diversion ; which portion of Railway proposed to be relinquished is situate wholly in the said Parish of Golspie and County of Sutherland :

To take power to construct the Railway authorised by "The Sutherland Railway Act, 1865," across the Public Highway or Road, numbered on the said deposited Plans 54, in the said Parish of Golspie and County of Sutherland, at a point marked on the said Plans and Sections, 23 miles and 1 furlong, or thereby, on the level of such Public Highway or Road, instead of under the same, as authorised by the said Act : and also to construct the said Railway across the road numbered on the said deposited plans 3, in the Parish of Lairg, and also across the road at Pittentrail Mills, in the parish of Rogart, both in the county of Sutherland, instead of over or under the same as authorised by the said Act ; and plans and sections of the two last-named level crossings, along with a Book of Reference, and a copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited with the Schoolmasters of said Parishes of Lairg and Rogart respectively, at the time and in the form and manner mentioned in the clause next following.

And Notice is also Given, that Duplicate Plans and Sections describing the Line and Situation and Levels of the said proposed Diversion and Works, and the Lands, Houses, and other Heritages through which the same are intended to be made, and within the limits of deviation, as defined on the said Plans, and which may require to be taken for the purposes of the said Diversion and Works, together with a Book of Reference to such Plans, containing the names of the Owners or reputed Owners, Lessees or reputed Lessees and occupiers of such Lands, Houses, and other Heritages respectively, and a published map, showing thereon the general course and direction of the said proposed Diversion, and also a copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection on or before the thirtieth day of the present month of November, in the office in Dornoch of the Principal Sheriff-Clerk of the County of Sutherland, and a copy of the said Plans, Sections, and Book of Reference, with a copy of this Notice as aforesaid, will on or before the said thirtieth day of this present month 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 Golspie, at his residence.

And it is intended by the said Bill to apply for power to cross, alter, divert, or stop up, and to alter the lines, levels, and inclinations of highways, turnpike, and other roads, railways, bridges, streets, paths, passages, rivers, canals, brooks, streams, sewers, water-courses, and water-works, so far as necessary or expedient for the purpose of making, maintaining, working, or using the said proposed Diversion and other Works, or any part

thereof ; as also to deviate in constructing the said proposed Diversion and other Works from the lines and levels laid down on the said plans and sections to such an extent as will be defined on the said plans, or provided by the said Bill.

And it is also intended by the said Bill to enable the Company, if necessary, to raise and apply to the purposes aforesaid, or any of them, the capital which they are authorised to raise by "The Sutherland Railway Act, 1865 ;" and also to raise additional money by the creation and issue of shares, either ordinary or preferential, and by borrowing on 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 to acquire by compulsory purchase, or otherwise, all such Lands, Houses, and other Heritages as may be necessary or convenient for the purposes of the Diversion and other Works, and also water from streams or brooks adjoining or near to the said proposed Diversion and other Works for the purposes thereof, and of the engines to be used thereon ; as also to vary or extinguish all existing rights and privileges connected with the lands, houses, streams, brooks, and other heritages so to be acquired, which would in any manner impede or interfere with the construction or maintenance or use of the said proposed Diversion and other Works, or with any of the other purposes of the said Bill, and to confer other rights and privileges necessary or expedient in relation to any of the aforesaid matters.

And it is also intended by the said Bill to authorise the Company to convey passengers, animals, goods, and other traffic on the said intended Diversion : to levy tolls, rates, and charges, on or for the use of the said intended Diversion and Works, and the conveyance of traffic thereon, and to confer certain exemptions from the payment of such tolls, rates, duties, and charges, and certain other rights and privileges in relation thereto, and to enable the company and any other companies, or corporations, or any Commissioners, Road Trustees, or other bodies or persons, to enter into and carry into execution such arrangements and agreements as may be expedient or proper for making, maintaining, or using the said proposed Diversion and Works, or any portion thereof.

And it is also intended by the said Bill to authorise the Company to make and enter into arrangements with the Highland Railway Company with respect to the working and use of the said intended Diversion, or any part thereof, by that Company, and with respect to the booking, forwarding, and interchange of traffic from, to, or beyond the said intended Diversion, and with respect to the apportionment of tolls and profits, arising therefrom, and to enable the said Highland Railway Company to apply any portion of their income or capital to the purposes, or any of them specified or contemplated by any such arrangement or agreement as aforesaid.

And it is also intended by the said Bill to apply for power to extend the time granted by "The Sutherland Railway Act, 1865," for the compulsory purchase of Lands, Houses, and other Heritages for the purposes of the said Act, and also for the completion of the Railway and other works thereby authorised.

And it is also intended by the said Bill to alter and amend, so far as may be necessary for the several purposes above mentioned, or any of them, the following Acts, that is to say, "The Suther-

land Railway Act, 1865," and the "Highland Railway Act, 1865."

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.

STEWART & RULE, Inverness } Solicitors
DONALD GRAY, Golspie } for the Bill.

LOCH & MACLAURIN, Westminster,
Parliamentary Agents.

Inverness, 11th Nov. 1865.

LEVEN AND EAST OF FIFE RAILWAY.

(Branches to Muiredge Coal Pit and Methill, Additional Capital, Tolls, Amendment of Acts, and other Purposes).

NOTICE is Hereby Given, that Application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill to authorise the Leven and East of Fife Railway Company (herein called the Company), to make and maintain the following Railways, with all proper Works and conveniences connected therewith : that is to say :—

First.—A Branch Railway commencing in the Parish of Markinch and County of Fife, by a Junction with the Leven and East of Fife Railway at the Western end of Cameron Bridge Station, and terminating in the Parish of Wemyss and County aforesaid, in a field occupied by Joseph Thomson, on the North side of the Saw-Mill Ford Turnpike Road, and One Hundred and Thirty Yards, or thereabouts, Eastward of Percival Toll-Bar. Which Branch will pass from, in, through, or into the Parishes of Markinch and Wemyss, all in the County of Fife.

Second.—A Branch Railway situate wholly in the Parish of Wemyss and County of Fife, commencing by a Junction with the first mentioned Branch at its termination above described, and terminating at the North West Corner of the Harbour of Methill.

And provision will be made in the said Bill for conferring on the Company the following, among other powers and purposes, or some of them.

To deviate, in the construction of the said Railways and other works before mentioned, from the lines and levels delineated on the Plans and Sections to be deposited as hereinafter mentioned, to such extent as will be shewn on the said Plans, or provided in the said Bill : and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, passages, rivers, streams, sewers, water courses, and other works, so far as may be necessary or expedient for the purposes of the undertaking.

To purchase, compulsorily or otherwise, all or any of the Lands, Houses, and other Property delineated on the Plans and described in the Books of Reference thereto to be deposited as hereinafter mentioned : and to vary or extinguish all existing rights and privileges connected with such Lands, Houses, and other Property, or other rights and privileges which may in any way interfere with the execution of the said works, or with any of the other objects of the Bill : and to confer all rights and privileges necessary or expedient for effecting the objects and purposes aforesaid, or any of them, or in relation thereto : and to levy Tolls, Rates, Duties, and Charges for the use thereof, and for the conveyance of traffic thereon, and to alter existing Tolls, Rates, Duties, and Charges,

and to confer exemptions from the payment of Tolls, Rates, Duties, and Charges ; and to exercise all other usual and necessary powers.

To purchase and hold additional lands for extraordinary purposes.

To apply any of the Funds of the Company which they now have or may receive, or have power to raise, towards the construction of the said Railways and Works, and the acquisition of the said Lands, Houses, and other Property : and for the above purposes, and the discharge of existing liabilities and the general purposes of the Company : to raise money, by the creation and issue of Shares or Stock, on such terms and conditions, with such preferences, priorities, and privileges as may be considered expedient, and also by borrowing upon mortgage or bond, or by any of such means as may be provided for in the Bill.

To incorporate the necessary provisions of "The Companies Clauses Consolidation (Scotland) Act 1845 ;" "The Companies Clauses Act 1863 ;" "The Lands Clauses Consolidation (Scotland) Act 1845 ;" "The Lands Clauses Consolidation Acts Amendment Act 1860 ;" "The Railways Clauses Consolidation (Scotland) Act 1845 ;" "The Railways Clauses Act 1863 ;" and "The Railway Companies Powers Act 1864 ;" and of any other Acts which may be necessary to incorporate therewith.

To Alter, Amend, Extend, Enlarge, or Repeal all or some of the provisions of "The Leven Railway Act 1852 ;" "The East of Fife Railway Act 1855 ;" "The East of Fife Railway Deviation Act 1856 ;" "The Leven and East of Fife Railway (Extension) Act 1861 ;" and "The Leven and East of Fife Railway Act 1861."

Duplicate Plans and Sections, describing the Lines, Situation, and Levels of the said Railways and Works, and the Lands, Houses, and other Property to be taken under the Compulsory powers in the said Bill, together with Books of Reference to such Plans, containing the names of the Owners and Lessees, or reputed Owners and Lessees, and Occupiers of such Lands, Houses, and other Property, and a published Map, with the Line of the proposed Railways and Works delineated thereon, so as to shew their general course and direction, and copies of this Notice, as published in the *Edinburgh Gazette*, will, on or before the Thirtieth Day of November instant, be deposited for public inspection, in the Office at Cupar of the Principal Sheriff-Clerk of the County of Fife : and that a copy of so much of the said Plans, Sections, and Books of Reference as relates to each of the Parishes before specified, with a copy of this Notice as published in the *Edinburgh Gazette*, will also, on or before the said Thirtieth Day of November instant, be deposited, for public inspection, with the Schoolmaster of each such Parish, or if there be no Schoolmaster, with the Session-Clerk of such Parish, at the usual residence of such Schoolmaster or Session-Clerk.

Printed Copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the Twenty-third Day of December next.

Dated this 13th day of November 1865.

ANDREW WILKIE,
Leven, Solicitor for the Bill.

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

DUNOON NEW PIER.

(Application for Provisional Order for Powers to Construct Piers, Quays, and other Works; to Alter or Improve Harbour; to levy Tolls; to Borrow Money; and for other Purposes.)

NOTICE is Hereby Given that, in pursuance of the provisions of "The General Pier and Harbour Act 1861," and "The General Pier and Harbour Act 1861, Amendment Act," Application is intended to be made to the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, (hereinafter called "The Board of Trade,") by a Memorial, to be deposited in the Office of the said Board on or before the 23rd day of December 1865, praying for a Provisional Order to constitute the Promoters, and such Persons, or Body or Bodies corporate, as shall be named in the said Memorial, a Corporate Body or a proper Harbour Authority, within the meaning of the several General Acts relating to Piers and Harbours, for all or some of the following objects, viz:—

To alter, deepen, improve, and enlarge the Harbour of Dunoon, in the United Parishes of Dunoon, and Kilmun, District of Cowal, and County of Argyll, within the limits shewn on the Plans hereinafter mentioned, and to make and maintain the new works following, or some of them, that is to say:—

A Landing Pier, Jetty, or Wharf, on the shore of the Frith of Clyde, commencing at the shore road leading round the Old Castle, Dunoon, at a point 20 yards or thereabouts, measuring in a north-easterly direction from the gateway of the carriage entrance to the Castle House, Dunoon, and terminating in the Frith of Clyde at a point beyond low water mark, 122 yards or thereabouts, measuring in an easterly direction from the said gateway of the carriage entrance to the Castle House, Dunoon aforesaid.

To construct and maintain, in connection with the said Pier and Harbour, approaches, warehouses, sheds, offices, and other necessary works and conveniences.

To purchase, take on lease, or otherwise acquire Lands necessary for the construction or enlargement of the said Pier, Harbour, and other works, and the approaches thereto, and to vest the same in the promoters or other persons or body corporate named in the Memorial.

To alter the constitution of any Harbour Authority having any powers relating to the Harbour of Dunoon within the said limits.

To levy tolls, rates, and duties upon, or in respect of the said Pier, Harbour, and Works, and to alter existing tolls, rates, or duties.

To confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties; and to confer, vary, or extinguish other rights and privileges.

To erect and maintain Cranes, Weighing Machines, Sheds, and Warehouses, and to levy and collect rates and charges for the use of the same respectively, and for the use of Moorings belonging to the proposed Harbour Authority.

To borrow on mortgage or bond any moneys which may be required for the purposes of the said Provisional Order.

To constitute the proposed Harbour Authority the proper pilotage authorities for the Harbour of Dunoon, within the limits shewn on the foresaid Plan, and to grant all the powers and privileges authorised by "The Merchant Shipping Act, 1854," "The Merchant Shipping Act Amend-

ment Act, 1855," and "The Merchant Shipping Act Amendment Act, 1862."

To incorporate, in whole or in part, "The Lands Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Companies Clauses Consolidation (Scotland) Act, 1845;" "The Commissioners Clauses Act, 1847;" "The Harbour, Docks, and Piers Act, 1847;" "The Harbours, Passing Tolls Act, 1861;" "The Burgh Harbours (Scotland) Act, 1853;" "The Merchant Shipping Act, 1854;" "The Merchant Shipping Act Amendment Act, 1855;" "The Merchant Shipping Act Amendment Act, 1862;" "The General Pier and Harbour Act, 1861;" "The General Pier and Harbour Act 1861 Amendment Act;" and "The Harbours' Transfer Act, 1862."

And Notice is Hereby Further Given, that all the proposed works will be made in the United Parishes of Dunoon and Kilmun, District of Cowal, and County of Argyll.

And Notice is Hereby Further Given, that on or before the 30th day of November 1865, a copy of this Advertisement, with proper Plans and Sections of the proposed Works, will be deposited for public inspection with the principal Sheriff-Clerk of the County of Argyll, at his Office in Inverary, and at the Custom-House in Greenock, respectively, and will also be deposited in the Office of the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order will be furnished by the Solicitor and Agents for the promoters, at their offices as under, to all persons applying for the same, on and after 23rd December 1865, at the price of One Shilling each.

Dated this thirteenth day of November 1865.

JOHN PATTEN, W.S.,
7, Drummond Place, Edinburgh,
Solicitor for the Promoters.

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

In Parliament.—Session 1866.

THE MERCHANT SHIPPING COMPANY
(LIMITED).

(Subdivision of Original Shares; Alteration of Memorandum and Articles of Association.)

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

To vary the Memorandum of Association and Articles of Association of the Merchant Shipping Company (Limited), and especially to alter and reduce the nominal value or amount of the Shares in the Company, and to distribute accordingly among the shares to be created under the powers of the Bill, by the division of the existing shares, the sums already paid upon such existing shares of the Company.

And the Bill will accordingly vary the rights, powers, and privileges of the existing Members of the Company, and of all parties who may be affected by the arrangement aforesaid.

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

Dated this 9th day of November, 1865.

EDWD. SAXTON, 84, Cheapside, City,
Solicitor for the Bill.

WYATT & METCALFE,
28, Parliament Street, Westminster,
Parliamentary Agents.

CITY OF GLASGOW IMPROVEMENTS AND NEW STREETS.

- Constitution of Trustees or Commissioners.
- Construction of New, and Widening and Altering of Existing Streets.
- Powers to Maintain and Regulate, and when Completed, to Transfer Streets to Board of Police of Glasgow, to be Maintained as Public Streets, within the meaning of "The Glasgow Police Act, 1862."
- Power to Purchase Lands and Houses by Compulsion and otherwise, and to Pull Down existing Houses, and to Erect Houses and Buildings, and to Effect Improvements within various Districts of the Municipality of Glasgow.
- Public Parks.
- Power to Sell and Lease Lands and Houses.
- To Build, Maintain, Let, and Sell Houses for the Use and Accommodation of the Labouring Classes.
- Power to Corporation of Glasgow and Commissioners or Trustees, or either of them, to Levy Rates and Assessments, and to Borrow Money and Apply Funds.
- Alteration of Rates and Assessments, Arrangements between Corporation and Board of Police of Glasgow, and North British, Caledonian, and City of Glasgow Union Railway Companies, or one or more of them, and Commissioners or Trustees.
- Powers to above-named Railway Companies, or one or more of them, to Subscribe to Expense of Works, and to Sell, Purchase, and Exchange Lands, and to Modify and Alter their Works.
- Power to Commissioners or Trustees to Make Bye-Laws.
- Amendment of Acts, and other Powers.

NOTICE is Hereby Given, that Application is intended to be made to Parliament, in the next Session thereof, by the Lord Provost, Magistrates, and Council of the City of Glasgow (in this Notice called the Corporation) for leave to bring in a Bill for the following, or some, or one, of the following, among other objects, powers and purposes, that is to say—

To constitute and incorporate the Corporation a Board of Commissioners or Trustees, or to constitute and incorporate a Board of Commissioners or Trustees, in this notice hereinafter called "The Commissioners or Trustees," for the purposes of the Bill, and of carrying the purposes of the said Bill into execution, and to exercise the powers thereof within the City and Royal Burgh of Glasgow and the Parishes following, viz.:—The City Parish, The Barony Parish, The Parish of St Paul or Outer High Parish, The Parish of Laurieston, The Parishes of Gorbals, Govan, Springburn, Calton, St. James, St. Mary, St. Andrew, Blackfriars, St. David, St John, St. Luke, and Chalmers,—all in the County of Lanark, or within such smaller limits, as may be prescribed by the Bill, and to regulate the election or appointment of such Commissioners or Trustees, and to prescribe their rights, duties, and powers.

To confer on the said Commissioners or Trustees all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them, that is to say.

NEW STREETS.

To make the following New Streets, viz.:—

(1) A new Street commencing from and out of the north-eastern termination of James Street, Greenhead, and terminating on the west side of

Green Street Lane, at a point ninety-five yards or thereby, measuring north-eastward in a straight line from the commencement of said Street.

(1a) A new Street commencing from and out of Green Street Lane, at a point immediately opposite the termination of the new Street last above described, and terminating in Main Street, Bridgeton opposite to the place at which the said Street unites with Dalmarnock Road.

(2) A new Street commencing from and out of Dalmarnock Road, at or near the junction thereof with Main Street, Bridgeton, and terminating in London Road, at a point in said Road seventy-three yards or thereby Eastward from the South-western corner of said Road at its junction with Canning Street.

(3) A new Street commencing from and out of the Northern termination of Sister Street, and terminating in Park Lane, at a point fifty-three yards, or thereby, Northwards from the commencement of said new Street.

(4) A new Street commencing from and out of Canning Street, at a point twenty-two yards, or thereby, North-eastward from the North-eastern corner of Greenhead Church, and terminating in the South side of Mackechnie Street, at a point fifty yards, or thereby West of the junction of said Street with Park Lane.

(5) A new Street commencing from and out of the North side of Mackechnie Street, at a point forty yards or thereby West of the junction of said Street with Park Lane, and terminating in Little Street, opposite the South end of Marlborough Street.

All the foregoing Streets and places being in the Parish of Calton, in the City of Glasgow, and County of Lanark.

(6) A new Street commencing from and out of the North side of Great Hamilton Street, at a point at or nearly opposite to its junction with Morris Place, and terminating in the South side of Kirk Street, at a point ninety yards, or thereby, East of the junction of Kirk Street with Well Street.

(7) A new Street commencing from and out of the North side of Kirk Street, at a point ninety-one yards, or thereby, East of the junction of Kirk Street with Main Street, and terminating in the South side of King Street, opposite the South end of Claythorn Street.

(8) A new Street commencing from and out of the Northern termination of Risk Street, and terminating in the South side of Kirk Street, at a point eighty-three yards or thereby West of the junction of Kirk Street with Green Street.

(9) A new Street commencing from and out of Main Street, at a point eighty-one yards, or thereby, North of the junction of Main Street with Kirk Street, and terminating at the West termination of Union Place,—

All the Streets and places in Nos. 6, 7, 8, and 9, being in the City Parish, Parish of Calton, and *Quoad Sacra* Parishes of St. Luke and St. James, and Royal Burgh of Glasgow, and County of Lanark.

(10) A new Street commencing from and out of the North Side of Great Hamilton Street, in the City Parish and *Quoad Sacra* Parish of St. James and Royal Burgh of Glasgow, opposite the North end of Somerville Place, and terminating at the South side of New Street, in the Barony Parish and *Quoad Sacra* Parish of St. Luke, at a point seventy-six yards or thereby Westward from the junction of New Street with Well Street.

(11) A new Street commencing from and out of



the North side of New Street in the Barony Parish and *Quoad Sacra* Parish of St. Luke, at a point seventy-three yards or thereby west of the junction of New Street with Main Street, and terminating at Calton Mouth, in the City Parish and *Quoad Sacra* Parish of St. James, and Royal Burgh of Glasgow, at a point in Calton Mouth thirteen yards or thereby South-east of the South corner of the junction of Gallowgate Street with Calton Mouth.

(12) A new Street commencing from and out of the west side of Main Street, in the Parish of Calton and *Quoad Sacra* Parish of St. Luke, at a point eighty-one yards or thereby North of the junction of Main Street with New Street, and terminating in the east side of Kent Street, in the City Parish and *Quoad Sacra* Parish of St. James, and Royal Burgh of Glasgow, at a point sixty-three yards, or thereby, South of the eastern junction of Kent Street with Gallowgate Street.

(13) A new Street commencing from and out of the north side of Gallowgate Street, in the City Parish and *Quoad Sacra* Parish of St. John and Royal Burgh of Glasgow, opposite the north end of South St. Mungo Street, and terminating in the south side of Græme Street, in the same parishes and Royal Burgh, at a point thirty-eight yards or thereby west of the junction of Græme Street with East Campbell Street.

(14) A new Street, commencing from and out of Græme Street, at a point in Græme Street twenty yards or thereby east of the north east corner of Great Dovehill, in the City Parish and *Quoad Sacra* Parishes of St. John and St. James and Royal Burgh of Glasgow, and terminating in the east side of High Street, in the City Parish and *Quoad Sacra* parish of Blackfriars and said Royal Burgh, opposite to the east end of Bell Street.

(15) A new Street, commencing from and out of the north side of Gallowgate Street, in the City Parish, and *Quoad Sacra* Parish of St. James and Royal Burgh of Glasgow, opposite the north end of Charlotte Street, and terminating at a point in the new Street immediately before described, in the City Parish, and *Quoad Sacra* Parish of St. James, and said Royal Burgh, one hundred and five yards, or thereby, west of the north-west corner of Great Dovehill.

(16) A new Street, commencing from and out of the north west corner of St. Andrew Square, in the City Parish, and *Quoad Sacra* Parish of St. Andrew and Royal Burgh of Glasgow, and terminating in the south side of London Street, in the same Parishes and Royal Burgh, at or near a point immediately to the east of St James's Free Church.

(17) A new Street, commencing from and out of the North side of London Street, in the City Parish, and *Quoad Sacra* Parish of St. Andrew and Royal Burgh of Glasgow, at a point seventeen yards or thereby east of St. Andrew's Lane, and terminating by a junction with the proposed Street, No. 14, above described, in the City Parish, and *Quoad Sacra* Parish of Blackfriars and said Royal Burgh, at or near a point in a building belonging to David Minto, and in the occupation of Luke Turner, and which is 175 yards or thereby, measuring in a straight line, from the commencement of the proposed new Street now described.

(18) A new Street, commencing from and out of the north side of Gallowgate Street, in the City Parish, and *Quoad Sacra* Parish of Blackfriars and Royal Burgh of Glasgow, at a point seventy-five yards or thereby east of the junction of Gallowgate Street with High Street, and terminating on the

south side of Old Vennel, in said Parishes and Royal Burgh, at a point seventy-five yards or thereby east of the junction of said Old Vennel with High Street.

(18a) A new Street, commencing from and out of the south side of Blackfriars' Street, in the City Parish and *Quoad Sacra* Parish of Blackfriars and Royal Burgh of Glasgow, at a point immediately adjoining the western boundary of the school known as Murdoch's School, and terminating in the north side of the Old Vennel, in the same Parishes and Royal Burgh, at a point 75 yards or thereby east of the junction of Old Vennel with High Street.

(19) A new Street, commencing from and out of the west side of Saltmarket Street, in the City Parish, and *Quoad Sacra* Parish of St. Mary and Royal Burgh of Glasgow, at the Junction of said Street with Princes Street, and terminating in the east side of King Street, in said Parishes and Royal Burgh, at a point forty yards or thereby north of the Junction of said Street with Millar's Place.

(20) A new Street, commencing from and out of the south side of Trongate, in the City Parish, and *Quoad Sacra* Parish of St. Mary and Royal Burgh of Glasgow, at a point twenty-three yards or thereby east of the Tron Steeple, and terminating at a point in a piece of vacant ground ninety-six yards or thereby southward, measuring in a straight line from the commencement of the proposed new road now described, in said parishes and Royal Burgh.

(21) A new Street commencing from and out of the north side of Trongate, in the City Parish, and *Quoad Sacra* Parishes of St. David and St. Paul, or Outer High Parish and Royal Burgh of Glasgow, at the junction of Nelson Street with Trongate, and terminating in the south side of Bell Street, in said Parishes and Royal Burgh, opposite the junction of Bell Street with South Albion Street.

(22) A new Street commencing from and out of the north side of Bell Street, in the City Parish, and *Quoad Sacra* Parish of St. Paul, or Outer High Parish, and Royal Burgh of Glasgow, at a point fifty-four yards or thereabouts west of the junction of Bell Street with High Street, and terminating in the south side of Stirling Street, in said Parishes and Royal Burgh, at a point sixty-three yards or thereby west of the junction of Stirling Street with High Street.

(23) A new Street commencing from and out of the north side of Stirling Street, in the City Parish, and *Quoad Sacra* Parish of St. Paul, or Outer High Parish and Royal Burgh of Glasgow, at a point sixty-four yards, or thereby, West of the junction of Stirling Street with the west side of High Street, and terminating at the junction of College Street with Shuttle Street, in the same Parishes and Royal Burgh.

(24) A new Street, commencing from and out of the East end of Canon Street, in the City Parish, and *Quoad Sacra* Parishes of St. David and St. Paul, or Outer High Parish and Royal Burgh of Glasgow, at a point ten yards or thereby east of the north end of South Albion Street, and terminating in the west side of High Street, in the City Parish, and *Quoad Sacra* Parish of Outer High or St. Paul and said Royal Burgh, at or near a point twenty-eight yards, or thereby, South of the junction of High Street with the south side of College Street.

(25) A new Street, commencing from and out of the north side of New Vennel, in the City Parish, and *Quoad Sacra* Parish of Blackfriars, and Royal Burgh of Glasgow, at a point one hundred and five yards, or thereby, East of the east side of High

Street, and terminating in the south side of Havannah Street, in said Parishes and Royal Burgh, at a point ninety-one yards or thereby west of the south-west corner of South Pettigrew Street.

(25a) A new Street commencing from and out of the North side of Havannah street, at or near a point immediately opposite the termination of the street last above described, in the City Parish and *Quoad Sacra* Parish of Blackfriars and Royal Burgh of Glasgow, and terminating in the south side of Duke Street, in said Parishes and Royal Burgh, immediately opposite the south end of Burrell's Lane.

(26) A new Street, commencing from and out of the north side of New Vennel, in the City Parish, and *Quoad Sacra* Parish of Blackfriars, and Royal Burgh of Glasgow, at a point two hundred yards, or thereby, East of the east side of High Street, and terminating in the south side of Havannah Street, in the same Parishes, and Royal Burgh, immediately opposite the South end of South Pettigrew Street.

(27) A new Street, commencing from and out of the north side of the New Vennel, in the City Parish, and *Quoad Sacra* Parish of Blackfriars, and Royal Burgh of Glasgow, at a point forty-five yards, or thereby, West of the Molendinar Burn, and terminating in the south side of Havannah Street, in said Parishes and Royal Burgh, at a point forty-five yards, or thereby, west of the Molendinar Burn.

(27a) A new Street commencing from and out of the North side of Havannah Street, in the City Parish and *Quoad Sacra* Parish of Blackfriars and Royal Burgh of Glasgow, at a point immediately opposite the termination of the new street last above described, and terminating in the south side of Duke Street, in said parishes and Royal Burgh, at a point seventy-three yards or thereby East of the East side of South Pettigrew Street.

(28) A new Street, commencing from and out of the north-east side of Drygate, in the City Parish, and Royal Burgh of Glasgow, immediately opposite the Northern end of John Knox Street, and terminating at the junction of Drygate Lane with Infirmary Square, in said Parish and Royal Burgh, at or near a point twenty-five yards, or thereby, south of the Barony Church.

(29) A new Street, commencing from and out of the west side of St. Ninian Street, at a point immediately opposite the Western end of Govan Street, in the Parish of Govan, and terminating in the east side of Muirhead Street, in the Parish of Gorbals, at a point forty-six yards, or thereby, North of the junction of Muirhead Street with the north side of Rutherglen Loan.

(30) A new Street, commencing from and out of the West side of Muirhead Street, in the Parish of Gorbals, at a point immediately opposite the termination of the proposed Street last above described, and terminating in the east side of Main Street, in said Parish, at a point forty-six yards, or thereby, North of the junction of Main Street with the north side of Rutherglen Loan.

(31) A new Street, commencing from and out of the West side of Main Street, in the Parish of Gorbals, immediately opposite the termination of the street last above described, and terminating at the East end of Norfolk Street, in said Parish.

(32) A new Street, commencing from and out of the West side of Hospital Street, in the Parish of Gorbals, and Parish of Govan, at or near the junction of said Street with Rutherglen Loan, and terminating in the east side of Main Street, in the Parish of Gorbals, at a point eight yards, or thereby, south of the south side of Rutherglen Loan.

(33) A new Street, commencing from and out of

the East side of Nicholson Street, in the Parish of Govan, at a point immediately opposite the East end of Oxford Street, and terminating in the West side of Buchan Street, in the Parish of Gorbals, at a point immediately opposite the West end of Kirk Street.

(34) A new Street, commencing from and out of the South end of South Cumberland Street, in the Parish of Calton, and terminating in the North-east side of Greenhead Street, in the City Parish, and *Quoad Sacra* Parish of St. James, and Royal Burgh of Glasgow, at a point sixty-five yards, or thereby East of the South-east corner of the Public Washing House of Glasgow Green.

(34a) A new street, commencing from and out of the West side of North Frederick street, in the City Parishes and *Quoad Sacra* Parish of St. David, and Royal Burgh of Glasgow, at a point immediately opposite the West end of Little Hamilton street, and terminating in the East side of North Hanover street, in the same Parishes and Royal Burgh, at a point fifty-two yards, or thereby North of the North side of Frederick Lane.

All the streets and places from No. 10 to 84a, both inclusive, being in the City of Glasgow and County of Lanark, to be regulated as follows:

WIDENING, ALTERING, IMPROVING, AND DIVERTING EXISTING STREETS.

To widen, alter, improve, and divert the following Streets, or some of them, viz:

(35) An existing Street or Road, called Main Street, in the Parish of Gorbals, from its junction with Adelphi Street, in the said Parish, to its junction with Greenside Street and Bedford Lane, in the said Parish.

(36) An existing Street or Road, called Kirk Street, in the Parish of Gorbals, from its junction with Main Street, in the said Parish, to its junction with Buchan Street, in said Parish.

(37) An existing Street or Road, called Buchan Street, in the Parish of Gorbals, from its junction with Clyde Terrace, in said Parish, to its junction with Malta Street, in said Parish.

(38) An existing Street or Road called Saltmarket Street, in the City Parish, and *Quoad Sacra* Parishes of St. Andrew, St. Mary, and St. James, and Royal Burgh of Glasgow, from its junction with Steel Street, to its junction with London Street, in the City Parish, and *Quoad Sacra* Parishes of St. Andrew, St. James, and St. Mary, and said Royal Burgh.

(39) An existing Street or Road, called Low Green Street, including the Lane or Passage leading therefrom into St. Andrew Square, in the City Parish, and *Quoad Sacra* Parish of St. Andrew, and Royal Burgh of Glasgow, from its junction with the Lane on the north side of St. Andrew's Episcopal Chapel, to the junction of said first-mentioned Lane with St. Andrew Square, in said Parishes and Royal Burgh.

(40) An existing Street or Road called Gallowgate Street, in the City Parish and *Quoad Sacra* Parishes of Blackfriars, St. James, St. Andrew, and St. John, from its junction with East Campbell Street, in the City Parish, and *Quoad Sacra* Parishes of St. John and St. James, and Royal Burgh of Glasgow, to a point forty yards or thereby east of its junction with High Street, in the City Parish, and *Quoad Sacra* Parishes of St. Andrew and Blackfriars, and said Royal Burgh.

(41) An existing Street or Road called South Albion Street, in the City Parish, and *Quoad Sacra*

Parish of St. David, and Royal Burgh of Glasgow, from its junction with Bell Street, in said Parishes and Royal Burgh, to its junction with Stirling Square, in said Parishes.

(42) An existing Street or Road called High Street, in the City Parish, and *Quoad Sacra* Parish of St. Paul, or Outer High Parish, and Royal Burgh of Glasgow, from its junction with Duke Street and George Street, to its junction with the north side of Drygate Street, in the said Parishes, and Royal Burgh.

(42a) An existing Street or Road called Kirk Street, in the City Parish, and Royal Burgh of Glasgow, from its junction with the north side of Drygate Street, to its junction with Castle Street, in the same Parish and Royal Burgh.

(43) An existing Street or Road, called John Knox Street, in the City Parish, and Parish of Springburn, and Royal Burgh of Glasgow, from its junction with Duke Street, to its junction with Drygate Street, in the City Parish and said Royal Burgh.

(44) An existing Street or Road, called Park Lane, in the Parish of Calton, from its junction with George Street, in said Parish, to its junction with Little Street and Thomson's Lane, in said Parish.

(45) An existing street or road, called Calton Mouth, in the City Parish and *Quoad Sacra* Parish of Chalmers, and Royal Burgh of Glasgow, at its junction with Gallowgate, in said Parishes.

All the foregoing Streets and places, from number Thirty-five, inclusive, being in the City of Glasgow, and County of Lanark.

To enable the Commissioners or Trustees to purchase, take, and acquire, by compulsion or otherwise, Lands, Houses, and other Property, for all or any of the aforesaid purposes, and also to enable the Commissioners or Trustees to purchase and take, by compulsion or otherwise, for effecting the improvements hereinafter specified, and for the other purposes of the said Bill, the Lands, Houses, and other Property following, or some of them, that is to say,

(A) Certain Lands, Houses, and other Property, situate, and lying between, and in an area bounded by a line commencing at the North-eastern termination of James Street, in the Parish of Calton, running thence in a North-easterly direction, and in a line with the North building-line of said street for one hundred and eighteen feet, or thereby, to a point in a line with the Western boundary of Bridge-ton Green, thirty-seven feet, or thereby, South of the southern boundary thereof; thence running Northwards, and along the Western boundary of said Green till it reaches the Camlachie Burn; thence Eastwards along said Burn to a point ninety-feet, or thereby, East of the east building-line of Landressy Street; thence in a North-easterly direction, along the West boundary of the property entering from Hamilton's Court, for one hundred and thirty feet, or thereby; thence Eastwards, until it meets the Northern gable of the tenement forming Nos. 156, 158, and 160, of Canning Street; thence along said gable to the west building-line of Canning Street; thence Southwards along the said building-line of Canning Street and Main Street to the East end of the South gable of the tenement forming No. 24 of Main Street; thence Westward along and in a line with said gable, to the Western boundary of the back property of the tenement forming Nos. 32, 34, 36, and 38 of Main Street; thence

Southwards along said Western boundary for eighty feet, or thereby; thence Westward along the Southern boundary of the area of ground forming No. 12 of Green Street Lane; thence Westward, in a straight line, across said Lane, to the Southern gable of the tenement forming No. 13 of said Lane; thence Westward along said gable and the South boundary wall of the area of ground on which said tenement is built to the Western boundary thereof; thence Southward along the East boundary of the properties forming Nos. 50 and 52 of Green Street, and in line therewith; to the North building line of Green Street; thence Westwards along the North building-line of Green Street to the Western end of said Street; thence in a Northerly direction for seventy-six feet, or thereby, till it meets a prolongation of the South building-line of James Street; thence Westward along said prolongation till it meets said South building-line, and thence Northwards until it reaches the point from which it started.

(B) Certain Lands, Houses, and other Property, in the Parish of Calton, situate and lying between, and in an area bounded on the North by the London Road for two hundred and seventy-five feet or thereby, measuring along the building-line of said Road, from the east corner of Canning Street at its junction with London Road; on the West by Canning Street, from its junction with London Road to its junction with Dalmarnock Road; on the South, by the North side of Dalmarnock Road, for one hundred and twenty feet; and on the South-east by the Camlachie Burn,—all in the Parish of Calton.

(C) Certain Lands, Houses, and other Property, in the Parish of Calton, situate and lying between and in an area bounded by a line commencing at a point in Canning Street at the intersection of the East building-line of West Street with the North building-line of Canning Street, running Northwards along the east building-line of West Street to a point at the North-west boundary of the Cotton Mill on the East side of said Street, one hundred and eighty-seven feet, or thereby, West of the west end of Graham's Court; thence Eastwards along the northern boundary of said Cotton Mill to Graham's Court; thence Northwards along the west end of said Court to the north building-line thereof; thence Eastwards along the said building-line to the east building-line of Sister Street; thence Southward along said building-line to the north building-line of Orr Street; thence Eastward along said building-line to the west building-line of Park Lane; thence Northward along said building-line to the south building-line of Mackechnie Street; thence Westward along the said building-line to a point two hundred and fifty feet, or thereby, west of Park Lane; thence Southward to the northern boundary of the area of ground occupied by the Broomward Cotton Mill and appurtenances, at a point forty-three feet west of the west building-line of West Street; thence Eastward along said boundary to the said building-line; and thence Southward along said building-line to the north building-line of Canning Street; and thence Eastwards to the point from which it commenced,—all in the Parish of Calton.

(D) Certain Lands, Houses, and other Property, in the Parish of Calton, situate and lying between, and in an area, bounded by Park Lane on the East, by Mackechnie Street on the South, by the properties forming Nos. 50 and 52 Little Street, on the West, and by Little Street on the North.

(E) Certain Lands, Houses, and other Property, in the City Parish, Calton Parish, and *Quoad Sacra* Parishes of St. James and St. Luke, and Royal Burgh of Glasgow, situate and lying between, and in an area, bounded by a line commencing in Great Hamilton Street, at the Western boundary of St. Luke's Free Church, in the City Parish, *Quoad Sacra* Parish of St. James, and Royal Burgh of Glasgow, proceeding in a North-easterly direction along and in a line with the said boundary till it reaches the north building-line of Alston's Lane; thence eastward along said building-line to the west building-line of Risk-street; thence northward along the said building-line to the north end of Risk Street; thence Eastward along the North end of Risk Street to the East building-line of said street; thence Southward along said line to a point therein in line with the South building-line of Thomson's Lane; thence Eastward to the West end of said Lane; thence Northward along the said end to the North building-line of said Lane; thence Eastward along said building-line to the East boundary of the tenement forming No. 24 of said Lane; thence Northward to a point in the South building-line of Kirk Street, where the Western boundary of the Tenement forming Nos. 23 and 25 of said street intersects the said building-line; thence Westward along the said building-line to a point where the East boundary of a Lane or Passage forming No. 83 of said street intersects the said building-line; thence Southward in a curved line to a point in the north building-line of Great Hamilton Street, where the eastern boundary of the tenement forming Nos. 103 and 105 of said street intersects the said building-line; and thence in a south-easterly direction to the point from which it commenced in the same Parishes and Royal Burgh.

(F) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by a line commencing in Kirk-street at the boundary between the tenements forming respectively Nos. 68 and 70 of Kirk-street in the Parish of Calton and *Quoad Sacra* Parish of St. Luke, running thence in a northerly direction, and in a line with said boundary for one hundred and thirty-four feet or thereby; thence in a westerly direction to the boundary between the properties forming Nos. 18 and 20 of Main Street, at the east building line thereof, in the same Parishes; thence in a Northerly direction along the building-line of the said street, to the southern boundary of the area of ground on which St. Luke's Church is built; thence Eastward along the said boundary; thence northward along the east boundary of said area of ground for forty-two feet, or thereby; thence eastward for one hundred and forty-five feet, or thereby, to a point one hundred and ten feet, or thereby, south of the south building-line of King-street; thence northward for sixty-eight feet, or thereby; thence westward for twenty-four feet or thereby, to a point in a line with the boundary between the properties forming Nos. 60 and 62 of King Street; thence northward along said boundary line to the south building-line of King-street; thence eastward along said building-line to the east boundary of the tenement forming No. 102 of said street; thence southward along said boundary and along the boundary of the Rope-walk there for one hundred and twenty-five feet, or thereby; thence eastward for ninety-two feet, or thereby, to a point sixty-seven feet or thereby, north of the west end of the north building-line of Union Place; thence in a southerly direction to the west end of said north building line; thence along the

west end of said Union Place and the western boundary of the tenement forming No. 13 thereof, to the southern boundary of said tenement; thence Westward in a line with said southern boundary for fifteen feet, or thereby; thence southward for fifty-two feet, or thereby; to a point one hundred and seventy-eight feet, or thereby, north of the north building-line of Kirk Street, on the western boundary of the Cross or Passage forming No. 30 of said street; thence Westward for eighty-three feet, or thereby, to a point one hundred and ninety feet, or thereby, from the north building-line of Kirk Street, and in a line with the eastern boundary of the tenement forming No. 42 of said Street; thence southward in a line with said eastern boundary to the said north building-line of Kirk Street; and thence Westward to the point from which it commenced—all in the said Parish of Calton and *Quoad Sacra* Parish of St. Luke.

(G) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by a line commencing in Great Hamilton Street, in the City Parish, and *Quoad Sacra* Parish of St. James, and Royal Burgh of Glasgow, at the western boundary of the area of ground on which Gillespie United Presbyterian Church stands, running thence westwards along the north building-line of Great Hamilton Street, to the eastern boundary of the tenement forming No. 35 of said street; thence northward along the east boundary of said tenement and property connected therewith, to the south building-line of New Street, at a point where the eastern boundary of the tenement forming No. 51 thereof intersects said building-line; thence eastward along said building-line to the eastern boundary of the tenement forming No. 31 of said street; thence southward along said boundary and the east boundary of the property connected with said tenement, till it meets the northern boundary of the area of ground on which Gillespie United Presbyterian Church stands; and thence southward and westward along the westward and northward boundary of said area to the point from which it commenced.

(H) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by a line commencing in New Street, in the Parish of Calton and *Quoad Sacra* Parish of St. Luke, at the east boundary of the tenement forming No. 22 of said street; running thence northward in a line with said boundary for one hundred and twenty-three feet, or thereby, to a point in an old water-course, now a sewer, ninety feet, or thereby, west of the west building-line of Main Street, and in a line with the southern boundary of the tenement forming No. 25 of said street; thence eastward along said boundary to the said west building-line of said street; thence northwards along said building line to the south building line of Calton Mouth; thence westward and northward along said building-line, until it meets the south building-line of Gallowgate Street; thence westward along said building-line to the west boundary of the tenement forming No. 270 of said street; thence southward along said boundary to the south boundary of the back property of the tenement forming No. 266 of said street; thence westward along said boundary for sixteen feet or thereby; thence southward for thirty-seven feet, or thereby, to a point fifty feet, or thereby, east of the east building-line of Gibson Street, and in a line with the boundary between the tenements forming Nos. 11 and 15 of said Street; thence westward across said street to the point in the west building-line thereof where the North boundary of the tenement forming No. 14 of said

street intersects said west building-line; thence westwards along said boundary and the north boundary line of the properties to the west of said tenements to the north boundary of the tenement forming No. 15 of Calton Entry till it intersects the east building line of said Calton Entry; thence across said Calton Entry to the West building-line thereof to a point one hundred and twenty feet; or thereby; measuring in a straight line, south from the point where the said west building-line of said Entry intersects the north building-line of Gallowgate Street; thence northward along said building-line to a point 47 feet; or thereby; south of the foresaid point of intersection; thence westward and northward along the north and east boundary of the tenement forming No. 35 of Kent-street to a point where it intersects the east building-line of said street; thence southward to the northern boundary of the tenement forming No. 25 of said street; thence eastward and southward along the north and east boundaries of the back property of said tenement; and of the tenement forming No. 35 of Kent Street; and the tenements forming Nos. 11, 15, 17, and 19 of Russell Street; to the eastern boundary of the tenement forming No. 19 of Russell-street to the point where it intersects the north building-line of said street; thence eastward along said building-line to the point where it intersects the west building-line of Calton Entry; thence eastward to a point where the east building-line of Calton Entry intersects the north building-line of New-street; and thence to the point from which it commenced; (K) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by a line commencing at a point where the North building-line of Gallowgate intersects the West building-line of East Campbell Street; thence Northward along the said building-line to the South boundary of the area on which East Campbell Street Free Church stands; thence Westward along said boundary; and Northward and Westward along said boundary; and thence Northward in a line with the Western boundary of the area of ground on which East Campbell Street United Presbyterian Church stands; until it meets the Southern boundary of what was formerly known as the Saracen Boundary, now vacant ground; thence Eastward and Northward along the North and West boundary of the said last-mentioned ground to the point where the North boundary of said ground intersects the West building-line of East Campbell Street; thence Northward along said building-line till it meets the south building-line of Grème Street; thence Westward along said South building-line, across Great Dovehill, to the south-east corner of the South building-line of the Old Vennel; thence along said South building-line, across Little Dovehill and Spoutmouth, until it meets the East building line of High-street; thence Southward along said line till it intersects the North building-line of Macpherson Street; thence Eastward along said building-line for one hundred and three feet or thereby; thence across said street to the Western boundary of the tenement forming No. 14 thereof; thence Southward along said boundary to the South boundary of said Tenement; thence Eastward for twenty-five feet or thereby to a wall dividing an area; thence Southward along the Western boundary of the property entering from the close No. 29 Gallowgate, to a point where the same intersects the North building-line of Gallowgate Street; thence Eastward along said building-line to the point from which it commenced, said Lands, Houses, and others, being

in the City Parish, and *Quoad Sacra* Parishes of St. John, St. James, and Blackfriars, and Royal Burgh of Glasgow; (L) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by London Street on the south, and St. Andrew Lane on the west, Gallowgate Street on the north, and Charlotte Street on the east, all in the City Parish and *Quoad Sacra* Parish of St. Andrew, and Royal Burgh of Glasgow; (M) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by London Street on the south, Gallowgate on the north, St. Andrew Lane on the east, and a line commencing at the south building-line of London Street, at the point where the Western boundary of the Tenement forming No. 27 thereof intersects said Street; and running Northward along said boundary until it meets the West boundary of the Tenement forming No. 28 of Gallowgate Street; and proceeding along said boundary till it meets the South building-line of Gallowgate Street on the North, and all in the City Parish and *Quoad Sacra* Parish of St. Andrew, and Royal Burgh of Glasgow; (N) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by a line commencing at a point in the North building-line of the Old Vennel, where the West boundary of the Regent Place United Presbyterian School intersects the same; running thence Northward along said boundary till it meets the South boundary of the area of ground occupied by Murgoch's School; thence along said north boundary and the West boundary thereof, to the south building-line of Blackfriars-street; thence westward along said building-line to the east building-line of High-street; thence southward along said building-line to the north building-line of the Old Vennel; thence along said north building-line to the point at which it commenced; all in the City Parish and *Quoad Sacra* Parish of Blackfriars, and Royal Burgh of Glasgow; (O) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by High-street on the east, Nelson-street on the west, Stirling-street on the north, and Bell-street on the south, all in the City Parish and *Quoad Sacra* Parish of St. Paul, or Outer High, and Royal Burgh of Glasgow; (P) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by Bell-street on the north, Nelson-street on the west, by the north building-line of Tron-gate, up to the Eastern boundary of the Tontine Buildings, and thereafter by the Northern boundary of the tenements forming Nos. 5, 7, and 9 of High-street, and a continuation of said line to said eastern boundary on the south, and by the said East boundary of the Tontine Buildings, and the West building-line of High-street on the east, all in the City Parish and *Quoad Sacra* Parish of St. Paul or Outer High, and Royal Burgh of Glasgow.

(Q) Certain Lands, Houses, and other Property, situated and lying between and in an area bounded by a line commencing at a point where the west building-line of Nelson-street intersects the south building-line of Bell-street; running thence west-

ward along the said south building-line of Bell street, to the western boundary of the tenement forming No. 61 of said street; thence southward in a line with said boundary for ninety-four feet, or thereby, in a line or nearly in a line, with said boundary till it meets the north boundary of the property forming Antigua Place; thence westward, southward, and eastward along said boundary to the west building-line of Nelson street; thence along the said west building-line till it meets the south building-line of Antigua Place; thence along said building-line to the west building-line of said Antigua Place; thence along said building-line to the north building-line thereof; thence along said north building-line till it meets the west building-line of Nelson street; thence along said west building-line to the point at which it commenced,—all in the City Parish and *Quoad Sacra* Parish of St. David, and Royal Burgh of Glasgow.

(R.) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by Irongate on the North, Miller's Place on the south, Saltmarket street on the east, and King street on the west, all in the City Parish and *Quoad Sacra* Parish of St. Mary, and Royal Burgh of Glasgow.

(S.) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded on the east by Saltmarket street, on the north partly by Miller's Place and partly by property belonging to the Incorporation of Fleshers in Glasgow, on the west by the said property, and on the south by Bridgegate, all in the City Parish and *Quoad Sacra* Parish of St. Mary, and Royal Burgh of Glasgow.

(T.) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded on the west by Saltmarket street, on the south by St. Andrew street, on the east partly by London Lane, partly by the properties in said Lane, belonging to and occupied by James Eadie and William Spencer, and partly by the east boundary of the tenement forming Nos. 16 and 18 of London street, and on the north partly by London street, partly by the back properties of the tenement forming No. 124 of said street and partly by the foresaid properties belonging to and occupied by James Eadie and William Spencer, all in the City Parish and *Quoad Sacra* Parish of St. Andrew, and Royal Burgh of Glasgow.

(U.) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by a line commencing on the north side of St. Andrew street at the point where the eastern building-line of London Lane intersects the same, running thence Northwards along said building-line, and Eastward along the building-line of the lane over the Molendinar Burn to a point in said building-line immediately opposite the East building-line of St. James's Free Church; thence Northward and along said building-line to the south building-line of London street; thence Eastward along said south building-line, to the eastern boundary of the tenement forming No. 86 of said Street; thence Southward along said eastern boundary, and the eastern boundary of the tenement forming No. 11 of Charlotte Lane to the south side of said Lane; thence along said south side to the eastern boundary of the tenement forming No. 12 of said Lane; thence along said Eastern boundary to the north side of St. Andrew Square; thence westward along said Square to the western boundary thereof; thence Southward along said western boundary to the North line of St. Andrew street; and thence Westward along said

north line to the point from which it commenced, all in the City Parish and *Quoad Sacra* Parish of St. Andrew, and Royal Burgh of Glasgow.

(V.) Certain Tenements, or Vaults, situated and lying under and beneath a portion of the street called London Street, and entering from St. Andrew's Lane, belonging to and occupied by Tannahill, all in the City Parish and *Quoad Sacra* Parish of St. Andrew, and Royal Burgh of Glasgow.

(W.) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded on the west by Saltmarket street, on the north by St. Andrew street, on the east by Low Green street, and the continuation thereof into London street over the Molendinar Burn, and on the south by Steel street, all in the City Parish and *Quoad Sacra* Parish of St. Andrew, and Royal Burgh of Glasgow.

(X.) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by a line commencing on the south side of St. Andrew street, at the eastern junction of Low Green street therewith, running thence eastward along the south side of St. Andrew street to the west side of St. Andrew square, thence southward along said west side to the south side of said square; thence eastward along said south side to the boundary between the properties forming Nos. 44 and 46 of said square; thence southward along said boundary and the boundary between the properties forming Nos. 4 and 6 of Dyer's Lane to a point forty-three feet or thereby south of the south side of said lane; thence eastward and southward along the boundary of a property formerly occupied as a Methodist Chapel, now a warehouse, to the east boundary of said property to a point where it meets the north side of the lane forming the north boundary of St. Andrew's Episcopal Chapel; thence westward along the north side of said line to the east side of Low Green street; thence northward along said east side and the continuation thereof to the point at which it commenced,—all in the City Parish and *Quoad Sacra* Parish of St. Andrew, and Royal Burgh of Glasgow.

(Y.) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded on the north by Gallowgate, on the south and west by Calton Mouth and King street, and on the east by the property forming Nos. 316 and 318 and 320 of Gallowgate, and the property forming Nos. 23 and 25 of King street,—all in the City Parish and *Quoad Sacra* Parish of Chalmers, and Royal Burgh of Glasgow.

(Z.) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by a line commencing in the north side of Canon street at a point where the west boundary of the tenement forming No. 33 of that Street intersects the north side thereof, running thence eastward along said north side to the west side of Shuttle street; thence northward along said west side to the south side of College street; thence westward along said south side to the boundary between the properties forming Nos. 39 and 41 of said street;

thence southward along said boundary to the southern boundary of said properties; thence westward along said southern boundary, and the south boundary of the properties forming Nos. 47 and 51, of said street to the west boundary of said last-mentioned properties; thence southward for eighty feet or thereby along the boundary of candleworks occupied by Messrs David Shaw and Co.; thence westward for sixty-four feet or thereby to the eastern boundary of a piece of vacant ground belonging to the Magistrates of Glasgow; and thence southward to the point from which it commenced,—all in the City Parish and *Quoad Sacra* Parish of St David, and Royal Burgh of Glasgow.

(A 1) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by Nicholas-street on the north, College-street on the south, Shuttle-street on the west, and High-street on the east, all in the City Parish and *Quoad Sacra* Parish of St. Paul, or Outer High, and Royal Burgh of Glasgow.

(B 1) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by Havannah-street on the north, New Vennel on the south, High-street on the west, and the Burnside on the east,—all in the City Parish, and *Quoad Sacra* Parish of Blackfriars, and Royal Burgh of Glasgow.

(C 1) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded on the north partly by Duke-street and partly by the property occupied by the Roman Catholic Chapel there; on the south by Havannah-street; on the west by the area on which the Duke Street United Presbyterian Church is built; and on the east partly by the said Roman Catholic Chapel, and partly by the Kirk-open,—all in the City Parish, and *Quoad Sacra* Parish of Blackfriars, and Royal Burgh of Glasgow.

(D 1) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by a line commencing in the south side of Duke-street at its junction with Pettigrew-street; running eastwards along said south side for two hundred and sixty feet, or thereby; running thence southward for one hundred and seventeen feet, or thereby, till it meets the boundary between the ground occupied by Alexander's School, and the properties on the north east side of Hatter's Close; thence south eastward till it meets the Molendinar Burn; thence south westward along said Burn to the north parapet of the bridge crossing the same at the east end of Havannah-street; thence westward along the north side of said street, to the east side of South Pettigrew-street; thence northward along said east side to the point from which it commenced,—all in the City Parish, and *Quoad Sacra* Parish of Blackfriars, and Royal Burgh of Glasgow.

(E 1) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded on the north-east by Drygate; on the south by Duke-street; on the west by the North Prison of Glasgow; and upon the east by John Knox-street,—all in the City Parish and Royal Burgh of Glasgow and Parish of Springburn.

(F 1) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded upon the north partly by the Barony Church, partly by Church-lane, and partly by the Bridge of Sighs; on the west and south-west by Drygate-lane and Drygate; on the south-east by the south-eastern boundary of the properties, forming Nos. 109, 111, and 113 of Drygate; and on the east partly by the

Molendinar Burn, and partly by the road leading from Ladywell-street to the Cathedral Church,—all in the City Parish and Royal Burgh of Glasgow.

(G 1) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded on the north-west by the centre of Kirk Street; on the north-east by Infirmary Square or the square or place in front of the Barony Church; on the east by Drygate Lane and a continuation thereof to the south side of Drygate-street; and on the south by the south line of Drygate-street,—all in the City Parish and Royal Burgh of Glasgow.

(H 1) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by a line commencing at the west side of High-street, where it meets the north line of George-street; running thence north-eastward along said west side of High-street, till it reaches the south side of Rottenrow; thence westward along said south side to the eastern boundary of the properties forming Nos. 25, 29, 31, and 37 of Rottenrow; thence southward for one hundred and ten feet, or thereby, along said boundary; thence westward along the southern boundary of said property, and the property belonging to the Lock Hospital, forming No. 41 of Rottenrow; thence southward for sixty feet, or thereby, to the southern boundary of the properties entering from the Lane or Passage forming No. 47 of Rottenrow; thence westward along the southern boundary of the said property to the eastern boundary of the property belonging to the Reformatory School; thence southward and westward along the eastern and southern boundary thereof; to the western boundary thereof; thence westward, and nearly in a line therewith, to a point in the western boundary of property belonging to the trustees of William Thomas; thence southward along the east boundary of properties entering from Galloway's Court, and on the east side thereof, to the north side of George-street, at a point twenty-five feet, or thereby, east of the east side of said Court; thence along the north side of George-street, to the point at which it commenced,—all in the City Parish, and *Quoad Sacra* Parish of St. Paul or Outer High, and Royal Burgh of Glasgow.

(K 1) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded on the north-west by the centre of High-street, on the north by Drygate, upon the east, south, and south-east partly by the North Prison of Glasgow, partly by a back tenement and Washing Green entering from No. 41 Duke-street, and partly by the south boundary of property forming Nos. 16, 18, 20, and 22 of Burrell's Lane, and upon the west by Burrell's Lane,—all in the City Parish and Royal Burgh of Glasgow.

(L 1) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by High-street on the north-west, Duke-street on the south, and Burrell's Lane on the east,—all in the City Parish and Royal Burgh of Glasgow.

(M 1) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by a line commencing on the east side of Portugal-street at its junction with the north side of Bedford-lane, in the Parish of Gorbals; running thence eastward along the said north side of said Lane, and the north side of Greenside-street to the western boundary of the Gorbals Youths' School; thence northward along said western boundary to the northern boundary thereof; thence eastward along said northern boundary, and in a line there-

with, to the west boundary of the back tenement of the properties forming Nos. 74 and 76 of Hospital-street; thence southward along said boundary to the northern boundary of said property; thence eastward to the west side of Hospital-street; thence northward along said west side to the south side of Govan-street; thence westward along said south side to the west side of St. Ninian-street; thence along said west side to the south side of Adelphi-street; thence westward along said south side; and the south side of Clyde-terrace, to the east side of Buchan-street; thence southward along said east side for one hundred and eighty feet, or thereby; thence westward and across Buchan-street to and along the northern boundary of property forming No. 16 of said street, to the west side of a lane or passage at the back of property forming No. 13 of Nicholson-street; thence northward and westward along said lane or passage to the northern boundary of said property; thence westward along said boundary to the east side of Nicholson-street; thence southward along said east side to the northern boundary of the Congregational Chapel in said street; thence eastward along said northern boundary, in a straight line, for one hundred and three feet, or thereby; thence southward, in a straight line, to the junction of Multa-street with the east side of Portugal-street; thence southward along said east side to the point from which it commenced in said Parish of Gorbals.

(N 1) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded on the north partly by Bridgegate-street; on the south by East Clyde-street; on the west by the property, known as Park's-place; and on the east by Guildry-court property,—all in the City Parish and *Quoad Sacra* Parish of St. James, and Royal Burgh of Glasgow.

(O 1) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded on the north partly by the Night Asylum, partly by Dempster-street, and partly by the property of Glen's Free School; on the south by Frederick-lane; on the west by North Hanover Street; and upon the east partly by North Frederick-street and partly by Dempster-street,—all in the City Parish and *Quoad Sacra* Parish of St David, and Royal Burgh of Glasgow.

(P 1) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded by a line beginning at the south-east corner of Cumberland-street, in the parish of Calton, running thence southward for eighty-six feet or thereby to the boundary between the City parish and the parish of Calton, thence eastward along said boundary for fifty-five feet or thereby; thence southward for one hundred and eighteen feet or thereby; thence south-westward for forty-five feet or thereby to the junction of Greenhead-street with the north side of the bridge over the Camlachie Burn at No. 21 Greenhead-street; thence westward and northward along the line of Greenhead-street and William-street to the boundary of properties forming 23 and 25 of William-street; thence eastward to the point from which it commenced in said parish.

(Q 1) Certain Lands, Houses, and other Property, situate and lying between and in an area bounded on the north partly by the College Open, partly by the Churchyard of Blackfriars and the Schoolhouse connected with the Church of Blackfriars, and partly by a passage leading thereto; on the west partly by High-street, and partly by said Schoolhouse; on the South by Blackfriars'-street; and on the east, partly by the said Schoolhouse, and

partly by the Green of the College of Glasgow, now belonging to the City of Glasgow Union Railway Company, or the College of Glasgow,—all in the City Parish and *Quoad Sacra* Parish of Blackfriars and Royal Burgh of Glasgow.

And all Streets, Roads, Passages, and Thoroughfares lying within the limits hereinbefore described, and to extinguish all rights of Passage or Thoroughfare through or along the same.

To vest in the Commissioners or Trustees, for the purposes of the Bill, the Lands, Houses, and other Property so purchased, taken or acquired.

To authorise the Commissioners or Trustees to sell and dispose of, or to pull down, all or any of the Houses and Buildings on the Lands to be purchased, taken, or acquired by them; and to rearrange and lay out the ground or solum when so cleared, and to authorise the Commissioners or Trustees to erect Houses and Buildings in the line of, and adjoining the said new and improved Streets, and on the Lands and Property to be purchased, taken, or acquired as aforesaid, or any part thereof, and to let or lease the said Houses and Buildings when erected, or to sell and dispose thereof at such rents, price or prices, consideration or considerations, as they may think fit; or to sell and dispose in such lot or lots as they may think proper, of such sites; and the Lands or Property to be purchased as aforesaid, or any part or parts thereof, either by way of absolute sale, or by way of feu, lease in perpetuity, or ground annual, subject to such stipulations and conditions as they may think fit, as to the character and uses of the Buildings to be erected thereon and otherwise.

To authorise the erection, maintenance, and regulation of Houses and other Buildings for the residence or occupation of workmen, artizans, and other labouring classes, and to empower the Commissioners or Trustees to let the same on such terms and conditions as they think fit, or to sell and dispose of the same when built, for such price or prices, consideration or considerations, as they think fit.

To authorise in connection with the aforesaid new Streets, widening, and improvements, and as part of the works, and within the Parishes and places of the making and maintaining junctions and communications with any existing Streets and Thoroughfares which may be intersected or interfered with, or be contiguous to the lines of the intended new Streets, widenings, and improvements or any of them.

To authorise the widening, crossing, diversion, alteration, in line or levels, and the stopping up and appropriation, and use for the purposes of the said intended new Streets, and improved streets, or any of them, and other improvements, and for the other objects of the Bill, either temporarily or permanently, of the following Streets, Squares, Lanes, Courts, Yards, Passages, and Thoroughfares, or any of them, or any part or parts thereof, that is to say,

That portion of Drygate-street lying between Drygate Lane and Kirk-street; that portion of High-street lying between Duke-street and Rottenrow; Meuse Lane; Hatter's Close; The Broad Close; Greyfriars Wynd; Wallace Court; Antigua Place; East Nile-street; M'Pherson-street; Spoutmouth; Little Dovehill; Great Dovehill; Saracen's Lane; Calton Entry from No. 15 thereof to Russell-street; Cross Gibson-street; Gibson-street from No. 15 thereof to Cross Gibson-street; Deacon's Lane; Deacon's Close; Brickfield Open; St. Andrew's Lane; Charlotte Lane, from No. 11 thereof, to St.



Andrew's Lane; Lane over the Molendinar Burn, from the east building-line of St. James's Free Church to St. Andrew's Lane; Low Green-street, and continuation thereof from Steel-street to St. Andrew-street; Dyer's Lane; Gallowgate-street, from East Campbell-street to forty yards east of High-street; Richmond Lane; Alston's Lane; Laigh Kirk Close, Sugar House Close, Commercial Court, Prince's-street; Main-street, between Adelpi-street and Bedford Lane; Moncrieff-street; Chapel Close; Malta-street, between Portugal-street and Main-street; Canon-street, east of South Albion-street; Shuttle-street, south of Collegé-street; and all other Public Streets, Squares, Courts, Yards, Lanes, Passages, and Thoroughfares which may be intersected or interfered with, or which may be within the limits of deviation to be defined on the plans hereinafter mentioned; to authorise deviations from the lines and levels of the intended new Streets and other works, and to authorise all such Sewerage, Drainage, and other works as may be necessary, or expedient, or incident to, the formation of the said new Streets, and other works.

To authorise the Commissioners or Trustees to take and acquire that portion of the turnpike road called Rutherglen Loan, lying between Hospital-street in the parishes of Gorbals and Govan and Main-street in the parish of Gorbals, and to close and shut up the same as a turnpike, and to free and relieve the Trustees of the Glasgow, Muirkirk, and Cambuslang turnpike trust acting under the local and personal Act 5 and 6 Victoria, Cap. 112, intituled, "An Act for maintaining and improving certain Roads in the Counties of Lanark, Ayr, and Renfrew; for maintaining a Bridge over the River Clyde at Dalmarnock and for other purposes connected therewith" from any future obligation to maintain and repair the same, and to exclude from their trust the said portion of Road above described.

To amend, alter, or repeal the said Local and Personal Act 5 and 6 Victoria, Cap. 112, in so far as necessary for the purposes before specified and to alter or vary the Tolls Rates or Duties now leviable in respect of the said Road.

And Notice is Hereby Given, that the said several new Streets, widenings, and other works proposed to be made as aforesaid, and works connected therewith, and the lands, houses, and property which may be taken for the purposes thereof, and for the other objects of the Bill, and the said several Streets, Squares, Lanes, Courts, Yards, Passages, and Thoroughfares proposed to be stopped up, or appropriated, or interfered with as aforesaid; and the property which may be taken or interfered with for improvements and the other purposes before specified, and by the Bill, will be, and are, situated in the Parishes or other places following, or some or one of them that is to say, the City and Royal Burgh of Glasgow and the Parishes following, viz.:-The City Parish, The Barony Parish, The Parish of St. Paul or Outer High Parish, The Parish of Laurieston, The Parishes of Gorbals, Govan, Springburn, Calton, St. James, St. Mary, St. Andrew, Blackfriars, St. David, St. John, St. Luke, and Chalmers, —all in the County of Lanark.

The extent of the lands, houses, and other property proposed to be taken as aforesaid, will also be shown and described on the plans to be deposited as hereinafter mentioned.

To purchase compulsorily and otherwise, for the several purposes aforesaid, and for all or any of the purposes of the said Bill, and under the powers and

provisions to be therein contained, all or any of the lands, houses, and other property in the said several parishes and places, and City and Royal Burgh aforesaid.

To enable the Commissioners or Trustees, from time to time, to purchase, by agreement, any Lands, Houses, or other Property, or any Estate or interest in any Lands, Houses, or other Property, within or beyond the limits of the said City and Royal Burgh, for the formation of a Public Park, in the north eastern portion of the said City and Royal Burgh, and to make and form a Public Park and Play Ground, and places of recreation, on the Lands, Houses, and Property so to be purchased and acquired; and when the same are formed and completed, to authorise the Commissioners or Trustees to transfer and make over the said Park, to the Magistrates and Council of the City of Glasgow; and to authorise and require the said Magistrates and Council thereafter to keep up and maintain the said Park, on the same terms as they are bound to maintain the Public Parks of the said City under "The Glasgow Public Parks' Act, 1859;" and to make some or all the provisions, powers, and privileges contained in the said Act applicable to the Park, Play Ground, and places of recreation to be purchased and formed under the said Bill.

To enable and empower the said Commissioners or Trustees, and the Owners of, and other parties interested in the Lands, Houses, and other Property required for the several purposes aforesaid, or any of them, and any other Companies, Corporations, Commissioners, Trustees, and other bodies or persons, whether under legal disability or not, to contract and agree with each other for the acquisition by the Trustees or Commissioners of such Lands, Houses, and other Property absolutely, or by way of feu, lease in perpetuity, contract of ground annual 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 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 Streets, Improvements, and other works, or by the stopping up of the Streets, Lanes, Courts, Passages, or Thoroughfares aforesaid; and to execute all agreements, contracts, conveyances, contracts of feu and of ground annual, leases, and other deeds necessary for these purposes.

To modify certain of the provisions of the "Lands' Clauses Consolidation (Scotland) Act, 1845," and the "Railways' Clauses Consolidation (Scotland) Act, 1845," or either of them, with respect to taking portions of property, and with regard to liability to rates, assessments, and taxes, and with respect to claims for compensation, and to provide other modes for settling such claims, and to make provisions for preventing frivolous claims, and otherwise.

To make provision for the repair, maintenance, sewerage regulation, and lighting of the new Streets, widenings, and improvements, and other matters incident thereto; and to authorise, so soon as each of the said new Streets, widenings, and improvements are completed, the Commissioners or Trustees to transfer and make over the same to the Board of Police of Glasgow; and to authorise and require the said Board to take over and maintain the same as Public Streets, within the meaning of "The Glasgow Police Act, 1862;" and to authorise the Board of Police to apply to such purposes the Statute Labour Assessment, or any other rates

and assessment leviable, or to be levied by them, under "The Glasgow Police Act, 1862," and to enable the said Board of Police to levy rates and assessments.

To authorise the Commissioners or Trustees to levy special rates or assessments, on and from the Owners, Lessees, or Occupiers, or either of them, of all lands, houses, and heritages within the limits of the said City and Royal Burgh, or any part thereof, for carrying into effect the several objects of the Bill.

To alter rates, assessments, tolls, and duties, and to confer, vary, and extinguish exemptions from rates, assessments, tolls, and duties.

To authorise and empower the Commissioners or Trustees, and the North British, the Caledonian, and the City of Glasgow Union Railway Companies, hereinafter in this notice called the Companies, or any two or more of them (the Commissioners or Trustees being one), to enter into agreements, contracts, and arrangements as to the purchase or exchange by, or sale to, either of the contracting parties of any property which either of them now hold or may hereafter bargain, the subscription or contribution by the Companies, or any one or more of them, to the expense of the construction of any of the works to be authorised by the Bill, the modification or alteration of any of the works authorised to be executed by the Companies, or any one or more of them, and to confirm any contracts or agreements already made, or hereafter to be made, between the Companies, or any one or more of them, and the Commissioners or Trustees.

To authorise the Companies, or any one or more of them, to contribute to the expense of the construction of any of the streets, roads, or other works, or the carrying into effect any of the improvements to be authorised by the Bill, out of their existing funds, and any monies which they have still power to raise, and, if need be, to authorise the Companies, or either of them, to raise money for that purpose by the creation of shares or stocks in their respective undertakings, and either with or without any preference or priority in the payment of dividends, or other privileges attached thereto, over all or any of the existing obligations, preferences, and ordinary capital, of the said respective Companies, or to raise money by borrowing, and by the issue of Debenture Stock, and by such other means as may be considered expedient, or shall be provided by the Bill.

To authorise the Commissioners or Trustees to borrow money for the purposes of the said Bill, or any of them, on the credit and security of the rates and assessments to be authorised by the Bill, and on Bonds, Mortgages, or security of the lands, houses, and property so proposed to be purchased, and on any houses or buildings to be erected and built by them, or any of them, or of the rents or property issuing or arising out of or from any lands, houses, and property from time to time in the possession of, or belonging to, the said Commissioners or Trustees, or from any interest therein, or by cash credit, or by any of those means; and to enable the Commissioners or Trustees to provide a sinking fund for the gradual extinction of the Bonds, Mortgages, and other debts to be incurred by them in the execution of the powers of the Bill.

To amend or repeal, so far as may be necessary, for carrying into effect the several purposes of the said Bill, the following Local and Personal Acts of Parliament, viz.:—"The Glasgow Public Parks Act, 1859," "The Glasgow Police Act, 1862,"

The following Acts relating to the Edinburgh and Glasgow Railway Company, or some of them, viz., 9 and 10 Victoria, cap. 393; 11 and 12 Victoria, cap. 160; 12 and 13 Victoria, cap. 39; 15 Victoria, cap. 109; 16 and 17 Victoria, cap. 161; 18 and 19 Victoria, caps. 158 and 190; 21 and 22 Victoria, cap. 64; 24 and 25 Victoria, caps. 84 and 248; 25 and 26 Victoria, caps. 135 and 138; 26 and 27 Victoria, cap. 237; 27 and 28 Victoria, caps. 81, 271, and 279; 28 and 29 Victoria, caps. 200, 217, and 328; and any other Acts relating to the Edinburgh and Glasgow Railway Company. Also the several Acts following, or some of them, relating to the North British Railway Company, viz., 14 and 15 Vict., cap. 55; and the provisions unrepealed of the Acts referred to in the Schedule of such Act; 16 and 17 Vict., cap. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124, and 129; 21 and 22 Vict., caps. 65, 109, and 145; 22 and 23 Vict., caps. 14, 24, 83, and 96; 23 and 24 Vict., caps. 140, 145, 159, and 195; 24 and 25 Vict., caps. 102, 114, 131, 177, 214, and 226; 25 and 26 Vict., caps. 47, 48, 49, 142, 181, and 189; 26 and 27 Vict., caps. 194, 213, and 226; 27 and 28 Vict., caps. 34 and 100; and 28 and 29 Vict., caps. 125, 152, 202, 206, 213, and 309, and any other Acts relating to the North British Railway Company; also the several Acts following, or some of them, relating to the Caledonian Railway Company, viz., "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company, passed respectively in the 9th and 10th, the 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st, the 21st and 22nd, the 22nd and 23rd, the 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, and any other Acts relating to the Caledonian Railway Company. Also, the following Acts relating to the City of Glasgow Union Railway Company, viz., "City of Glasgow Union Railway Act, 1864," and also the Local and Personal Act following, viz., 28 and 29 Victoria, caps. 48 and 328 and any other Acts relating to the said City of Glasgow Union Railway Company. Also, the Public General Statute 1 and 2 William IV., Cap. 43, intitled "An Act for amending and making more effectual the Laws concerning Turnpike Roads in Scotland, And it is intended, by the said Bill, to incorporate therewith, and to make applicable for the purposes thereof, all, or some of the powers and provisions of—

The Lands' Clauses Consolidation (Scotland) Act, 1845.

The Commissioners' Clauses Act, 1847.

The Lands' Clauses Consolidation Acts Amendment Act, 1860.

The Railways Clauses Consolidation (Scotland) Act, 1845.

And Notice is hereby further Given, that duplicate Plans, showing the lands, houses, and property which may be required to be compulsorily purchased, taken, or acquired for the purposes and under the authority of the said Bill, and also duplicate Plans and Sections, describing the lines, situations, and levels of the said intended new Streets, widenings, and other works, and the lands,

houses, and other property in or through which the same are intended to be made, and within the limits of deviation as defined in the said Plans, together with a Book of Reference to such Plans, containing the names of the Owners, or reputed Owners, Lessees, or reputed Lessees, and Occupiers of such Lands, Houses, and Property, and a 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 Lanark; at his office at Glasgow, and a copy of so much of the said Plans, Sections, and Books of Reference as relates to each of the Parishes before specified; and to the Royal Burgh of Glasgow respectively, together with a copy of the said notice as published in the *Edinburgh Gazette*, 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 of the said Parishes respectively, at the usual place of abode of such Schoolmaster or Session Clerk; and also with the Town Clerks of the said Royal Burgh of Glasgow, at their office in Glasgow.

And Notice is Hereby lastly Given, that on or before the 23rd day of December 1865, printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons.

Dated this fifteenth day of November 1865.

ALEXANDER MONRO, S.S.C.,
Town-Clerk, Glasgow.

SIMSON & WAKEFORD,
22 ABINGDON STREET, Westminster,
Parliamentary Agents.

EAST STRATHMORE RAILWAY.

(Incorporation of Company; Construction of Railways between Forfar and Laurencekirk; Compulsory Purchase of Lands; Tolls; Powers to the Scottish North-Eastern, North British, and Caledonian Railway Companies to contribute and to raise Money; Traffic Facilities; Working and other Arrangements with those Companies; 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 incorporate a Company (hereinafter called "The Company"), for making and maintaining the Railways following, or some or one of them, or some part or parts thereof, with all proper stations and other works and conveniences connected therewith; that is to say:

A Railway (hereinafter called "Railway No. 1") commencing in the parish and county of Forfar, by a junction with the Scottish North-Eastern Railway at a point at or near the eastern end of the village of Zoar; and 417 yards or thereabouts north-westward from the west end of the north platform of the Forfar Station of the last-mentioned Railway, measuring along the line thereof, and terminating in the parish of Laurencekirk and county of Kincardine by a junction with the Scottish North-Eastern Railway at a point seventeen yards or thereabouts north-eastward from the eastern corner of the north abutment of the bridge carrying the public road over the Railway immediately to the south-west of the Laurencekirk Station of the said Railway, measuring along the line thereof, and which intended Railway No. 1 will pass from, in, through, or into, or be situate in the parishes following, or some of them; that is to say,

Forfar; Rescobie, Kirriemuir, Oathlaw, Tannadice, Careston, Brechin, Stracathro, and Logie Pert, in the county of Forfar, and Marykirk and Laurencekirk in the county of Kincardine.

A Railway (hereinafter called "Railway No. 2") wholly situate in the parish and county of Forfar, commencing by a junction with the Scottish North-Eastern Railway at the point above described as the point of commencement of Railway No. 1, and terminating in a field the property of Mrs Carsina Gordon Gray, and in the occupation of Andrew Christie, at a point 500 yards or thereabouts westward from the north-west end of the northmost house of the village of Zoar, and 183 yards or thereabouts southward from the centre of the turnpike road between Forfar and Kirriemuir, at or near to which point it is intended to form a junction with Railway No. 3, hereinafter described.

A Railway (hereinafter called "Railway No. 3") wholly situate in the parish and county of Forfar, commencing by a junction with the Scottish North-Eastern Railway at a point thereon 518 yards or thereabouts eastward from the north-east corner of Campbellton Farm-steading and terminating in a field belonging to Mrs Carsina Gordon Gray, and in the occupation of John Dalgety, at a point 146 yards or thereabouts south-eastward from the south-east corner of the dwelling-house of Westmains of Carse Gray (which dwelling-house is situate in the parish of Rescobie and county of Forfar), and 110 yards or thereabouts westward from the centre of the turnpike road between Forfar and Brechin by Finhaven, (at or near to which it is proposed to form a junction with the Railway No. 1).

A Railway (hereinafter called "Railway No. 4") commencing in the parish of Brechin and county of Forfar, in a field belonging to George Robertson Chaplin, and in the occupation of Henry Sheriff, at a point 93 yards or thereabouts south-eastward from the eastmost corner of Springfield House, and 27 yards or thereabouts westward from the centre of the public road leading from Brechin to Springfield, at or near to which point it is intended to form a junction with Railway No. 1, and terminating in the parish of Dun, and county of Forfar, by a junction with the Scottish North-Eastern Railway, at a point 28 yards or thereabouts westward from the north-west corner of the Booking Office at Bridge of Dun Station, and which intended Railway No. 4 will pass from, in, through, or into, or be situate in the parishes of Brechin and Dun, both in the county of Forfar or one of them.

A Railway (hereinafter called "Railway No. 5") commencing in the parish of Brechin, and county of Forfar, in a field belonging to Francis Aberdein, and in the occupation of John Edward, at a point 53 yards or thereabouts south-eastward from the south-east corner of the farm-steading of East Mains of Keithock, and 27 yards south of the centre of the turnpike road between Brechin and Laurencekirk, at or near to which point it is intended to form a junction with Railway No. 1, and terminating in the parish of Edzell and county of Forfar, in a field belonging to the Earl of Dalhousie, and in the occupation of Alexander Carr or Kerr, at a point 83 yards or thereabouts south-eastward from the south-east corner of the Free Church Manse, and 68 yards or thereabouts eastward from the centre of the public road between Edzell and Brechin, and which intended Railway No. 5 will pass from, in, through, or into, or be situate in the parishes of Brechin, Stracathro, and Edzell, all in the county of Forfar or some of them.

And Notice is Hereby also Given, that provision will be made in the intended Act for the following amongst other powers and purposes, or some of them; that is to say, in constructing the before described Railways, to deviate laterally from the line or lines delineated upon the plan, to be deposited as aforementioned to the extent shown thereon; and to deviate vertically from the levels delineated on the section, also to be deposited as aforementioned, to such extent as may be provided by the said Act.

To cross, alter, divert, and stop up, and to alter the lines, levels, and inclinations of highways, turnpike, and other roads, railways, bridges, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, water-courses, and other works, so far as may be necessary or expedient, for the purpose of making, maintaining, working, or using the railways and works before described, or any part thereof; to deviate in constructing the railways and works from the line or lines and levels thereof, laid down on the plan and section to be deposited aforementioned, to such extent as may be shown on said plan, or provided for by the intended Act; to acquire by compulsory purchase, agreement, or otherwise, all such lands, houses, and other heritages in the several parishes beforementioned as may be necessary or convenient for the purposes of the said railways and works or any of them. To authorise and empower all owners and other parties interested in any such lands, houses, or other heritages, whether persons or corporations, or others, and whether holding under entail, or under any legal disability or not, to sell, or convey to the Company their lands, houses, or other heritages, or any part thereof, or for such annual feu-duty, ground-annual, or rent charge, or for such consideration in shares, mortgages, or bonds of the Company as may be fixed or agreed on as the value of such lands and heritages, and to provide that such feu-duty, ground-annual, or rent charge shall form a preferential lien and burden on the revenues and property of the Company; to vary or extinguish all existing rights or privileges connected with the lands, houses, and other heritages and property so to be acquired, and all other rights and privileges which would in any manner impede or interfere with the construction, maintenance, or use of the intended Railways and works; and to confer other rights and privileges necessary or expedient in relation to any of the aforesaid matters.

To raise money by the creation and issue of shares and by borrowing on mortgage or bond; to levy tolls, rates, and duties on and for the use of the said Railways and Works, and for the conveyance of passengers, goods, and other traffic thereon, and to confer certain exemptions from payment of such tolls, rates, and duties, and to confer other rights and privileges in relation thereto.

To authorise the Company to run over and use with their engines and carriages of every description, and for the purposes of their traffic, so much of the Scottish North-Eastern Railway as lies between the junction therewith before described as the commencement of Railway No. 1 and the Forfar Station of the Scottish North-Eastern Railway, and so much of the said Scottish North-Eastern Railway as lies between the junction before described as the termination of Railway No. 1, and the station of the said Scottish North-Eastern Railway Company at Aberdeen, and so much of the said Scottish North-Eastern Railway as lies between the commencement of Railway No. 1, above described, and the station at Perth of the said last-

mentioned Railway, also so much of the said Scottish North-Eastern Railway and of the Caledonian Railway as lies between the commencement of Railway No. 1 and the stations of the Scottish North-Eastern Railway and Caledonian Railway at Dundee respectively, and so much of the said Scottish North-Eastern Railway as lies between the termination of Railway No. 4 and the station of Montrose of the said Scottish North-Eastern Railway, and also to run into and use the said stations at Aberdeen, Forfar, Montrose, Dundee, and Perth respectively, and also the Caledonian Railway Stations at Dundee, Meigle Junction, and Perth, and the rails in and connected with the said portions of Railways and stations, or any one or more of them respectively, and all offices, buildings, platforms, engine-sheds, watering-places, sidings, works, and conveniences upon or connected with the said portion of Railway and Station, upon such terms and conditions as may have been or may be settled by agreement or arbitration or otherwise, as may be prescribed or provided for in the said Act, and as far as may be necessary or expedient, to alter the tolls, rates, and duties leviable in respect to the use of the said portion of Railway and Station and conveniences connected therewith, and to enable the Company to levy tolls, rates, and duties in respect thereof.

To enable the Company and the Scottish North-Eastern Railway Company, the North British Railway Company, and the Caledonian Railway Company (hereinafter called the "Three Companies"), or any or either of them, by themselves or others on their behalf, to enter into and carry into effect such arrangements and agreements as they may think fit in reference to the construction and maintenance, and the working, management, running over, and use by the said three Companies, or any or either of them, for any term or terms of years, or in perpetuity, of the Railways and works before described, or any part or parts thereof, and in reference to the regulation, management, interchange, working, and direction of the traffic upon or over the Railways before described, and the Railways or Railway of the said three Companies; or any or either of them, parties or party to any such agreements, and for the use on and over the Railways above described, or any of them, of the engines, carriages, trucks, and waggons of the said three Companies, or such of them as may be parties or party to any such agreements; and for the payment, and also the fixing, division, or apportionment of the tolls, rates, and charges received in respect of such traffic, and of the cost and expenses of such working, management, use, and maintenance, or for or in respect of such annual or other payments, and for such other considerations as may be agreed upon, to enable the said three Companies, or any or either of them, by themselves or others in their behalf, to contribute to the whole intended undertaking, or any part or parts thereof, and to take and hold shares in the Company, and for such purposes to raise additional capital by the creation of new shares or stock in their respective undertakings, with or without preference, priority, or guarantee in payment of interest or dividend, or other privileges, and by borrowing on mortgage or bond.

To enable the Company, and any other Company or Corporation, or any Commissioners, Road Trustees, or other bodies or persons, to enter into and carry into effect such arrangements and agreements as may be expedient and proper for, or in relation to, the making, maintaining, and using of

the intended Railways and works, or any portion thereof, to incorporate with the intended Act all or some of the provisions of "The Lands Clauses Consolidation (Scotland) Act 1845," and "The Lands Clauses Consolidation Acts Amendment Act 1860," "The Railways Clauses Consolidation (Scotland) Act 1845," "The Railways Clauses Act 1863," "The Companies Clauses Consolidation (Scotland) Act 1845," "The Companies Clauses Act 1863," and "The Railway Companies Powers Act 1864." Power will also be taken by the said Act to vary or extinguish all existing rights and privileges which might impede or interfere with any of the objects aforesaid, and to confer any other rights and privileges.

And it is proposed by the said Bill to alter, amend, extend, enlarge, or to repeal, so far as may be necessary for the purposes aforesaid, all or any of the powers and provisions of the Acts local and personal following, or some of them, that is to say:—Acts relating to the Scottish North-Eastern Railway Company:—8 and 9 Vict., cap. 153; 9 and 10 Vict., caps. 78 and 133; 6 and 7 Will. IV., cap. 34; 3 and 4 Vict., cap. 14; 10 and 11 Vict., caps. 39 and 142; 11 and 12 Vict., caps. 54 and 67; 13 and 14 Vict., cap. 78; 16 and 17 Vict., cap. 101; 28 and 29 Vict., cap. 83; as also the 8 and 9 Vict., cap. 170; 9 and 10 Vict., cap. 75; 11 and 12 Vict., cap. 72; 16 and 17 Vict., cap. 82; as also the 19 and 20 Vict., cap. 134; 25 and 26 Vict., cap. 64; 26 and 27 Vict., cap. 231; 27 and 28 Vict., caps. 82, 83, 111, 115, and 173; as also 6 Will. IV., cap. 32; 5 Vict. (Session 2), cap. 83; 9 and 10 Vict., cap. 133; 11 and 12 Vict., caps. 129 and 154; and the 14 and 15 Vict., cap. 63; and any other Acts relating to The Scottish North-Eastern Railway Company. Acts relating to the North British Railway Company, namely, 14 and 15 Vict., cap. 55, and the provisions unrepealed of the Acts referred to in the Schedule of such Act, 16 and 17 Vict., cap. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124, and 129; 21 and 22 Vict., caps. 65, 109, and 145; 22 and 23 Vict., caps. 14, 24, 83, 85, and 96; 23 and 24 Vict., caps. 140, 145, 159, and 195; 24 and 25 Vict., caps. 102, 114, 131, 177, 186, 214, and 226; 25 and 26 Vict., caps. 47, 48, 49, 142, 145, 181, and 189; 26 and 27 Vict., caps. 194, 213, 223, and 226; 27 and 28 Vict., caps. 84, 100, and 292; 28 and 29 Vict., caps. 125, 152, 186, 202, 206, 213, 308, 309; 57 Geo. III., cap. 56; 59 Geo. III., cap. 29; 1 and 2 Geo. IV., cap. 122; 4 Geo. IV., cap. 18; 7 Geo. IV., cap. 45; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 8 and 9 Vict., cap. 148; 9 and 10 Vict., caps. 81, 202, 263, 332, and 377; 10 and 11 Vict., caps. 83, 245, and 246; 11 and 12 Vict., caps. 116, 118, 127, and 160; 12 and 13 Vict., caps. 39 and 86; 15 Vict., cap. 109; 16 and 17 Vict., cap. 151; 18 and 19 Vict., caps. 158 and 190; 19 and 20 Vict., caps. 98 and 106; 21 and 22 Vict., cap. 64; 24 and 25 Vict., caps. 84, 195, 198, and 248; 25 and 26 Vict., caps. 135 and 138; 26 and 27 Vict., caps. 187, 213, and 237; 27 and 28 Vict., caps. 81, 248, 271, 279, and 286; 28 and 29 Vict., caps. 200, 213, 217, 328; 9 and 10 Vict., cap. 107; 11 and 12 Vict., cap. 134; and the several Acts therein recited, so far as not repealed thereby; 14 and 15 Vict., cap. 62; 16 and 17 Vict., cap. 90; 20 and 21 Vict., cap. 78; 23 and 24 Vict., cap. 178; 28 and 29 Vict., cap. 201; and all other Acts, if any, relating to the North British Railway Company. Acts relating to the Caledonian Railway Company:—7 Geo.

IV., cap. 103; 7 and 8 Geo. IV., cap. 88; 10 Geo. IV., cap. 107; 11 Geo. IV., caps. 62 and 125; 1 and 2 Will. IV., cap. 58; 4 Will. IV., cap. 41; 1 Vict., caps. 100, 116, and 118; 1 and 2 Vict., cap. 60; 2 and 3 Vict., cap. 58; 3 and 4 Vict., caps. 107 and 123; 4 Vict., caps. 5 and 11; 6 and 7 Vict., cap. 49; 7 and 8 Vict., caps. 87 and 98; 8 and 9 Vict., caps. 31, 160, 162, and 192; 9 Vict., cap. 60; 9 and 10 Vict., caps. 130, 142, 143, 188, 201, 206, 229, 249, 263, 314, 329, 334, 379, 395; 10 Vict., caps. 22, 23, and 24; 10 and 11 Vict., caps. 75, 82, 90, 95, 168, 169, 172, 183, 237, and 245; 11 and 12 Vict., caps. 73, 78, 84, 121, and 148; 12 and 13 Vict., caps. 67 and 90; 14 and 15 Vict., caps. 99 and 134; 16 and 17 Vict., cap. 149; 17 and 18 Vict., caps. 155, 156, and 184; 18 and 19 Vict., cap. 96; 20 and 21 Vict., caps. 123 and 128; 21 Vict., caps. 13 and 15; 21 and 22 Vict., cap. 66; 22 and 23 Vict., cap. 3; 23 Vict., caps. 83 and 97; 23 and 24 Vict., caps. 120, 144, and 198; 24 and 25 Vict., caps. 163, 166, 201, 202, 205, 228, and 229; 25 and 26 Vict., caps. 121, 136, 137, and 160; 26 Vict., caps. 10, 24, 25, 26, 38, and 47; 27 and 28 Vict., caps. 60, 132, 158, 250, and 271; 28 and 29 Vict., caps. 135, 136, 139, 161, 167, 202, 287, 288, 289, 290, 297; 7 Geo. IV., cap. 101; 11 Geo. IV., cap. 60; 6 and 7 Will. IV., cap. 102; 8 and 9 Vict., cap. 157; 9 and 10 Vict., cap. 228; 10 and 11 Vict., caps. 89, 106; 11 and 12 Vict., caps. 52 and 154; 13 and 14 Vict., cap. 39; 18 Vict., cap. 56; 19 and 20 Vict., cap. 134; 21 Vict., cap. 43; 22 and 23 Vict., caps. 18 and 83; 25 Vict., cap. 35; 25 and 26 Vict., cap. 64; 26 and 27 Vict., caps. 149 and 223; 27 and 28 Vict., caps. 100, 214, 292; 28 and 29 Vict., caps. 133, 134, and 266, and all other Acts, if any, relating to the Caledonian Railway Company.

And Notice is Hereby also Given, That a plan and section in duplicate of the intended railways and works, and of the lands to be taken under the compulsory powers of the said Act, a book of reference to the plan, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands, and a published map with the lines of railways delineated thereon, so as to show its general course and direction, and also 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 instant, in the Office at Forfar, of the principal Sheriff-Clerk for the county of Forfar, and in the Office at Stonehaven of the Principal Sheriff-Clerk for the county of Kincardine, and that a copy of so much of the said plan, section, and book of reference as relates to each of the parishes beforementioned, with a copy of this Notice as aforesaid, will, on or before the said 30th day of November, be deposited with the schoolmaster, or if there be no schoolmaster, with the session-clerk of each of such parishes respectively at his residence, and that printed copies of the bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons, on or before the 23d day of December next.

Dated this 11th day of November 1865.

DAVID CRIGHTON, Forfar,
JOHN SHIELL, Brechin,
Solicitors for the Bill.

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

CALEDONIAN AND SCOTTISH NORTH-EASTERN RAILWAY COMPANIES.

(Amalgamation; Running Powers in favour of North British Railway Company, and Mutual Facilities; Amendment and Repeal of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill to effect, or to authorize and provide for, the union and amalgamation, from and after such period, and upon such terms and conditions, as may have been, or may hereafter be agreed upon, or as may be fixed and determined in and by or under the provisions of the said Bill, of the Caledonian Railway Company and the Scottish North-Eastern Railway Company into one Company, by dissolving the Scottish North-Eastern Railway Company and constituting the Shareholders in that Company Shareholders in the Caledonian Railway Company; and for vesting in the Caledonian Railway Company the Undertaking of the Scottish North-Eastern Railway Company, and all their property and effects, together with their interest in and with respect to other Railway Undertakings, Roads, Stations, and Works, and their rights, powers, and privileges of what nature or kind soever, and whether with reference to the management, maintenance, working, and use of their Undertaking, the raising and borrowing of monies, the purchasing of lands and houses by compulsion or agreement, the construction or completion of Works, the fixing and levying of tolls, rates, and charges, the acquiring, leasing, managing, maintaining, working, using, subscribing to, or holding shares in or debts affecting other lines of Railway, Railway Stations or Works, or roads, or providing plant and rolling stock, or otherwise, including any works, property, effects, and interests which may become vested in the said Scottish North-Eastern Railway Company, or which they may be authorized to construct and acquire, and any rights, powers, and privileges which may be conferred on them, in virtue of any Act or Acts which may be passed in the ensuing Session of Parliament, but subject, in so far as not otherwise provided by the said Bill, to their debts and liabilities, and to the Contracts, Agreements, Arrangements, and Obligations entered into or liable to be performed by them.

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

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

And it is Intended by the said Bill to provide that the tolls, rates, and charges, and other revenue and income of the United Company, after deduction

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

And it is Intended by the said Bill to provide, if thought expedient, for the appointment of a Board of Directors for the management of the United Company, and to regulate the qualification of Shareholders to vote, and the scale and mode of voting by Shareholders at all meetings of the United Company or of any classes of the Shareholders thereof, and to make other provisions for regulating the management and proceedings of the United Company, and of the Directors and Shareholders thereof.

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

And it is Intended by the said Bill to vary or extinguish such of the powers, rights, privileges, preferences and priorities of the Glasgow Garnkirk and Coatbridge Railway Company, the Clydesdale Railway Guaranteed Company, the Greenock Railway Guaranteed Company, the Wishaw Railway Guaranteed Company, the Glasgow Barrhead and Neilston Direct Railway Company, the Lesmahagow Railways Guaranteed Company, the Dundee and Perth and Aberdeen Railway Junction Company, the Dundee and Newtyle Railway Company, the Arbroath and Forfar Railway Company, the Alyth Railway Company, and the Perth Almond Valley and Methven Railway Company, respectively, and of the several classes of guaranteed, preference, and other Shareholders therein, and of the holders of mortgages, bonds, funded debt, and debenture stock thereof, and also such of the powers, rights, and privileges of the North British Railway Company, the Highland Railway Company, the Great North of Scotland Railway Company, the Perth General Station Committee, the Deeside Railway Company, and the Trustees of the Harbour of Dundee, and of any other Companies and persons, whether secured by Act of Parliament, deed, agreement, or otherwise, as would anywise interfere with the proposed Union and Amalgamation of the said two first-named Companies, or with any of the powers to be conferred on the United Company, or with any of the other provisions of the said Bill, and to confer, vary, and extinguish other powers, rights, privileges, preferences, and priorities.

And it is Intended by the said Bill to make provision for facilitating the interchange and conveyance of traffic between and over the Railways of the said United Company and the Railways of the North British Railway Company, and for the running over and use by the North British Railway Company, with and by their engines and carriages,

officers and servants, of the Scottish North-Eastern Railway, and of the Stations and other Works now belonging to or under the control of the Scottish North-Eastern Railway Company, or some parts thereof, and for the alteration, fixing, collection, and apportionment of the tolls, rates, and charges leviable in respect of such conveyance or use; and to empower the United Company and the North British Railway Company to enter into agreements with each other in relation to the said several matters or some of them.

And it is Intended by the said Bill, so far as necessary or expedient for the purposes thereof, to amend and enlarge, or to repeal and re-enact and consolidate, with such amendments as may be expedient, all or some of the powers and provisions of "The 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 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 22d, the 22d and 23d, the 23d 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; as also "The Scottish North-Eastern Railway Company's Act 1856," and the following Acts relating to the Scottish North-Eastern Railway Company and to the undertakings belonging to and held in lease by that Company, viz.:—6 William IV., chapter 32; 6 and 7 William IV., chapters 32 and 34; 3 and 4 Victoria, chapter 14; 5 Victoria, Session 2, chapter 83; 8 and 9 Victoria, chapters 153 and 170; 9 and 10 Victoria, chapters 75, 78, and 133; 10 and 11 Victoria, chapters 39 and 142; 11 and 12 Victoria, chapters 54, 67, 72, 129, and 154; 13 and 14 Victoria, chapter 78; 14 and 15 Victoria, chapter 63; 16 and 17 Victoria, chapters 82 and 101; 19 and 20 Victoria, chapters 134 and 136; 21 and 22 Victoria, chapter 43; 23 and 24 Victoria, chapter 142; 25 and 26 Victoria, chapters 64 and 79; 26 and 27 Victoria, chapter 231; 27 and 28 Victoria, chapters 82, 83, 111, 115, 173, and 189; 28 Victoria, chapter 83; and 28 and 29 Victoria, chapter 294; as also "The North British Edinburgh Perth and Dundee, and West of Fife Railways Amalgamation Act 1862," and the following Acts relating to the North British Railway Company, and to the undertakings belonging to and held in lease by that Company, viz.:—14 and 15 Victoria, chapter 55; 16 and 17 Victoria, chapter 152; 18 and 19 Victoria, chapter 127; 19 and 20 Victoria, chapter 98; 20 and 21 Victoria, chapters 91, 124, and 129; 21 and 22 Victoria, chapters 65 and 109; 22 and 23 Victoria, chapters 14, 24, and 96; 23 and 24 Victoria, chapters 140, 145, 159, and 195; 24 and 25 Victoria, chapters 102, 114, 131, 177, 214, and 226; 25 and 26 Victoria, chapters 47, 48, 49, 51, 142, and 181; 26 and 27 Victoria, chapters 194, 213, and 226; 27 and 28 Victoria, chapters 84 and 100; and 28 and 29 Victoria, chapters 125, 152, 206, 213, 308, and 309; as also "The Highland Railway Act 1865," and the following Acts relating to the Highland Railway Company and to the undertakings belonging to and held in lease by that Company; viz.:—17 and 18 Victoria, chapters 148 and 176; 19 and 20 Victoria, chapter 110; 20 and 21 Victoria, chapter 5; 23 and 24 Victoria, chapters 9 and 131; 24 and 25 Victoria, chapters 8, 18, and 186; 25

and 26 Victoria, chapter 113; and 26 and 27 Victoria, chapters 32, 58, and 61; as also the following Acts relating to the Great North of Scotland Railway Company, and to the undertakings belonging to and held in lease by that Company, viz.:—22 and 23 Victoria, chapter 8; 24 and 25 Victoria, chapter 153; 25 and 26 Victoria, chapter 62; 26 and 27 Victoria, chapter 164; and 27 and 28 Victoria, chapter 26; as also "The Scottish Central Railway Consolidation Act 1859;" "The Scottish Central Railway (Dundee Perth and Aberdeen Railway Purchase) Act 1863;" "The Scottish Central Railway (Stations, &c.) Act 1864;" "The Perth General Station Act 1865;" and "The Perth Station Hotel Act 1865;" as also the following Acts relating to the Deeside Railway Company and their Undertaking, viz.:—9 and 10 Victoria, chapter 158; 15 and 16 Victoria, chapter 61; 20 and 21 Victoria, chapter 49; and 25 and 26 Victoria, chapter 88; as also the following Acts relating to the Harbour of Dundee, viz.:—55 George III., chapter 97; 59 George III., chapter 103; 11 George IV. and 1 William IV., chapter 119; 6 and 7 William IV., chapter 61; 6 and 7 Victoria, chapter 83; and 19 Victoria, chapter 11; as also any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the before-mentioned Companies, Bodies, Undertakings, or Works, or any other Company or body who, or whose property or interests, may be affected by any of the powers or provisions of the said Bill.

And Notice is Hereby Given, That on or before the 23d day of December next, printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this Ninth day of November
Eighteen hundred and sixty-five.

SHIELL & SMALL, Dundee.
GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

CALEDONIAN RAILWAY.

WORKS AT DUNDEE.

(Construction of Railway, Road or Esplanade and Embankment, and Station, at Dundee—Power to the Scottish North-Eastern Railway Company, and to the Magistrates and Town Council, Police Commissioners, and Harbour Trustees of Dundee, to contribute and to raise money—Arrangements with those Bodies—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,")—First, To make and maintain a Railway, and all proper Works and conveniences connected therewith, commencing by a junction with that portion of the Company's undertaking known as the Dundee and Perth and Aberdeen Junction Railway, at or near a point about half a furlong south eastward from the house in the Town of Dundee called "The Vine," the residence of George Duncan, Esquire, and terminating by a junction with that portion of the undertaking of the Scottish North-Eastern Railway Company called the Dundee and Arbroath Railway, at or near the bridge over that Railway about one and a quarter miles from the terminus thereof near Trades' Lane in Dundee :

Secondly, To Make and maintain a Road or Esplanade and Embankment, and all proper Works and conveniences connected therewith, commencing at a point in the Town of Dundee, at or near the junction of Thomson Street with Magdalene Place, thence passing southward to Buckingham Point, commonly known as Magdalene Yard Point, thence passing in a curved line along the bed of the River or Firth of Tay to a point about three quarters of a furlong southward from Craig Pier House, and thence passing northward to and terminating at South Union Street, in the Town of Dundee, near Craig Pier House: Thirdly, To take and acquire for Station purposes the lands and other heritages lying between the line of the said proposed Road or Esplanade and Embankment, and the south side of that portion of the Company's undertaking known as the Dundee and Perth and Aberdeen Junction Railway, extending from Magdalene Yard Point aforesaid to South Union Street, and to make and maintain on the lands and other heritages so acquired, all necessary Sidings, Sheds, Wharfs and other Station Works and Conveniences; which proposed Railway, and Road or Esplanade and Embankment, and the lands, houses, and other heritages which may be taken for the purposes thereof, and for Station purposes as aforesaid, will be and are situate in the following places or some of them, viz.:—The United Parish of Liff, Logie, Benvie, and Invergowrie, the Parish of Dundee, and the Town and Royal Burgh of Dundee,—all in the County of Forfar; and the Firth of Tay in or adjoining to the said Parishes, Town and Royal Burgh, or some or one of them.

And Notice is Further Given, That duplicate Plans and Sections, describing the lines, situation, and levels of the said proposed Railway, and Road or Esplanade and Embankment, 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, and for Station purposes as aforesaid, 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 30th day of November instant, be deposited for public inspection in the Offices at Dundee and Forfar respectively of the Principal Sheriff-Clerk of the County of Forfar; 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 respectively, with a copy of this Notice as published in the *London and Edinburgh Gazettes*, will also, on or before the 30th 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 Dundee.

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, and Road or Esplanade and Embankment 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 Railway, Road or Esplanade and Embankment, and Station, 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 Station, 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 several 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, or 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, Road or Esplanade and Embankment, Station, 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, Road or Esplanade and Embankment, Station, 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, to be created under the powers of the Bill or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond or cash credit; and to fund, or issue Debenture Stock in lieu of the money so borrowed, or authorized to be borrowed.

And it is Further Intended by the said Bill to empower the Scottish North-Eastern Railway Company to subscribe and contribute towards the expense of making and maintaining the said proposed Railway and relative Works, and to become Joint Owners thereof, or otherwise interested therein; and to apply to that purpose their existing or authorized Share or Loan Capital or other funds, or to raise additional Capital by the creation of Shares or Stock, Ordinary or Preferential, or by borrowing on mortgage, or by the issue of Debenture Stock; and to empower the said Company and the Company to enter into and execute agreements with respect to these purposes, and to the maintenance



working and use of the said proposed Railway, and other matters connected therewith.

And it is Further Intended by the said Bill to empower the Magistrates and Town Council of Dundee, the Commissioners of Police of Dundee, and the Trustees of the Harbour of Dundee respectively, to subscribe and contribute towards the expense of making and maintaining the said proposed Road or Esplanade and Embankment and relative Works; and to apply to that purpose any funds now belonging to or authorized to be raised by those Bodies respectively, or to empower the said Magistrates and Town Council and Commissioners of Police respectively, to raise additional funds by borrowing or by assessment upon the Owners and Occupiers of Lands and Heritages within the Royal Burgh and Extended Royalty of Dundee, and to empower the Trustees of the said Harbour to raise additional funds by borrowing; as also to empower the said Magistrates and Town Council, Commissioners of Police, and Harbour Trustees respectively and the Company to enter into and execute agreements with each other with respect to these purposes, and to the construction, maintenance, and use of the said proposed Road or Esplanade and Embankment and relative Works, and other matters connected therewith.

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 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 22d, the 22d and 23d, the 23d 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; as also "The Scottish North-Eastern Railway Company's Act 1856," and the following Acts relating to the Scottish North-Eastern Railway Company and to the Undertakings belonging to and held in lease by that Company, viz.:—6 William IV., chapter 32; 6 and 7 William IV., chapters 32 and 34; 3 and 4 Victoria, chapter 14; 5 Victoria, Session 2, chapter 83; 8 and 9 Victoria, chapters 153 and 170; 9 and 10 Victoria, chapters 75, 78, and 133; 10 and 11 Victoria, chapters 39 and 142; 11 and 12 Victoria, chapters 54, 67, 72, 129, and 154; 13 and 14 Victoria, chapter 78; 14 and 15 Victoria, chapter 63; 16 and 17 Victoria, chapters 82 and 101; 19 and 20 Victoria, chapters 134 and 136; 21 and 22 Victoria, chapter 43; 23 and 24 Victoria, chapter 142; 25 and 26 Victoria, chapters 64 and 79; 26 and 27 Victoria, chapter 231; 27 and 28 Victoria, chapters 82, 83, 111, 115, 173, and 189; 28 Victoria, chapter 83; and 28 and 29 Victoria, chapter 294; as also the following Acts relating to the Town and Royal Burgh of Dundee, and the Magistrates and Town Council thereof, viz.:—20 George II., chapter 17; 16 George III., chapter 16; 42 George III., chapter 27; 51

George III., chapter 15; 5 George IV., chapter 109; 6 George IV., chapter 183; 7 and 8 George IV., chapter 93; 1 and 2 William IV., chapter 46; 4 and 5 William IV., chapter 81; and 7 William IV. and 1 Victoria, chapters 59 and 109: as also the following Acts relating to the Harbour of Dundee, viz.:—55 George III., chapter 97; 59 George III., chapter 103; 11 George IV. and 1 William IV., chapter 119; 6 and 7 William IV., chapter 61; 6 and 7 Victoria, chapter 83; and 19 Victoria, chapter 11; as also any other Acts, recited in any of the before-mentioned Acts, or relating to or affecting the before-mentioned Companies, Bodies, and Undertakings, or any of them.

And Notice is Hereby Given, That on or before the 23d day of December next, printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons:

Dated this Ninth day of November
Eighteen hundred and sixty-five.

SHIELL & SMALL, Dundee.

GRAHAMES & WARDLAW,
80 Great George Street, Westminster.

GLASGOW HOUSES OF REFUGE.

(Amendment of Act for Repressing Juvenile Delinquency in the City of Glasgow, and Additional Powers in favor of the Commissioners under that 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 to amend the Act (local) 4 and 5 Victoria, chapter 36, intituled "An Act for Repressing Juvenile Delinquency in the City of Glasgow," as respects the constitution of the Board of Commissioners for executing the powers of that Act, the appointment of the Members of the said Board, the quorum of their meetings, the persons who may be admitted into and detained in the Houses of Refuge for Male and Female Delinquents, established under the said Act, the age at which such persons may be so admitted, the mode of their admission, the period during which they may be detained therein, and in various other respects; As also to empower the said Commissioners to sell, feu, or otherwise to dispose of such of the lands and other heritages now belonging, or which may hereafter belong to them, as are or may become unsuitable or unnecessary for the purposes of the said Act, and to execute all agreements, conveyances, and contracts of feu, and of ground-annual, which may be necessary for that object; And it is intended by the said Bill to vary or extinguish all rights and privileges which may in any manner impede or interfere with the objects aforesaid, and to confer all rights and privileges necessary or expedient for effecting the said objects or in relation thereto.

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

Dated this Sixteenth day of November 1865.

BANNATYNES & KIRKWOOD, Glasgow.
GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

CALEDONIAN RAILWAY.

KILSYTH BRANCHES.

(Construction of Railway from Castlecary Branch of Caledonian Railway to Kilsyth, and of Railways from that proposed Railway to Dumbreck, and to the Denny Branch of the Scottish Central 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, or some one or more of them, or some part thereof, and all proper Works and conveniences connected therewith respectively; that is to say, *First*, A Railway (hereinafter called "Line No. 1,") commencing by a Junction with that portion of the Company's undertaking called the Castlecary Branch of the Caledonian Railway, at or near a point in the Parish of New Monkland and County of Lanark, about nineteen chains, measured along the said Branch, North-eastward from the Mile-post thereon indicating a distance of Ninety-nine Miles from Carlisle, and terminating at the Town or Village of Kilsyth, at or near a point in the Parish of Kilsyth and County of Stirling, about seven chains southward from the Parish Church of Kilsyth, 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 New Monkland in the County of Lanark, and the Parishes of Kirkintilloch and Cumbernauld in the County of Dumbarton and the Parish of Kilsyth in the County of Stirling; *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 Kilsyth and County of Stirling, about five chains North-westward from the North-western corner of the Burial Ground of the Parish of Kilsyth, near the Manse of that Parish, and terminating at or near a point in the same Parish and County, about fourteen chains North-eastward from the Farm Steading of Dumbreck, 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 Parish of Kilsyth in the County of Stirling; *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 Kilsyth and County of Stirling, about four chains North-westward from the North-western corner of the said Burial Ground, and terminating by a Junction with that part of the Company's undertaking called The Denny Branch of the Scottish Central Railway, at or near a point in the Parish of Dunipace and County of Stirling, about five and a-half chains North-westward from the Farm Steading of Rouchmute: 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 in the Parish of Cumbernauld in the County of Dumbarton, and the Parishes of Kilsyth, Denny, and Dunipace, in the County of Stirling.

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 Airdrie, Hamilton, and Glasgow respectively of the principal Sheriff-Clerk of the County of Lanark; in the office at Dumbarton of the principal Sheriff-Clerk of the County of Dumbarton; and in the offices at Stirling and Falkirk respectively of the principal Sheriff-Clerk of the County of Stirling; 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 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 high-ways, 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 several 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, or 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; 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 to be created under the powers of the Bill or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond, or cash-credit; and to fund or issue Debenture Stock in lieu of the Money so borrowed or authorized to be borrowed.

And it is Further Intended by the said Bill to vary or extinguish all duties, customs, or other payments, and rights, 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 other 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: and the several Acts recited in the various Acts above specified and referred to.

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.

SHIELL & SMALL, Dundee;
GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

GLASGOW CORPORATION WATER WORKS.

Supply of Water from the River Clyde—New Works—Removal of Weir across the Clyde—Amendment of Acts.

NOTICE is Hereby Given, that Application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill for effecting the objects hereinafter mentioned, or some of them—that is to say,

To authorise the Commissioners appointed and acting under "The Glasgow Corporation Water Works Act, 1855," to take water, from the River Clyde for trading, manufacturing, and other purposes, and to make and maintain the Works hereinafter described, or some of them, viz. :—

First. A Reservoir, called Reservoir for Low Level District, situate on the Lands of Westthorn, in the Parish of Shettleston, and on the north side of the River Clyde, 140 yards, or thereabouts, from the north bank of the said River, and 215 yards, or thereabouts, to the eastward of the point where the Parliamentary and Municipal Boundary of the City of Glasgow, on the east side of the said City, meets the North Bank of the said River, and 463 yards, or thereabouts, to the north-westward of Westthorn House.

Second. A Reservoir, called Reservoir for Middle District, situate on the said Lands of Westthorn, 66 yards, or thereabouts, to the north-east of the Reservoir for Low Level District first above described.

Third. A Reservoir, called Reservoir for High Level District, situate on the said Lands of Westthorn, 66 yards, or thereabouts, to the north-east of the Reservoir for Middle District second above described.

Fourth. A Pumping Station in connection with the said three Reservoirs and with the River Clyde, situate between the Reservoir for Low Level District and the said River, and 20 yards, or thereabouts, from the North Bank of the said River, with a Pipe leading from the said River to the said Pumping Station; which three Reservoirs and Pumping Station will be situate in the Parish of Shettleston.

Fifth. A Conduit or Main Pipe commencing at the west end of the Reservoir for Low Level District, and terminating at or near the point where the centre line of Crown Street intersects the centre line of Govan Street in the City of Glasgow; which Conduit or Main Pipe will be situate in or pass from, through, or into the Parishes of Shettleston, Calton, Govan, or Govan and Gorbals, and City and Parish of Glasgow.

Sixth. A Conduit or Main Pipe, commencing at the west end of the Reservoir for Middle District, and terminating at or near a point on the Dalmar-nock Road in the line of the east side of Dunn Street in the said City; which Conduit or Main Pipe will be situate in or pass from, through, or into the Parishes of Shettleston and Calton, and City of Glasgow.

Seventh. A Conduit or Main Pipe, commencing at the west end of the Reservoir for High Level District, and terminating at a point in the London Road, 137 yards, or thereabouts, east of Newfield House, in the Parish of Calton; which Conduit or Main Pipe will be situate in, or pass from, through, or into the Parishes of Shettleston and Calton, and City of Glasgow; and all which Reservoirs, Pumping Station, and Conduits or Main Pipes above described will be situate in the County of Lanark.

And also, to make and maintain all necessary Embankment, Cuts, Culverts, Sluices, Channels, Roads of Access, and other works and conveniences, which may be necessary or expedient in connection with the said Reservoirs, Pumping Station, and Conduits or Main Pipes; and to cross, divert, temporarily or permanently alter, break up, and use any Roads, Streets, Railways, Tramways, Sewers, Drains, or Pipes which it may be neces-

sary to cross, divert, alter, break up, or use for the purposes of the said intended Works.

To take powers for the compulsory purchase of the Lands, Houses, and other Property, which may be required to be taken for the purposes of the said intended Reservoirs, Pumping Station, Conduits, or Main Pipes, and other Works; and to vary or extinguish all rights and privileges connected with such Lands, Houses, and Property which would interfere with or prevent the construction, or use of the said intended Works.

To authorise the said Commissioners, by means of the said intended Works, to take water from the River Clyde, and to supply such water for trading, manufacturing, and other purposes to Owners, Lessees, and Occupiers of Mills, Manufactories, Dyeworks, Printworks, and other Works and Premises, and to any other Persons or Companies requiring such supply of Water, on such terms and conditions, and on payment to the said Commissioners of such rates, rents, or charges for or in respect of such supply of water as may, from time to time, be agreed on by and between them and such Owners, Lessees, and Occupiers, or other Persons or Companies, or any of them, or as may be fixed and provided by the said Bill; and to authorise the said Commissioners to levy rates, rents, and charges for or in respect of such supply of Water, and to alter the existing rates, rents, and charges leviable by them.

To provide for the regulation of the said supply of Water, and to authorise the said Commissioners to make Bye-Laws for that purpose.

To take down and remove the dam or Weir across the River Clyde and relative Lock and other Works near to and above or to the East of Hutchisontown Bridge, in the Parishes of Glasgow and Govan, or Govan and Gorbals, and in the said City of Glasgow.

To authorise the said Commissioners to borrow money for the purposes of the Acts relating to the Glasgow Corporation Water Works and of the said Bill, on the credit of the rates and charges leviable under the said Acts or the said Bill, or any of them.

To authorise and require the Trustees of the Clyde Navigation to contribute or pay out of the funds, tolls, rates, and duties under their management and control, such sum or sums of money as may be agreed on, or as may be fixed or determined under the provisions of the said Bill, to be applied in or towards defraying the expense of removing the said Dam or Weir and Lock, and of constructing and laying the said intended Reservoirs, Pumping Station, Conduits, or Main Pipes, and other Works, and carrying into effect the purposes of the said Bill.

To amend or repeal, so far as may be necessary for carrying into execution the objects above mentioned, and the several other purposes of the said Bill—"The Glasgow Corporation Water Works Act, 1855;" "The Glasgow Corporation Water Works Amendment Act, 1859;" "The Glasgow Corporation Water Works Amendment Act, 1860;" and "The Glasgow Corporation Water Works Amendment Act, 1865; and also, "The Clyde Navigation Consolidation Act, 1858;" "The Clyde Navigation (Glasgow Harbour Tramways) Act, 1864;" and any other Act or Acts relating to said Navigation; "The Glasgow Police Act, 1862;" and the following local and personal Acts relating to the Bridges over the River Clyde at Glasgow—viz., 8 and 9 Vict., cap. 133; 13 and 14 Vict., cap. 91; and 17 and 18 Vict., cap. 131; and any other

Act or Acts relating to the said Bridges, and to vary or extinguish all rights and privileges relating to or connected with the said Dam or Weir and Lock, and all other rights and privileges which would interfere with or prevent the execution of the several objects of the said Bill, and to confer all powers, rights, and privileges which may be necessary for carrying the same into effect.

Plans and Sections describing the lines, situations, and levels of the said intended Reservoirs, Pumping Station, Conduits or Main Pipes, and other Works, and the lands, houses, and other property 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 property, 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 in 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 residence of such Schoolmaster or Session-Clerk, and with the Town-Clerks of the City of Glasgow, 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.

JOHN BURNET, Glasgow.

LOCH & MACLAGRIN, Westminster.

Glasgow, 14th November 1865.

INTIMATION is Hereby Given that THOMAS DEMPSTER GORDON, Esquire of Balmaghie, Heir of Entail in possession of the Entailed Lands and Estate of BALMAGHIE, situated in the Parish of Balmaghie, and Stewarty of Kirkcudbright, has presented a Petition to the Lords of Council and Session (First Division, Junior Lord Ordinary,—Mr Potts, Clerk), in terms of the 11th and 12th Victoria, cap. 36, and of the 16th and 17th Victoria, cap. 94, praying their Lordships to approve of the Instrument of Disentail executed by the Petitioner, of the said Lands and Estate of Balmaghie, described in the Petition, and to grant warrant to and ordain the Keeper of the Register of Tailzies to record the said Instrument of Disentail in the said Register: On which Petition the Honorable Lord Mure, Junior Lord Ordinary, pronounced this Interlocutor:—16th November 1865.—LORD MURE. *Act. Mackenzie, Alt.*

'Appoints this Petition to be intimated on the Walls and in the Minute-Book for fourteen days; appoints the same to be advertised once in the *Edinburgh Gazette*, and in the other Newspapers mentioned in the prayer of the Petition, in terms of the Statute; grants warrant for serving the same upon the parties mentioned in the prayer thereof, with a copy of this Deliverance thereon; and appoints them to give in Answers thereto, if so advised, within fourteen days from the date of service if within Scotland, and sixty days if furth thereof.'

(Signed) 'DAVID MURE.'

ROB. RUTHERFORD, W.S.;
Agent for the Petitioner.

3, Howe Street,
Edinburgh, November 21, 1865.

BYE LAW.

25th and 26th Vict., cap. 97.
27th and 28th Vict., cap. 118.

"AN ACT TO REGULATE AND AMEND THE LAW
RESPECTING
THE SALMON FISHERIES OF SCOTLAND."

WE, the Commissioners appointed under the said Act, and empowered thereby "To fix for the purposes of this Act the Limits of every District, and the portions of the Sea Coast adjoining to the Mouth or Estuary of any River to be included in such District"—and "To fix for the purposes of this Act, a point on each River (including the Estuary thereof) below which, the Proprietors of Fisheries shall be Lower Proprietors, and above which, the Proprietors of Fisheries shall be Upper Proprietors"—do hereby fix and determine—

- 1st. That the Limits of the District of the River CARRADALE, in Cantyre, shall be Skipness Point on North,—Mull of Cantyre on South, including Davar and Sanda Islands; and that the District shall consist of the portions of the Sea Coast, and the Estuary, and the River contained between the said points.
- 2d. That the point below which the Proprietors of Fisheries shall be Lower Proprietors, and above which the Proprietors of Fisheries shall be Upper Proprietors, shall be Remains of Bridge on Old Road between Skipness and Campbeltown.

Given under our hands, this 11th day of September 1865.

Wm. J. FFENNELL, }
FRED. EDEN, } Commissioners.
JAMES LESLIE, }
Fisheries Department, Home Office.
Approved,
Whitehall, 18th November 1865,
G. GREY.

BYE LAW.

25th and 26th Vict., cap. 97 ;
27th and 28th Vict., cap. 118.

"AN ACT TO REGULATE AND AMEND THE LAW
RESPECTING
THE SALMON FISHERIES OF SCOTLAND."

WE, the Commissioners appointed under the said Act, and empowered thereby "To fix for the purposes of this Act the Limits of every District, and the portions of the Sea Coast adjoining to the Mouth or Estuary of any River to be included in such District"—and "To fix for the purposes of this Act, a point on each River (including the Estuary thereof) below which, the proprietors of Fisheries shall be Lower Proprietors, and above which, the Proprietors of Fisheries shall be Upper Proprietors"—do hereby fix and determine—

- 1st. That the Limits of the District of the River INNER, in Jura, shall be whole coast of the Islands of Jura and Scarba, with the Rocks and Islets adjoining thereto, and that the District shall consist of the portions of the Sea Coast, and the Estuary, and the River contained between the said points,
- 2d. That the point below which the Proprietors of Fisheries shall be Lower Proprietors, and above which the Proprietors of Fisheries shall be Upper Proprietors, shall be End of Wall extending to right bank of River from Keeper's house.

Given under our hands, this 11th day of September 1865.

Wm. J. FFENNELL, }
FRED. EDEN, } Commissioners.
JAMES LESLIE, }
Fisheries Department, Home Office.
Approved,
Whitehall, 18th November 1865,
G. GREY.

BYE LAW.

25th and 26th Vict., cap. 97 ;
27th and 28th Vict., cap. 118.

"AN ACT TO REGULATE AND AMEND THE LAW
RESPECTING
THE SALMON FISHERIES OF SCOTLAND."

WE, the Commissioners appointed under the said Act, and empowered thereby "To fix for the purposes of this Act the Limits of every District, and the portions of the Sea Coast adjoining to the Mouth or Estuary of any River to be included in such District"—and "To fix for the purposes of this Act a point on each River (including the Estuary thereof) below which, the Proprietors of Fisheries shall be Lower Proprietors, and above which, the Proprietors of Fisheries shall be Upper Proprietors"—do hereby fix and determine—

- 1st. That the Limits of the District of the River JORSA, in Arran, shall be,—Whole Coast of the Island of Arran, including Pladda, and Lamash or Holy Island; and that the District shall consist of the portions of the Sea Coast, and the Estuary, and the River contained between the said points.
- 2d. That the point below which the Proprietors of Fisheries shall be Lower Proprietors, and above which the Proprietors of Fisheries shall be Upper Proprietors, shall be Bridge below Jorsa Cottage.

Given under our hands, this 11th day of September 1865.

Wm. J. FFENNELL, }
FRED. EDEN, } Commissioners.
JAMES LESLIE, }
Fisheries Department, Home Office.
Approved,
Whitehall, 18th November 1865,
G. GREY.

BYE LAW.

25th and 26th Vict., cap. 97 ;
27th and 28th Vict., cap. 118.

"AN ACT TO REGULATE AND AMEND THE LAW
RESPECTING
THE SALMON FISHERIES OF SCOTLAND."

WE, the Commissioners appointed under the said Act, and empowered thereby "To fix for the purposes of this Act the Limits of every District, and the portions of the Sea Coast adjoining to the Mouth or Estuary of any River to be included in such District"—and "To fix for the purposes of this Act, a point on each River (including the Estuary thereof) below which, the Proprietors of Fisheries shall be Lower Proprietors, and above which, the Proprietors of Fisheries shall be Upper Proprietors"—do hereby fix and determine—

- 1st. That the Limits of the District of the River LAGGAN, in Islay, shall be Whole Coast of the Islands of Islay, Colonsay, and Oronsay, with the Rocks and Islets immediately adjoining thereto, and that the District shall consist of the portions of the Sea Coast, and the Estuary, and the River contained between the said points.
- 2d. That the point below which the Proprietors of Fisheries shall be Lower Proprietors, and above which the Proprietors of Fisheries shall be Upper Proprietors, shall be

LAGGAN,—Corner of Wall with field gate on the right bank, at first bend from River Mouth.

SORN—Fence of Islay House Grounds.

Given under our hands, this 11th day of September 1865.

Wm. J. FFENNELL, }
FRED. EDEN, } Commissioners.
JAMES LESLIE, }
Fisheries Department, Home Office.
Approved,
Whitehall, 18th November 1865,
G. GREY.

INTIMATION is Hereby Given that a Petition, in terms of the Statute 11th and 12th Victoria, cap. 36, has been presented by ARCHIBALD COLIN CAMPBELL RENTON, Esquire, of LAMBERTON, to the Lords of Council and Session (First Division, Junior Lord Ordinary,—Mr Drysdale, Clerk,) for authority to apply a sum of £427, 12s. 4d., held by John Whitefoord Mackenzie, W.S., in trust for the Heirs of Entail entitled to succeed to the Estate of Lamberton, in payment *pro tanto* of an Entailer's Debt of £1,926, 13s. 7d. sterling, presently held by the Commercial Bank of Scotland: On which Petition LORD MURE, Ordinary, has pronounced an Interlocutor, *inter alia*, appointing the same to be advertised once in the Edinburgh Gazette, and once weekly for six successive weeks in the North British Advertiser and Kelso Mail Newspapers.

JOHN MACKENZIE, W.S.,
Petitioner's Agent.

Edinburgh, November 21, 1865.

ADDITIONAL BURYING GROUND FOR THE
PARISH OF MUIRKIRK.

NOTICE is Hereby Given that The PAROCHIAL BOARD of said Parish has presented an Application to the Sheriff of Ayrshire, craving that a portion of Ground, extending to 3 roods, 3 poles, and 10 yards, or thereby, Imperial measure, part of the Farm of Bankend, in the Estate of Muirkirk, in said Parish, may be deemed a Burial or Additional Burial Ground for said Parish; and that the Tables of Fees annexed to said Application for the portions of said Ground which may be authorised by the Court to be sold for burial, and also for the portions which may be authorised to be retained for Common Burial, may be sanctioned and approved of. And farther, that by Interlocutor of date 17th November 1865, the said Sheriff has fixed that on the 12th day of December next, at 12 o'clock noon, in his Chambers at Ayr, he will hear parties, take evidence, and thereafter proceed to dispose of the Application, in terms of the Statute.

JOHN & JAMES M'MURTRIE,
Procurators for the Applicants.

Ayr, November 23, 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.

INTIMATION is Hereby Given, in terms of an Interlocutor by the Lords of Council and Session, Commissioners for the Plantation of Kirks and Valuation of Teinds, dated the 22d day of November 1865, and pursuant to the Statute 7th and 8th Victoria, cap. 44, that a Petition has been presented to their Lordships for and in name of the Rev. John Crombie, D.D., Minister of the Parish of Seone, and Others, all Contributors to the Endowment of the CHURCH and proposed NEW PARISH *quoad sacra* of ST LEONARD'S, situated within the Presbytery and County of Perth, praying their Lordships, in virtue of the

powers conferred upon them by the Acts of Parliament therein recited, to DECERN and ERECT the said Church of St Leonard's into a PARISH CHURCH in connection with the Church of Scotland, and to MARK OUT and DESIGNATE the DISTRICT specially set forth in the said Petition, consisting of portions of the East and West Church Parishes, Perth, and of the Parish of Tibbermore, in which the same is situated, or such other District as their Lordships shall see fit, as the District to be attached to the said Church of St Leonard's *quoad sacra*; and to DISJOIN the said Church and District *quoad sacra* from the said East and West Church Parishes, Perth, and Parish of Tibbermore, to which the same now belong; and to ERECT such Church and District into a Church and Parish *quoad sacra*, in connection with the Church of Scotland, to be called The CHURCH and PARISH of ST LEONARD'S; and to FIND and DECLARE that the Minister and Elders of the said Church and Parish so to be erected, shall have and enjoy the status, and all the powers, rights, and privileges of a Parish Minister and Elders of the Church of Scotland; and to FIND and DECLARE that, upon the said Church of St Leonard's, and District to be attached thereto, being erected into a Church and Parish *quoad sacra*, in terms of the foregoing cravings, the Patronage thereof shall be thereafter vested in the parties pointed out by the Seventh Article of the Constitution mentioned in the said Petition, granted to the said Church under authority of the General Assembly of the said Church of Scotland; but always under reservation of the right of the Presbytery of the bounds to present to the said Church, *jure devoluto*, according to law, and as provided in the said Act of the 7th and 8th Victoria, cap. 44; and to FIND, DECERN, and DECLARE in the premises, in terms of the foregoing cravings, or in such other terms as to their Lordships shall seem meet; as the said Petition in itself more fully bears: And Intimation is hereby further given, that, agreeably to the appointment in said Interlocutor, the Petitioners have lodged printed copies of the said Petition with the Session-Clerks of the said East and West Church Parishes, Perth, and Parish of Tibbermore, with the Minister of the said Church of St Leonard's, and with the Town-Clerk of Perth, for the use of such parties interested as may apply for the same.

MARSHALL & STEWART, S.S.C.,
Agents for the Petitioners.

Chambers, 44, Frederick Street,
Edinburgh, 24th November 1865.

NOTICE

TO THE CREDITORS ON

The Sequestrated Estate of JOHN STRUTHERS,
Spinner and Twister, Great Dove Hill, Glasgow.

IN compliance with the Order of the Sheriff-Substitute of Lanarkshire, dated 21st November current, the said John Struthers hereby intimates that he has presented a Petition to the Sheriff of Lanarkshire, at Glasgow, praying to be discharged, without composition, of all debts and obligations contracted by him, or for which he was liable at the date of the sequestration of his estates.

J. CLARE, Agent for the Petitioner.

Glasgow. November 23, 1865.

DONALD MACDOUGALL, Merchant in Grantown, Trustee on the sequestrated estate of JOHN MACKINTOSH, Farmer, Glenbey, near Grantown, in the County of Inverness, hereby intimates that his accounts, brought down to the 7th instant, have been audited by the Commissioners, in terms of the Statute, who have postponed the declaration of a dividend till the recurrence of another statutory period, and dispensed with sending circulars to the Creditors.

Grantown, November 20, 1865. D. MACDOUGALL, Tr.

SEQUESTRATION of THE UNION SHIPBUILDING COMPANY, Shipbuilders at Kelvinhaugh, near Glasgow, as a Company, and David Davidson, John Wood, George Robertson Andrews, and Francis Neilson, all Shipbuilders in Glasgow, the Individual Partners of said Company, as Partners, and as Individuals.

MONCRIEFF MITCHELL, Chartered Accountant in Glasgow, Trustee on the estate, hereby intimates that his accounts, brought down to the 9th instant, have been audited by the Commissioners, who have postponed declaring a dividend, and dispensed with circulars to Creditors.

MONCRIEFF MITCHELL, Trustee.

Glasgow, November 23, 1865.

THE Estates of WILLIAM M'KELL, Mason, sometime residing in Queen Street, Dunoon, thereafter at Brown Street, Glasgow, and now in Stockwell Place there, were sequestrated on the 16th day of November 1865, by the Sheriff of the County of Lanark.

The first delivrance is dated 17th November 1865.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock 'noon, on Friday the 1st day of December 1865, within the Faculty Hall, Saint George's Place, Glasgow.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 17th day of March 1866.

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

GAVIN HAMILTON,

73, West Nile Street, Glasgow, Agent.

THE Estates of DANIEL ROSS, Merchant at Jamimaville, in the County of Cromarty, were sequestrated on the 20th day of November 1865, by the Sheriff of Ross and Cromarty Shires.

The first delivrance is dated 20th November 1865.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Monday the 4th day of December 1865, within the Temperance Hotel, Cromarty.

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 20th day of March 1866.

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

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

THOMAS MUNRO, Writer, Tain,
Agent.

THE Estates of PETER M'CULLOCH, Dealer in Furniture, &c., 154, Stockwell Street, Glasgow, were sequestrated on the 22d day of November 1865, by the Sheriff of Lanarkshire.

The first delivrance is dated the 22d November 1865.

The meeting to elect the Trustee and Commissioners is to be held in the Hall of the Faculty of Procurators, Saint George's Place, Glasgow, upon Friday the 1st day of December 1865, at 12 o'clock noon.

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 22d 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.

GORDON SMITH & LUCAS, Writers, Glasgow,
Agents.

THE Estates of JOHN DRUMMOND BENTON, Wool, Iron, and Commission Merchant, Glasgow, carrying on business there as a Wool, Iron, and Commission Merchant, under the Firm of JOHN D. BENTON & COMPANY, of which Firm he is sole Partner, as such Partner, and as an Individual, were sequestrated on the 21st day of November 1865, by the Sheriff of the County of Lanark.

The first delivrance is dated the 21st day of November 1865.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Saturday the 2d day of December 1865, within the Faculty Hall, Saint George's Place, Glasgow.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 21st day of March 1866.

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

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

DAVID LOCKHART,
14, Miller Street, Glasgow, Agent.

THE Estates of DAVID KERR SMITH, Solicitor in Dunkeld, were sequestrated on the 22d day of November in the year 1865, by the Sheriff of Perthshire.

The first delivrance is dated the 22d day of November in the year 1865.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Wednesday the 6th day of December 1865, within the Guildhall, Perth.

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 22d day of March 1866.

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

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

HORACE SKEETE, Solicitor,
68, St John Street, Perth, Agent.

THE Estates of the now Deceased GEORGE PAUL, of Newseat, in the Parish of Peterhead, and County of Aberdeen, and Merchant and Shipowner in Peterhead aforesaid, were sequestrated on the 22d day of November 1865, by the Sheriff of Aberdeenshire.

The first delivrance is dated the 24th October 1865.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on the 1st day of December next, within Watt's Inn, Peterhead.

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 22d day of March 1866.

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

ROBERT BRUCE, Solicitor, Peterhead,
Agent.

Peterhead, November 22, 1865.

THE Estates of The REVEREND JAMES RAMSAY, Minister of the Parish of Alyth, in the County of Perth, now residing at Taynouth Lodge, Carnoustie, in the County of Forfar, were sequestrated on the 23d day of November 1865, by the Court of Session.

The first delivrance is dated 13th November 1865.

The meeting to elect the Trustee and Commissioners is to be held at 11 o'clock forenoon, on Monday the 4th day of December 1865, within Wallace's Commercial Hotel, Alyth.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 23d day of March 1866.

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

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

MACGREGOR & BARCLAY, S.S.C., Agents,
10, Dundas Street, Edinburgh.

THE Estates of WILLIAM LAMB, Wright, East Linton, in the County of Haddington, were sequestrated on the 23d day of November 1865, by the Court of Session.

The first delivrance is dated 23d November 1865.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Tuesday the 5th day of December 1865, within Dowell's Rooms, No. 18, George Street, Edinburgh.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 23d day of March 1866.

A Warrant of Protection has been granted to the Bankrupt, and the Sequestration remitted to the Sheriff of the County of Edinburgh.

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

JAMES FINLAY, S.S.C.,
29, St Andrew Square, Edinburgh, Agent.

NOTICE.

A Petition having been presented to the Sheriff of Wigtown and Kirkcudbright at the instance of William Hannay M'Lellan, Writer in Kirkcudbright, for Sequestration of the Estates of the Deceased ANTHONY MAC-KENZIE, Writer, lately residing in St Outhbert Street, Kirkcudbright, the said Shireff of this date granted War-

rant for citing Jane Mackenzie, residing in Kirkcudbright, and Jessie Mackenzie and Elizabeth Mackenzie, residing at Shaddock, near Whithorn, in the County of Wigton, being the next-of-kin and nearest heirs of the said deceased, and their tutors and curators if they any have, to appear in Court within ten days, to shew cause why sequestration of the estates of the said deceased should not be awarded.—Of all which Notice is hereby given.

DAVID JENKINS, Writer, Kirkcudbright,
Agent.

Kirkcudbright, November 20, 1865.

D. & D. PEARSON, Writers in Kirkcaldy, in the County of Fife, hereby give notice that they have presented to the Lord Ordinary officiating on the Bills a Petition for Recall of the Sequestration of the Estates of **WALTER BLYTH**, sometime Farmer at Blair, Parish of Dysart, in the County of Fife, now residing in Dysart aforesaid.

DAVID CRAWFORD, S.S.C.,
Agent for Petitioners.

Edinburgh, November 23, 1865.

SEQUESTRATION of WALTER SMITH, Baker, Whitburn, in the County of Linlithgow.

ROBERT ALLAN M'LEAN, Accountant in Glasgow, has been elected Trustee on the estate; and James Chapman, Grain Merchant, Bathgate, Mungo Chapman, Grain Merchant, Bathgate, and William Robertson, Partner of the Firm of Robertson, Heugh, & Coy., Wholesale Grocers, Union Street, Glasgow, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff-Court-house, Linlithgow, on Wednesday the 29th day of November current, at 12 o'clock noon. The Creditors will meet in the Office of Charles Allan, Solicitor in Bathgate, on Thursday the 7th day of December next, at two o'clock P.M.

ROBT. A. M'LEAN, Trustee.

93, West Regent Street,
Glasgow, November 24, 1865.

SEQUESTRATION of ROBERT JOHNSTON, Muslin Manufacturer, 14, Gartland Street, Glasgow.

JOHN WIGHT, Chartered Accountant in Glasgow, has been elected Trustee on the estate; and William Nisbet Henderson, Merchant, residing in Irvine, John Bruce Murray, Cotton Yarn Merchant, Glasgow, and David Harley, Cotton Yarn Merchant, Glasgow, have been elected Commissioners. The examination of the Bankrupt will take place in Sheriff Smith's Chambers, Sheriff-Court-house, Wilson Street, Glasgow, on Thursday the 30th day of November current, at 12 o'clock noon. The Creditors will meet in the Trustee's Office, 150, Hope Street, Glasgow, on Monday the 11th December 1865, at 12 o'clock noon.

JOHN WIGHT, Trustee.

ALEXANDER MANN, Accountant in Dundee, Trustee on the sequestrated estate of **JAMES FAIRWEATHER**, Merchant and Commission Agent in Dundee, hereby intimates that an account of his intromissions with the funds of the estate, brought down to the 7th instant, has been made up and examined by the Commissioners on said estate, in terms of the Statute; and, in respect the funds of the said estate have been divided amongst the Creditors, farther hereby intimates that a meeting of the Creditors on said estate will be held within the British Hotel, Dundee, on Monday the 18th day of December next, at one o'clock afternoon, to consider as to an application for his discharge as Trustee.

ALEX. MANN, Trustee.

Dundee, November 23, 1865.

SEQUESTRATION of CHARLES CRAWFORD, Spirit Dealer, and lately residing at Ardrishaig, in the County of Argyll, now deceased.

DUGALD CAMPBELL, Accountant in Greenock, has been elected Trustee on the estate; and Archibald Sword, Wine and Spirit Merchant in Greenock, John M'Gregor, Wine and Spirit Merchant there, and John Jamieson, Fish Merchant in Glasgow, have been elected Commissioners. The Creditors will meet in the Office of the Trustee, No. 29, Cathcart Street, Greenock, on Wednesday the 6th day of December next, at 12 o'clock noon.

D. CAMPBELL, Trustee.

Greenock, November 22, 1865.

ROBERT MACALPINE, Accountant in Rothesay, Trustee on the sequestrated estate of **BERNARD M'CONNELL**, Auctioneer and Pawnbroker in Rothesay, hereby calls a general meeting of the Creditors on the said sequestrated estate to be held within the Office of John Thomas Wilson, Writer, 25, Montague Street, Rothesay, on Tuesday the 5th day of December next, at 12 o'clock noon, to take into consideration an offer of composition to be made by the said Bernard M'Connell.

ROBT. MACALPINE, Trustee.

Rothesay, November 22, 1865.

LEWIS CHALMERS, Advocate in Aberdeen, Trustee on the sequestrated estate of **ALEXANDER MALCOLM**, Ropemaker in Fraserburgh, hereby calls a general meeting of the Creditors to be held within the Saltoun Arms Hotel, Fraserburgh, on Friday the 8th day of December next, at one o'clock P.M., to receive the resignation of the present Trustee.

LEWIS CHALMERS, Trustee.

November 23, 1865.

SEQUESTRATION of GEORGE HALLY, Merchant in Auchterarder, in the County of Perth.

AS Trustee upon the above estate, I hereby call a general meeting of the Creditors to be held within my Chambers, 93, West Regent Street, Glasgow, upon Tuesday the 19th day of December 1865, at 12 o'clock noon, to consider as to an application to be made by me for my discharge as Trustee aforesaid.

DAV. M'CUBBIN, Trustee.

Glasgow, November 23, 1865.

SEQUESTRATION of ANGUS M'DONALD, Slipper Manufacturer and Boot and Shoe Maker, No. 6, Candle-riggs, and 103, Norfolk Street, Laurieston, Glasgow.

THOMAS M'NAB, Carrier, Leather Merchant, and Factor, Glasgow, has been elected a Commissioner.

WM. TOLMIE, Trustee.

JOHN MILLER, Accountant in Glasgow, Trustee on the sequestrated estate of **JOHN HADDEN**, Bookseller in Glasgow, hereby intimates that at the second general meeting of Creditors held on the 16th day of November current, the Bankrupt made offer of a composition of Five Shillings per pound on all debts due by him at the date of the sequestration of his estates, payable by two equal instalments at two and four months from the date of his final discharge by the Court; that the Bankrupt also agreed to pay the expenses of the sequestration and the remuneration to the Trustee, and offered security for payment of the whole of said composition, expenses, and remuneration; which offer and security having been entertained by said meeting, Notice is hereby given that another general meeting of the Creditors will be held within the Chambers of John Miller & Jas. H. Ferguson, Accountants, No. 71, Queen Street, Glasgow, on Friday the 8th day of December next, at 12 o'clock noon, in order finally to dispose of said offer.—Of all which Notice is hereby given, in terms of the Statute.

JNO. MILLER, Trustee.

Glasgow, November 23, 1865,
71, Queen Street.

NOTICE

TO THE CREDITORS OF

The Deceased **ALEXANDER CAMERON**, Farmer, Bluebauds, Parish of Botriphnie, and County of Banff.

I **JOHN CHRISTIE**, Solicitor, Banff, Trustee on the sequestrated estate of the said Alexander Cameron, hereby intimate that an account of my intromissions with the funds of the estate, up to 8th November current, has been audited by the Commissioners, who have postponed a dividend till the recurrence of another statutory period, and dispensed with sending circulars to the Creditors.—Of all which Notice is hereby given, in terms of the Statute.

J. CHRISTIE, Trustee.

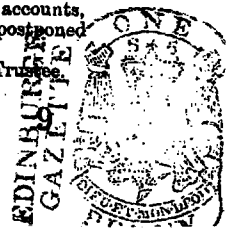
Banff, November 22, 1865.

SEQUESTRATION of GEORGE SANGSTER, Manufacturer, West North Street, Aberdeen.

THE Commissioners have audited my accounts, brought down to the 7th current, and postponed the declaration of a dividend.

ROBT. C. GRAY, Trustee.

Aberdeen, November 21, 1865.



ALEXANDER MACKENZIE, Bank Agent in Elgin, Trustee on the sequestrated estate of JOHN FORSYTH, residing in Elgin, now or lately carrying on business in Elgin as an Ironmonger under the Name of JOHN FORSYTH & COMPANY, and as an Iron Founder, under the Name of RHIND, SUTTER, & COMPANY, hereby intimates that an account of his intrusions with the funds of the estate, brought down to the 9th day of November current, and states of the funds received and those outstanding as at that date, have been made up and examined by the Commissioners, in terms of the Statute, and that they have postponed the declaration of a dividend until the next statutory period, and dispensed with sending circulars to the Creditors.—Of all which Intimation is hereby given, in terms of the Statute.

ALEX. MACKENZIE, Trustee.

Elgin, November 21, 1865.

To the Creditors of DUNCAN MACDONALD, Shoemaker and General Dealer at Edderton.

ALEXANDER SUTHERLAND, Merchant in Tain, Trustee on the sequestrated estate of the said Duncan Macdonald, hereby intimates that his intrusions with the funds of the estate have been audited by the Commissioners, who have postponed a dividend till the recurrence of another statutory period.—Of which Notice is hereby given. ALEXANDER SUTHERLAND, Trustee.

Tain, November 18, 1865.

WALTER MACKENZIE, Accountant in Glasgow, Trustee on the sequestrated estate of ROBERT SHAW, Merchant in Glasgow, hereby intimates that the Commissioners have postponed a dividend until the recurrence of another statutory period.

WALTER MACKENZIE, Trustee.

Glasgow, November 22, 1865.

ANDREW MILLER, Merchant and Commission Agent, Great Clyde Street, Glasgow, lately a Prisoner in the Prison of Glasgow, and presently residing at Uddingston, has presented a Petition to the Sheriff of the County of Lanark craving decree of Cessio Bonorum; and all his Creditors are hereby required to appear within the Sheriff-Clerk's Office, County Buildings, Glasgow, on Monday the 25th day of December 1865, at one o'clock afternoon, when he will appear for examination.

GEO. PATERSON, Agent.

124, St Vincent Street,
Glasgow, November 23, 1865.

ALEXANDER DOUGANS, Shoemaker, No. 4, Carlton Court, Glasgow, presently a Prisoner in the North Prison there, and lately residing at No. 75, Holm Street, Glasgow, has presented a Petition to the Sheriff of the County of Lanark craving decree of Cessio Bonorum; and all his Creditors are hereby required to appear within the Sheriff-Clerk's Office, County Buildings, Glasgow, on Monday the 25th day of December 1865, at 12 o'clock noon, when he will appear for examination.

GEO. PATERSON, Agent.

124, St Vincent Street,
Glasgow, November 23, 1865.

DAVID GIBSON, sometime Farmer, Nether Migvie, near Kirriemuir, now residing in Duke Street of Arbroath, and present Prisoner in the Prison of Forfar, has presented a Petition to the Sheriff of Forfarshire for liberation and interim protection against the execution of diligence, and decret of Cessio Bonorum. In terms of the Deliverance on said Petition all his Creditors are required to appear within the Sheriff-Court-room, Forfar, on Tuesday the 26th day of December next, at 10 o'clock forenoon, when he will appear for examination.

JAMES GRANT,
Agent for Petitioner.

Forfar, November 22, 1865.

WILLIAM GIBSON, Coal Agent, 146, Castle Street, Glasgow, and presently a Prisoner in the North Prison of Glasgow, has presented a Petition to the Sheriff of Lanarkshire craving liberation, interim protection, and decret of Cessio Bonorum; and his Creditors are hereby required to attend within the Sheriff-Clerk's Office here, on the 25th day of December next, at 12 o'clock noon, when he will appear for examination.

WILLIAM GIBSON, Petitioner.

Glasgow, November 22, 1865.

PETER MARSHALL, residing at No. 3, Charlotte Street, Aberdeen, a Partner of the Company sometime carrying on business in Aberdeen under the Style or Title of The BROADFORD BREAD COMPANY, has presented a Petition to the Sheriff of the County of Aberdeen for interim protection and decret of Cessio Bonorum; and all his Creditors are hereby required to appear within the Sheriff-Court-house at Aberdeen, on the 26th day of December next, at 12 o'clock noon, when he will appear for examination.

ROBT. C. GRAY,
Petitioner's Agent.

38, Castle Street,
Aberdeen, November 23, 1865.

THOMAS STUART, Shoemaker at Nethy Bridge, in the County of Elgin, and presently a Prisoner in the Prison of Elgin, has presented a Petition to the Sheriff of Banff, Elgin, and Nairn, craving liberation and interim protection against the execution of diligence, and decret of Cessio Bonorum; and all his Creditors are hereby required to appear within the Sheriff-Court-house here, on the 26th day of December next, at 11 o'clock forenoon, when the Petitioner will appear for examination.

ALEX. FORBES, Procurator for Petitioner.

NOTICE.

THE Partnership carried on under the Firm of PETER WHYTOCK & SONS, Goldsmiths and Jewellers in Dundee, was DISSOLVED as at the 3d day of July last 1865, by the death of Mr George S. Whytock, one of the Partners,—and his Representatives have no concern with the business now carried on under the said Firm.

Dundee, November 18, 1865.

JOHN WHYTOCK.

CATHERINE WHYTOCK,

Executrix of the Late Mr G. S. WHYTOCK.

J. W. THOMSON, Witness.
JAMES R. KIDD, Witness.

NOTICE.

THE Concern of JOHN DICK & SONS, Thread Manufacturers, Rutherglen, has been DISSOLVED by consent of the Subscribers, the only Partners of the Company. The Subscriber, William Riddell Dick, will carry on the business as heretofore.

JOHN R. DICK.

WILLIAM R. DICK.

F. M'DONALD, Witness.

JOHN ROLLAN, Witness.

Glasgow, August 8, 1865.

NOTICE.

THE Subscriber James Dunn ceased, on the 28th day of February 1865, to have any interest or connection in the Copartnership of JAMES DUNN & SONS, Brokers and Commission Merchants in Glasgow.

The other Subscriber, Robert Hunter Dunn being now and since the above date the sole Partner of the Firm.

JAMES DUNN.

ROBT. HUNTER DUNN.

JOHN M'TEAR, Witness.

WILLIAM H. TASSIE, Witness.

62, Jamaica Street,
Glasgow, November 22, 1865.

THE Company of MAIN, WAGGOTT, & CO., Skinners, Tanners, Glue, and Size Manufacturers, Bedford Lane, Gorbals, Glasgow, was this day DISSOLVED by mutual consent of the Subscribers, the sole Partners of that Company.

The Subscriber, Alexander Main, will pay and receive all debts due by or to the Company.

Glasgow, November 22, 1865.

MAIN, WAGGOTT, & CO.

ALEXANDER MAIN.

WILLIAM WAGGOTT.

ARCHD. M'ALLISTER, Writer, Glasgow, Witness.

JOHN WHITE, Shopman, Glasgow, Witness.

NOTICE is Hereby Given that the Subscriber, THOMAS BLACK, of Castle Heaton, in the County of Northumberland, Farmer, ceased, upon the 12th day of May 1856, to be a Partner of the Firm of THOMAS BLACK & SONS, Spade Manufacturers and Millers at Ford Forge, in the County of Northumberland, and Seaview Iron Works, near Berwick-upon-Tweed, in the County of the Borough and Town of Berwick-upon-Tweed; and that said trades or businesses have since that date been and will in future be continued by the Subscribers, John Black of Ford Forge aforesaid, and George Black of Seaview Iron Works aforesaid, both Spade Manufacturers, the remaining Partners, under the Firm of THOMAS BLACK & SONS as hitherto. As witness our hands this 11th day of November 1865.

THO. BLACK.
JOHN BLACK.
GEORGE BLACK.

Witnesses to the Signatures—

JONATHAN MELROSE, of Coldstream, Solicitor.
WALTER CARTER, of Ayton, Bank Agent.

INTIMATION OF

DISSOLUTION OF PARTNERSHIP.

INTIMATION is hereby given that the Partnership betwixt us, under the Firm of Messrs LOW & FIFE, Flaxspinners at Keath Bank, in the Parish of Rattray, has been DISSOLVED. As witness our hands at Keath Bank, this 18th day of November 1865, in presence of the subscribing Witnesses.

MATTHEW LOW.
WILLIAM FIFE.

GEORGE D. LOW, Witness.
ALLAN E. LOW, Witness.

THE Firm of JOHN LOW & SON, Wholesale and Retail Confectioners, Dundee, was DISSOLVED on 23d November 1865 by mutual consent, and in consequence of Mr John Low's death. Mr John Low's Trustees have now no interest in the said Firm.

GEO. OWER, } Trustees and
ALEX. KIDD, } Executors of
J. PRAIN, }
WM. BROWN, }
DAVID LOW. }

ANDREW HENDRY, Witness.
WILLIAM YOUNG, Witness.

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 24, 1865.

Price Four Shillings and Threepence.

