



The Edinburgh Gazette.

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TUESDAY, NOVEMBER 21, 1871.

CIRCUIT COURT OF JUSTICIARY.

THE GLASGOW WINTER CIRCUIT COURT is appointed to be held on Tuesday the 26th December 1871, at half-past 12 o'clock noon,—by Lords DEAS and ARDMILLAN.

HENRY J. MONCREIFF, Esq., *Advocate-Depute*.
WILLIAM HAMILTON BELL, *Clerk*.

NOTIFICATION.—No. 5.

FOREIGN OFFICE, November 17, 1871.

The following telegram, received this morning at the Foreign Office from Henry Howard, Esq., Her Majesty's Agent at Washington for British Claims, is published for the information and guidance of British claimants:—

WASHINGTON, November 16, 1871.

RULE 2 of the Commission has been amended by the Commissioners as follows:—

'2. Every Memorial shall state the full name of the claimant, the place and time of his birth, and the place or places of his residence between the 13th day of April 1861, and the 9th day of April 1865, inclusive; if he be a naturalized citizen or subject of the Government by which his claim is presented, an authentic copy of the record of his naturalization shall be appended to the Memorial, and the Memorial shall also state whether he has been naturalized in any other country than that of his birth, and if not so naturalized, whether he has taken any and what steps towards being so naturalized.'

FOREIGN OFFICE, November 4, 1871.

The Queen has been graciously pleased to appoint Lord Tenterden, C.B., the Assistant Under Secretary of State for Foreign Affairs, to be Her Majesty's Agent to attend the Tribunal of

Arbitration which is to meet at Geneva under the provisions of the Treaty between Great Britain and the United States, signed at Washington, May 8, 1871, to adjudicate on the Alabama Claims.

FOREIGN OFFICE, November 15, 1871.

The Queen has been pleased to approve of Mr. John Garese as Consul at Gibraltar for the Republic of Liberia.

The Queen has also been pleased to approve of Don José de Olmedo as Vice-Consul at Cardiff for His Majesty the King of Spain.

BANKRUPTS

FROM THE LONDON GAZETTE.

BANKRUPTCY ANNULLED.

James Jennings, of 229, Whitechapel Road, Middlesex, plumber, a partner of the firm of T. & J. Jennings.

BANKRUPTCIES AWARDED.

William Thomas Henry Strange Mure, of the Three Mills Distillery, West Ham, Essex, and of 5, Alfred Place, West Brompton, Middlesex, and of Wanstead Park, Essex, Distiller and Spirit Merchant, trading under the styles of Metcalf & Co., and Mure & Co.

Mary Frances Anstruther, now or late of 16, Park Lane, Middlesex.

Ferdinand Mirabita, of 23, Old Broad Street, London, Merchant.

John Salisbury Edmonds, of Glyn Heath, Glamorgan, carrying on business with Joseph Jekyll Newman, under the style or firm of Newman & Edmonds, fire brick manufacturers.

William Renshaw, of 48, Gold Street, Northampton, watchmaker and jeweller.

John Pick, of Quadring, Lincoln, carpenter.

George Seymour, of Wednesbury, Stafford, brewer.

George Ace, of Swansea, Glamorgan, ship chandler.

Frederick Michael Haywood, of Derby, scriviner and attorney-at-law.

Stephen New, of Waingate, Sheffield, York, printer and stationer.

Henry Fullager, of Mereworth, Kent, farmer.

Thomas Reed, of 55, Wasley Street West, Salford, Lancaster, cattle dealer.

AN ACCOUNT, pursuant to the Act 8 and 9 Vict. cap. 38, of the Amount of BANK NOTES authorized by Law to be issued by the several Banks of Issue in SCOTLAND, and the Average Amount of Bank Notes in Circulation, and of Coin held during the four Weeks ending Saturday the 4th day of November 1871.

Name and Title as set forth in Licence.	Name of the Firm.	Head Office or Principal Place of Issue.	Circulation authorized by Certificate.	Average Circulation during four Weeks ending as above.			Average Amount of Coin held during four Weeks ending as above.		
				£5 and upwards.	Under £5.	Total.	Gold.	Silver.	Total.
Bank of Scotland.....	{ The Governor and Company of the Bank of Scotland	Edinburgh	£ 343418	196461	400036	596497	343636	39705	383341
Royal Bank of Scotland.....	Royal Bank of Scotland	Edinburgh	216451	224439	395468	619907	475352	54123	529475
British Linen Company.....	British Linen Company	Edinburgh	438024	162532	331539	494071	143849	35953	179802
Commercial Bank of Scotland	Commercial Bank of Scotland	Edinburgh	374880	209155	474919	684074	403908	30240	434148
National Bank of Scotland	National Bank of Scotland	Edinburgh	297024	162892	356335	519228	314899	48366	363266
Union Bank of Scotland.....	Union Bank of Scotland.....	Edinburgh	454346	245248	486499	731747	357042	42498	399540
Aberdeen Town and County Banking Company.....	{ Aberdeen Town and County Banking Company.....	Aberdeen	70133	86405	98850	185255	134605	11411	146016
North of Scotland Banking Company.....	North of Scotland Banking Company	Aberdeen	154319	155861	147011	302872	198722	10592	209315
Clydesdale Banking Company.....	Clydesdale Banking Company.....	Glasgow	274321	171720	295424	467144	261190	38426	299617
City of Glasgow Bank	City of Glasgow Bank.....	Glasgow	72921	206525	293695	500220	453893	33450	487343
Caledonian Banking Company	Caledonian Banking Company	Inverness	53434	31963	62724	94687	49161	7147	56309

I hereby certify, that each of the Bankers named in the above Return, who have in Circulation an Amount of Notes beyond that authorized in their Certificate (with the exception of _____), have held an Amount of Gold and Silver Coin, not less than that which they are required to hold during the period to which this Return relates.

Dated this 16th day of November 1871.

W. H. COUSINS, Officer of Stamp Duties.

INTIMATION is Hereby Given, that **HENRY ALEXANDER SCHANK**, Esquire, Heir of Entail in possession of the Entailed Lands and Estates of **CASTLERIG** and **GLENISTON**, in the County of Fife, has presented a Petition to the Lords of Council and Session (First Division, Junior Lord Ordinary, —Mr. Robertson, Clerk), in terms of the Acts 11th and 12th Victoria, chapter 36, and 16th and 17th Victoria, chapter 94, and 31st and 32d Victoria, chapter 85, and relative Acts of Sederunt, for authority to Disentail the said Lands and Estates of Castlerig and Gleniston, in the County of Fife. Date of Interlocutor ordering Intimation, 17th day of November 1871.

MACKENZIE & BLACK, W.S.,
Agents of the Petitioner.

28, Castle Street, Edinburgh,
17th November 1871.

WIGTOWNSHIRE POLLING PLACES.

NOTICE is Hereby Given, in terms of the Act of Parliament, that the Sheriff of the Sheriffdom of Wigtown and Kirkcudbright, with the consent of Her Majesty's Advocate for Scotland, proposes to Increase and Alter the Number, Situation, and Arrangement of the **POLLING PLACES** in the County of **WIGTOWN**, as follows:—

1. **NEWTON-STEWART**, for the Parish of Penninghame.
2. **WIGTOWN**, for the Parishes of Wigtown, Kirkinner, and Mochrum.
3. **WHITHORN**, for the Parishes of Sorbie, Whithorn, and Glasserton.
4. **GLENLUCE**, for the Parishes of Kirkcowan, Old Luce, and New Luce.
5. **STRANRAER**, for the Parishes of Kirkmaiden, Stoneykirk, Portpatrick, Kirkcolm, Leswalt, and Inch.

DAVID HECTOR, Sheriff.

November 6, 1871.

In Parliament—Session 1872.

ABRAHAM HILL'S TRUST.

Amendment, Repeal, or Alteration of Deed of Mortification—Incorporation of Trustees—Alteration and Regulation of Purposes of Trust and Appropriation of Trust Property to Purposes other than those directed by Deed—Vesting of Property in Trustees as Incorporated—Management and Administration of Trust—Power to Purchase, Hold, and Sell Lands, and to Hold and Administer Property in Trust—To Build and Maintain Schoolhouse and Schoolmaster's House—Power to Trustees to Borrow Money and Mortgage Trust Property—Powers to Heritors of Parish of Govan to Contribute Money towards Schoolhouse, &c., and other Powers to them—Power to Trustees to Grant Bursaries, &c., Payment of Costs of Act, and other Purposes.

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the ensuing session for an Act to effect all or some of the purposes following, that is to say—

To amend, repeal, or vary in whole or in part, First, the Deed of Mortification and Disposition of the Deceased Abraham Hill, born in the village of Meikle Govan, in the Parish of Govan, and County of Lanark, and afterwards of Wolverhampton, in the County of Stafford, dated the 12th day of

March, 1757, and recorded in the Books of Council and Session at Edinburgh as a Probative Writ on the 26th day of April, 1759 (in this notice referred to as 'the Deed of 1757'); and Second, an Interim Act and Decree of the Lords of Council and Session, dated the 21st day of June, 1870, on the Petition and Application therein mentioned for the appointment of new Trustees under the said Deed of Mortification, and all proceedings which have been taken or have followed thereon (which Interim Act or Decree is hereinafter referred to as 'the Decree').

To incorporate the Surviving Trustees acting in virtue and under the terms of the said Deed of 1757, and the said Decree, together with the parties to be named in the Bill, or hereafter to be elected or assumed as Trustees into a body Corporate under the name and style of 'Hill's Trustees,' or such other name or style as Parliament may determine, and to confer upon the Trustees so incorporated (herein called 'the Trustees') the power to sue and to be sued, to acquire, hold, sell, and transfer lands, houses and other property, heritable and moveable, real and personal, together with all other rights, privileges, and exemptions of a Corporate Body.

To vest in the Trustees for the purposes of the Deed of 1757 and of the Bill, all lands, heritages, property, estate and effects, heritable and moveable, real and personal, or belonging to them, or held in trust for, or for behoof of, the Trust created under the Deed of 1757, or by or for the Trustees of the said Abraham Hill, under or by virtue of the Deed of 1757, or the said Decree or otherwise, under whatever right or title, and to regulate and direct the management and application thereof, and which lands, heritages, property, estate, and effects, both capital and income, are hereinafter referred to as 'the Trust Funds.'

To define and regulate the administration of the affairs of the Trust and of the Trust Funds, the powers, duties, and exemptions of the Trustees, the election or assumption of Trustees from time to time, the investment of the Trust Funds, the appointment, powers, duties, and remuneration of Officers, and the procedure in the business of the Trust.

To modify, explain, alter, amend, or enlarge the provisions and directions of the Deed of 1757, and the Decree, and the powers of the Trustees as to the management, application, and appropriation of the Trust Funds, both capital and income, now belonging or which may hereafter be acquired by or belong to them, and especially to fix and determine the amount to be paid to the Schoolmaster or Schoolmasters of Meikle Govan, and to alter the provisions of the Deed of 1757 with reference thereto, and to make other provisions in lieu thereof.

To authorise the Trustees, after providing for the said Schoolmaster or Schoolmasters of Meikle Govan, to purchase and acquire property for the purpose of erecting and maintaining and to erect and maintain buildings, a Schoolhouse and a House for a Schoolmaster (other than the Parochial Schoolmaster) in the said Village of Meikle Govan, or near thereto, separate and distinct from the Parish School House, or to appropriate for such purposes any land or ground now belonging to them, or which they may acquire, and to apply such portion of the Trust Funds, for the time being under their control and management, as the Bill may define, in defraying the salary of the Schoolmaster or Schoolmasters to be appointed to

the said School, and for erecting and maintaining the said School House and Schoolmaster's House.

To authorise the Trustees, from time to time, to appoint a Schoolmaster or Schoolmasters to the new School so to be erected with such salary and remuneration, and on such terms and conditions as to his or their duties, removal, or dismissal, as they shall think fit, or as may be defined in the Bill.

To authorise the Trustees to regulate and fix the times, nature and character of the education to be given and taught at the said School, and the fees to be charged therefor, and generally to make such regulations with reference to these matters and the general management and superintendence of the school as they may think expedient.

To authorise the Trustees under such regulations as Parliament may define, to apply all or such portion as Parliament may fix, of the Trust Funds, which are not required for providing for the Schoolmaster or Schoolmasters, and which the Trustees may not consider necessary for the purposes of Education in the Village of Meikle Govan, in gifts or grants for bursaries, or in such other way as they think advisable for general educational purposes.

To authorise the Trustees to borrow, and from time to time to re-borrow, money for any of the purposes foresaid, or of the Bill, or for the general purposes of the Trust, on mortgage, bond, annuity, cash credit, or otherwise; and to charge money borrowed on the Trust Funds, and on the property for the time being belonging to them.

To authorise the Heritors of the Parish of Govan, in the County of Lanark, to contribute or subscribe such sum or sums of money as they may deem expedient towards defraying the expenses of erecting and maintaining any new School House or Schoolmaster's House to be erected by the Trustees, and of the expense of providing education, &c., at any new Schools established by the Trustees.

To declare that such School when established, and School House and Schoolmaster's House, when so erected, shall either be under the exclusive management of the Trustees, and shall not be subject to any control, supervision, or interference by the Heritors of the Parish of Govan, or to confer on the said Heritors such power and control with reference thereto, and the Trust generally, as Parliament may think fit.

To extinguish, alter, or vary all powers, authorities, rights, privileges, or exemptions which would in any way impede or interfere with the objects of the Bill, and to confer other powers, rights, privileges, and exemptions.

The Bill will contain all necessary and proper provisions for carrying the several purposes aforesaid into effect, and will provide for the payment by the Trustees out of the Trust Funds of all costs, charges, and expenses of, and incident to, the preparing for obtaining, and passing the Bill into an Act, or otherwise in relation thereto.

Printed Copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1871.

Dated this 13th day of November 1871.

MITCHELLS, MACNIE, & COWAN,
180, West George Street, Glasgow,
Solicitors for the Bill.

SIMSON & WAKEFORD,
11, Great George Street, Westminster,
Parliamentary Agents.

DUNDEE WATER.

Relinquishment of Authorised Aqueducts, Conduits, or Lines of Pipes, and other Works; New Aqueduct, Conduit, or Line of Pipes from Lintrathen to Dundee, and New Reservoir, and other Works; Power to Take, Compulsorily and otherwise, Lands, Houses, and other Property; Powers of Alteration of Old and New Works; Borrowing and other Powers; Power to Make and Vary Agreements with Landowners and other Parties; Enlargement of Constitution of Commissioners; Repeal, Alteration, or Amendment of Acts; and other Powers and Purposes.

NOTICE is Hereby Given, That it is intended to apply to Parliament in the ensuing Session for leave to bring in a Bill to effect the objects and purposes after-mentioned, or some of them, and to enable the Dundee Water Commissioners (hereinafter called the Commissioners) to effect the objects and purposes after-mentioned, or some of them; that is to say:—

To relinquish or authorise and provide for the relinquishment of the Works 8, 9, 10, 11, 12, 13, 14, and 15, authorised by and described in 'The Dundee Water Extension Act, 1871' (hereinafter called the Special Act), or some one or more of them as may be specified in the said Bill.

To authorise the Commissioners to make, lay down, and maintain the following Works or some of them, with all proper conveniences, approaches, and accommodations connected therewith, viz. :—

1. An Aqueduct, Conduit, or Line of Pipes, to commence in the Parish of Lintrathen and County of Forfar, in the intended Reservoir firstly authorised by and described in the Special Act, at or near a point in such intended Reservoir forming the southmost corner of the Loch of Lintrathen as now existing, where the Burn or Drain commencing in the wood known as Craiglyoch Wood, and passing from thence under the Public Road from Alyth by Milnacraig, to and beyond Bridgend of Lintrathen, and then through the wood known as Lochcraigs, joins the said Loch of Lintrathen, and which point is 100 yards or thereabouts northward from the centre of the said Road measured along the course of the said Burn or Drain, and to terminate in the Parish of Dundee, Burgh of Dundee, and County of Forfar, in the distributing Reservoir of the Commissioners at Stobbsmuir, called and known as the Stobbsmuir Reservoir, and at the north-west corner of such Reservoir; and which Aqueduct, Conduit, or Line of Pipes will pass from, in, through, or into the Parishes of Lintrathen, Glenisla, Ruthven, Newtyle, Auchterhouse, United Parishes of Mains and Strathmartine, United Parishes of Liff, Logie, Benvie, and Invergowrie, Parish of Dundee and Burgh of Dundee, or some of them, all in the County of Forfar, and the Parishes of Alyth and Meikle, or one of them, both in the County of Perth.

2. A Reservoir to be wholly situate in the Parish of Dundee, Burgh of Dundee, and County of Forfar, in a field forming part of the farm of Lawton, tenanted or occupied by John Barrie, lying on the Easterly Slope of Dundee Law, and immediately on the North of a Foot Road extending to Dundee Law from the Public Road leading from the top

of Constitution Road northward along the West Side of Stirling's Park ; which Reservoir will commence at a point in the said Field 150 yards, or thereabouts, South-west from the Junction of said Foot Road with the said Public Road, measured along the boundary of said Field with the said Foot Road, and will extend from such point in a South-westerly direction, 30 yards, or thereabouts, alongside and on the North of said Foot Road, and thence in a North-westerly direction 30 yards, or thereabouts, and thence in a North-easterly direction 30 yards, or thereabouts, and thence in a South-easterly direction 30 yards, or thereabouts, to its point of commencement, where it will terminate.

3. An Aqueduct, Conduit, or Line of Pipes to be wholly situate in the Parish of Dundee, Burgh of Dundee, and County of Forfar, and to commence in the said Aqueduct, Conduit, or Line of Pipes firstly before described, at a point in the Public Road known as, and called, the Clepington Road, 370 yards, or thereabouts, distant from the point where said Clepington Road is crossed by the Turnpike Road from the Hill of Dundee to Strathmartine and Sidlaw Hill, commonly called the Strathmartine Road, measured Westward along the said Clepington Road, and to terminate in the distributing Reservoir of the Commissioners, on the North side of the Dundee Law, known as, and commonly called, the Lawton Reservoir, and at the North-east corner of such Reservoir.

4. An Aqueduct, Conduit, or Line of Pipes, to be wholly situate in the Parish of Dundee, Burgh of Dundee, and County of Forfar, and to commence at a point in the said Aqueduct, Conduit, or Line of Pipes, thirdly before described, 23 yards, or thereabouts, in a South-easterly direction from the South-east corner of the dwelling-house of the farm-stead called Lawton, and to terminate in the intended Reservoir secondly above described, and at the point of the commencement of said Reservoir before specified.

5. An Aqueduct, Conduit, or Line of Pipes, to be wholly situate in the Parish and Burgh of Dundee and County of Forfar, commencing in and out of the Reservoir secondly before described, at the point of the commencement of the said Reservoir, and terminating at a point in Hill Street, Dundee, 5 yards or thereabouts due north of the westerly end of the most westerly house on the south side of the said street.

To make, lay, erect, and maintain such Embankments, Dams, Weirs, Channels, Sluices, Catchwater Drains, Culverts, Cuts, Aqueducts, Tunnels, Bridges, Roads, Cisterns, Gauges, Main and Distributing Pipes, Houses, Buildings, and all other Works and conveniences or alterations of any existing Works, Conduits, Aqueducts, Mains, Pipes, or conveniences whatsoever which may be necessary or expedient for effecting or carrying out the objects or purposes of the said Special Act and the said Bill, or any of them ; as also to maintain and from time to time to extend, alter, replace, increase, and enlarge the existing Works, Conduits, Aqueducts, Mains, and Pipes of the Commissioners, and the Works, Conduits, Aqueducts, Mains, and Pipes authorised by the said Special Act, in so far as not relinquished, and to be authorised by the said Bill, and to maintain, extend, alter, replace, enlarge, and increase the number and size of the Works, Mains, and Pipes for conveying and distributing Water for the purposes of the said Special Act and the said Bill.

To use and apply the said intended Works, and

the Works authorised by the Special Act so far as not relinquished, for carrying and distributing the additional supply of Water authorised to be provided by the said Special Act to the Burgh of Dundee and suburbs, and places adjacent within the limits of 'The Dundee Water Act, 1869,' and to the inhabitants thereof, and to or for the other purposes of the said Special Act.

To provide that the said intended Works shall be substituted for the Works authorised by the said Special Act now proposed to be relinquished ; and that the borrowing and other powers of the said Special Act shall apply and be available to the Commissioners for the said intended Works, and the purposes of the said Bill ; and also, that all or some of the other powers and provisions of the said Special Act with regard to the said Works now proposed to be relinquished shall extend and apply to the said intended Works ; and to make such amendments on or new or other provisions with respect to the said borrowing and other powers, and with respect to the said powers and provisions as the Bill shall prescribe.

To deviate from the lines and situations of the said intended Works within the limits shown upon the plans hereinafter mentioned, or as shall be specified in the Bill ; and to deviate vertically from the levels of those works, as shown upon the sections hereinafter mentioned, or as shall be specified in the Bill.

To carry the said intended Aqueducts, Conduits, Pipes, Reservoir, and other Works through, over, under, across, along, upon, or into, and for that purpose, as well as for the purpose of maintaining the same, and any conveniences connected therewith, temporarily or permanently to open, break up, use, cross, divert, alter, or stop up any Turnpike Road, Statute Labour Road, Public Highway, or other Road, Footpath, Street, Canal, Railway, Tramway, Bridge, Stream, River, Sewer, Aqueduct, Reservoir, Drain, or place.

To acquire by compulsory purchase or by voluntary agreement, and to hold for the purposes of the said intended Bill, Lands, Houses, and other Property, and Easements and Servitudes over and under Lands, Houses, and other Property, and Easements and Servitudes, and Rights of Way through, over, or in or under Rivers, Streams, Railways, Tramways, Bridges, Turnpike or Statute Labour Roads, Highways, Occupation Roads, and other Roads or Ways, and to vary or extinguish not only all rights and privileges which might in any way interfere with the execution, maintenance, or use of the intended Works, or the taking or giving of the said additional Supply of Water, or with the use for such supply of any of the existing Works and Property of the Commissioners, or any of the authorised Works of the Commissioners, in so far as not now proposed to be relinquished, but generally all rights and privileges which it may be considered expedient to vary or extinguish, and to confer all new powers, rights, and privileges which it may be considered expedient to confer.

To make provision for the protection of the said intended Works, and for defining and regulating the Supply of Water by them, and by the existing Works of the Commissioners, and by the authorised Works of the Commissioners in so far as not proposed to be relinquished, and for preventing the waste, fouling, and misuse of water.

To confirm all or any Agreements that may be made between the Commissioners and the Right Honourable the Earl of Airlie in regard to any

part of the Lands, Houses, Waters, Streams, or Property taken or agreed to be taken for the purposes of the said Special Act, or intended to be taken for the purposes of the said intended Bill or otherwise, or between the Commissioners and any other Landowner.

To incorporate all or some of the provisions of 'The Lands Clauses Consolidation (Scotland) Act, 1845,' 'The Lands Clauses Consolidation Acts Amendment Act, 1860,' 'The Water Works Clauses Act, 1847,' 'The Water Works Clauses Act, 1863,' 'The Railways Clauses Consolidation (Scotland) Act, 1845,' and 'The Railways Clauses Act, 1863,' or some of the said Acts, or some parts thereof, and to apply the same, or some of them, or some parts or portions thereof, to the several Works, or some of them, to be authorised by the said Bill.

To alter or enlarge the constitution of the Commissioners, for the purpose of making the Chief Magistrate of Broughty Ferry and his successors in office for the time being a Commissioner, and to make all necessary provisions with respect thereto, and if necessary to reincorporate the Commissioners.

To vary, amend, extend, alter, or repeal, in so far as may be necessary for the purposes of the said intended Bill, 'The Dundee Water Act, 1869,' and the said Special Act, or some parts of the said Acts, and the agreement annexed to and confirmed by the said Special Act between the Commissioners and the said Earl of Airlie, or some parts of the same.

To vary, amend, alter, or repeal the following Acts (Local and Personal), or some of them, or some parts or portions thereof, viz.:—Acts relating to the Statute Labour and Turnpike Roads in the County of Forfar, and other Roads therein described, viz., 29 Geo. III., cap. 20; 34 Geo. III., cap. 100; 50 Geo. III., cap. 120; 7 Geo. IV., cap. 128; and 1 and 2 Wm. IV., cap. 61; Acts relating to Statute Labour and Turnpike Roads in the County of Perth, and to other Roads therein described, viz., 51 Geo. III., cap. 197; 2 Will. IV., cap. 82; Acts relating to the Burgh of Dundee and the Roads and Streets therein, viz., 51 Geo. III., cap. 15; 6 Geo. IV., cap. 183; 7 Wm. IV., cap. 59; 30 and 31 Vict., cap. 79; and 28 Vict., cap. 60; and the Public Acts, 13 and 14 Vict., cap. 33; 19 and 20 Vict., cap. 103; 8 and 9 Vict., cap. 41; and 1 and 2 Will. IV., cap. 43; 25 and 26 Vict., cap. 101; 30 and 31 Vict., cap. 101; and 34 and 35 Vict., cap. 38; and likewise the Acts (Local and Personal) 31 Vict., cap. 12; 32 and 33 Vict., cap. 158; and 33 Vict., cap. 14:—and also 'The Dundee Gas Act, 1868,' 'The Dundee Churches and Hospital Act, 1864,' and 'The Dundee Police and Improvement Act, 1871.'

And Notice is Hereby also Given, that Plans and Sections, and Duplicates thereof respectively, describing the Lands, Houses, and other Property intended to be taken, or which may be taken under the powers of deviation before-mentioned, for the purposes of the said Bill, and the Lines, Situations, and Levels of the several Works intended to be made and maintained as aforesaid, and the Lands in or through which the same are so intended to be made and maintained, with a Book of Reference to the said Plans, containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the said Lands, Houses, and other Property, will, together with a Copy of this Notice, as published in the Edinburgh Gazette,

be deposited for public inspection, on or before the 30th day of November 1871, in the Offices at Forfar and Dundee respectively of the Principal Sheriff-Clerk of the County of Forfar, and in the Offices at Perth and Dunblane respectively of the Principal Sheriff-Clerk of the County of Perth; and that a copy of so much of the said Plans, Sections, and Book of Reference as relate to the Burgh of Dundee, and to each of the Parishes before specified, will, along with a copy of this Notice, as published in the Edinburgh Gazette, be deposited, on or before the same date, in the case of the said Burgh with the Town-Clerk thereof, at his Office at Dundee, and in the case of each of said Parishes with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such Parish at his residence.

And Notice is Hereby Further Given, that copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December, 1871.

Dated at Dundee this Fourteenth day
of November, 1871.

PATTULLO & THORNTON, Dundee,
Solicitors for the Bill.

WILLIAM ROBERTSON,
27, Duke Street, Westminster,
Parliamentary Agent.

CRUDEN HARBOUR.

PROVISIONAL ORDER.

Construction, Maintenance, and Regulation of Harbour; Power to Levy Tolls, Rates, or Duties; to Borrow Money; and other Purposes.

NOTICE is Hereby Given, That Application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations (hereinafter called the Board of Trade), on or before the 23rd day of December next, by the Right Honourable William Harry Hay, Earl of Erroll, hereinafter called 'the Promoter,' praying for a Provisional Order pursuant to the Provisions of 'The General Pier and Harbour Act, 1861,' and 'The General Pier and Harbour Act, 1861, Amendment Act,' for all or some of the following, among other powers and purposes, that is to say:—

To Construct, Maintain, and Regulate a Harbour at the Fishing Village of Ward of Cruden, in the Parish of Cruden, and County of Aberdeen, and to Make and Maintain Quays, Piers, Jetties, Wharves, Roads, Warehouses, Sheds, Rails, Tramways, and other Works and Conveniences at, and connected with, the said Harbour.

To Make and Maintain the Works hereinafter described, or some of them, that is to say—

1st. A Breakwater, to be called the 'South Breakwater,' commencing at a point on the Beach, on the east side of the Bay of Cruden, 180 feet or thereby, measuring in a south-westerly direction, from the west end of the Merchant's Shop at Wardhill of Cruden, occupied by Andrew Summers, and terminating in the Bay of Cruden, 500 feet or thereby, measuring in a south-westerly direction, from the west end of the said Merchant's Shop.

2nd. A Breakwater, to be called the 'West Breakwater,' commencing at a point in the Bay of Cruden, 400 feet or thereby, measuring in a westerly direction, from the west end of the said Merchant's Shop, thence proceeding in a north-westerly direction, and terminating in the said Bay of Cruden, 520 feet or thereby, measuring in a southerly direction, from the south-west corner of the Salmon House, occupied by David Dow, at the south end of the Village of Ward of Cruden.

3rd. A Quay Wall, commencing at the termination above described of the said West Breakwater, thence proceeding in a north-easterly direction, and terminating on the Beach of the Bay of Cruden, at a point, 400 feet or thereby, measuring in a south-easterly direction, from the said Salmon House.

4th. A Quay Wall, commencing at the termination of the Quay Wall thirdly above described, thence proceeding in a south-easterly direction, and terminating on the Beach of the said Bay of Cruden, at a point therein, 200 feet or thereby, measuring in a westerly direction, from the west end of the said Merchant's Shop.

5th. A Quay Wall, commencing at the termination of the Quay Wall fourthly above described, thence proceeding in a westerly direction, and terminating in the Bay of Cruden, 400 feet or thereby, measuring in a westerly direction, from the west end of the said Merchant's Shop.

6th. A Road of Approach or Access to said South Breakwater and Quays, commencing at a point in the present Road leading from Cruden Village to the Wardshore opposite the South Gable of the said Salmon House, and terminating on the Beach on the east side of the Bay of Cruden, 180 feet or thereby, measuring in a south-westerly direction, from the west end of the said Merchant's Shop.

The said Works will all be situated in the Parish of Cruden and County of Aberdeen, or in the Sea adjoining thereto.

To levy Rates and Duties on Vessels, and Boats, and on Animals, Fish, and Goods at, or in respect of, the said proposed Harbour, and the Quays, Works, and Conveniences connected therewith.

To Lease or Compound the said Rates and Duties in such manner and for such period as may be specified in the said Provisional Order, and to provide for the Application of the Revenues of the said Harbour.

To Borrow Money for the purposes of the said proposed Works and of the said Provisional Order, on the security of the said Harbour, and the Lands and Property connected therewith, and the Works to be constructed thereon, and the Rates and Duties authorised to be levied by the said Provisional Order.

To authorise the Promoter and his successors, owners of the proposed Harbour for the time being, to carry the said Provisional Order into effect; to confer on them all powers, rights, privileges, and authorities, which may be necessary for that purpose; and to provide for the management and administration of the said Harbour and Works, and of all matters relating thereto.

To constitute the Promoter and his successors as the Harbour Authorities, the proper Pilotage Authorities for the proposed Harbour, and to fix the limits thereof; and to grant all the powers and privileges authorised by 'The Merchant Shipping Act, 1854,' 'The Merchant Shipping Act Amendment Act, 1855,' and 'The Merchant Shipping Act Amendment Act, 1862.'

A copy of this Advertisement, with a Plan and Sections of the said proposed Works, will, on or before the 30th day of November 1871, be deposited for public inspection in the Private Bill Office of the House of Commons, in the Office at Aberdeen of the Principal Sheriff-Clerk of the County of Aberdeen, in the Custom House at Peterhead, and in the Office of the Board of Trade, London.

Printed copies of the Draft Provisional Order will be furnished by the Agents for the Promoter at their Offices as under, to all persons applying for the same, on and after the 23d day of December, 1871, at the Price of One Shilling each.

Dated this Thirteenth day of November Eighteen Hundred and Seventy-one.

BURNETT & REID, Advocates,
Record Office, Aberdeen.

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

In Parliament.—Session 1872.

GLASGOW AND SOUTH-WESTERN AND GREENOCK AND AYRSHIRE RAILWAY COMPANIES.

(Amalgamation; Dissolution of Greenock and Ayrshire Railway Company; Amendment or Repeal of Acts.)

NOTICE is Hereby Given, That Application is intended to be made to Parliament in the ensuing Session for an Act to vest in the Glasgow and South-Western Railway Company (hereinafter called 'the Company'), or to authorise or provide for vesting in the Company by Amalgamation or otherwise, from and after such period, and upon such terms and conditions as have been or may be agreed upon, or as may be fixed by or under the provisions of the said Act, the Undertaking of the Greenock and Ayrshire Railway Company, and all the Lands, Houses, Works, Property and Effects, Powers, Rights and Privileges of the Greenock and Ayrshire Railway Company, of whatsoever kind and whether with reference to their own Undertaking or the Undertaking of any other Company, Corporation, Trustees or Persons; and specially the Powers, Rights and Privileges of the Greenock and Ayrshire Railway Company, with reference to the raising and borrowing of Money, the purchase, compulsorily or otherwise, of Lands and Houses, the construction or abandonment of Works, the sale of superfluous Lands, the fixing and levying of Tolls, Rates and Charges, the Management, Maintenance, Working and Use of their Undertaking, or otherwise, which are or shall be vested in or held or enjoyed by the Greenock and Ayrshire Railway Company at the time of the said Amalgamation.

And it is intended by the said Act to provide for the dissolution of the Greenock and Ayrshire Railway Company, and for the incorporation of the Shareholders therein with the Company and the Shareholders in the Company, and for the increase of the Capital of the Company by the creation and issue of Ordinary, Preference or Guaranteed Shares or Stock; to authorise the Company to redeem and extinguish the Preference or Ordinary Shares, or both, in the Greenock and Ayrshire Railway Company, by payment of such

price or substitution of such Ordinary, Preference or Guaranteed Shares or Stock in the Company as may have been or may be agreed upon, or as may be provided by or under the said Act; to cancel all or any of such shares in the Greenock and Ayrshire Railway Company held by the Company; to authorise the Company to guarantee a fixed or fluctuating Dividend upon all or any of the shares in the Greenock and Ayrshire Railway Company; to authorise the Company and the Greenock and Ayrshire Railway Company to enter into Agreements with reference to the objects aforesaid, and to confirm any such Agreement or Agreements which may have been or may be entered into between them, prior to the passing of the said Act.

And it is intended by the said Act to vary or extinguish all rights and privileges which would, in any manner, interfere with any of the objects of the said Act; and to amend, or repeal all or some of the powers and provisions of the several Local and Personal Acts following, or some of them, viz. :—‘The Glasgow and South-Western Railway Consolidation Act, 1855,’ and the several other Acts relating to the Glasgow and South-Western Railway Company and their Undertaking, passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th, the 26th and 27th, the 27th and 28th, the 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, and the 34th and 35th years of the reign of Her present Majesty; and also ‘The Greenock and Ayrshire Railway Act, 1865,’ ‘The Greenock and Ayrshire Railway (Amendment) Act, 1868,’ and ‘The Caledonian Railway (Abandonment, &c.) Act, 1869,’ and any other Acts relating to the Company or the Greenock and Ayrshire Railway Company or their respective Undertakings.

Printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December, 1871.

Dated this 13th day of November, 1871.

THOMAS BRUNTON,
MORRISONS & ANDERSON,

Glasgow, Solicitors.

SHERWOOD, GRUBBE, PRITT & CAMERON,

LOCH & MACLAURIN,

Westminster, Parliamentary Agents.

In Parliament—Session 1872.

THE EUROPEAN ASSURANCE SOCIETY.

(Settlement of the Affairs of the Society and of other Societies and Companies by Arbitration or otherwise; Sale or Transfer of the Undertaking of the Society; Reconstruction of the Society.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the ensuing Session by or on behalf of the European Assurance Society, for leave to bring in a Bill for the following Purposes, or some of them (that is to say):—

1. The settling and determining of the relative rights, liabilities, and interests of the following societies, associations, companies, or partnerships,

that is to say:—European Assurance Society, Athenæum Life Assurance Society, British Nation Life Assurance Association, British Commercial Insurance Company, British Provident Life and Fire Assurance Company, Anglo-Australian and Universal Family Life Assurance Company, Diablem Life Assurance Company, English and Irish Church and University Assurance Society, Engineers’ Masonic and Universal Mutual Life Assurance Society, Age Assurance Company, Tontine Life Assurance Company, Universal Provident Life Association, Householders’ Life Assurance Company, English Widows’ Fund and General Life Assurance Association, English and Cambrian Assurance Society, General Indemnity Life and Fire Insurance Company, London Equitable Mutual Life Insurance Society, London and Provincial Provident Society, Phoenix Life Assurance Company, Catholic Law and General Life Assurance Company, Waterloo Life Assurance Company, Life Assurance Treasury, Magnet Life Assurance Company, National Assurance and Investment Association, Wellington Reversionary Annuity and Life Assurance Society, European Life Insurance and Annuity Company, India and London Life Assurance Company, Industrial and General Life Assurance and Deposit Company, Prince of Wales’ Life and Educational Insurance Company, Professional Life Assurance Company, Royal Naval, Military, and East India Company Life Assurance Society, United Guarantee and Life Assurance Company, United Mutual Mining and General Life Assurance Society, United Service and General Life Assurance and Guarantee Association, British Shield Mutual Life Assurance Institution, Accumulative Life Fund and General Assurance Company, Commercial and General Life Assurance Annuity, Family Endowment, and Loan Association, British Nation Fire Insurance Company (Limited), General Accident and Compensation Assurance Company, Etna Insurance Company (Limited), the Queen Insurance Company, Albert Life Assurance Company, Alexandra Insurance Company (Limited), L’Union Mauricienne Société d’Assurances Mutuels, London and Yorkshire Assurance Company, or of some or any of them, and of any other society, association, company, or partnership which has been directly or indirectly absorbed into, or amalgamated or united with, the European Assurance Society, or any of the bodies above-mentioned, and of the various persons or classes of persons, who are, or claim, or are alleged to be, creditors or shareholders, or contributory, or debtors of the said bodies respectively, and their respective heirs, executors, administrators, successors, and assigns, and any claims and matters in question between any present or former shareholder of any of those bodies, and any trustees, directors, or officers thereof respectively, and the relative rights, liabilities, and interests of the said several companies as between each other, and all or any matters in question as between all parties in all liquidations of any of the said several bodies, and in any suits, actions, or proceedings relating to the affairs of those several bodies, and every or any such liquidation, suit, action, and proceeding.

2. The settlement of a scheme, or schemes, for the reconstruction of the European Assurance Society, or for the reduction of the contracts of the Society, under or on the principle sanctioned by the Life Assurance Companies’ Act, 1870, or for any other purpose of, or connected with, the Bill.

3. The sale or transfer of the undertaking and business of the European Assurance Society, or any part of such undertaking and business.

4. The getting in, application, and distribution of all or any part of the assets of that Society, or of any of the bodies mentioned in this notice, including any Guarantee Fund, Indemnity Fund, or other special Fund belonging to, or held in trust for, or established for any purpose of or relating to any such society or body.

5. The winding-up or arrangement of the affairs of the European Assurance Society, and of all or any of the several bodies aforesaid.

6. The appointment of an arbitrator or arbitrators for or with reference to any of the matters or purposes aforesaid, or of the Bill.

7. To make his or their awards, orders, and writs unimpeachable and binding on all the said bodies, and their respective shareholders, contributors, debtors and creditors, and on all other bodies and persons, including persons acting in a fiduciary capacity, and to provide for the enforcement or execution thereof, and to authorise and require all sheriffs and other officers and persons to execute the same, and to authorise the making thereof rules or orders of any Court of Law or Equity in any part of Her Majesty's dominions, and to empower and require any such Court to act on, enforce, and execute any such award, order, or writ, and to give to every such award the force of an Act of Parliament.

8. To give to the arbitrator or arbitrators exclusive jurisdiction over pending proceedings in England or any of its colonies or dependencies relating to the matters to be referred, and over the said bodies, and to prohibit all future proceedings except before the arbitrator or arbitrators, or under his or their direction.

9. To confer upon the arbitrator or arbitrators, and to enable him or them to exercise, in relation to any of the matters referred to him or them, all or some of the powers, authorities, and jurisdiction of the Court of Chancery, or of any superior Court of Law, or a judge thereof in Court or at Chambers, or of any Court in India, Australia, Canada, or any other part of Her Majesty's dominions, and all such other powers, authorities, and jurisdiction as may be necessary or proper to enable him or them to carry into execution the objects of the Bill.

10. To provide for payment of the costs of the promotion of the Bill, and of the Arbitration, or to empower the arbitrator or arbitrators to provide for payment thereof.

11. To vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with the objects of the Bill, and to confer other rights and privileges.

12. To repeal, alter, or amend the following local and personal Acts, or any of them, that is to say:—22 Vic., cap. 25, relating to the European Assurance Society; 2 William IV., cap. 38, and 10 and 11 Vic., cap. 84, relating to the British Commercial Insurance Company; 7 and 8 Vic., cap. 48, relating to the European Life Insurance and Annuity Company; 17 Vic., cap. 43, relating to the National Assurance and Investment Association; and the Albert Life Assurance Company Arbitration Act, 1871.

Printed copies of the intended Bill will, on or before the 21st day of December, 1871, be de-

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

Dated this 20th day of October 1871.

G. L. P. EYRE and Co., 1, John Street, Bedford Row,
MERCER & MERCER, 1, Copt-hall Court, Throgmorton Street,
J. DORINGTON & Co., 29, Great George Street, Westminster, Parliamentary Agents.

Solicitors for the European Assurance Society and for the Bill.

NORTH-EASTERN RAILWAY.

Construction of Railways between the Sunderland and Hartlepool and the Stockton and Darlington Lines, and at and near Middlesbrough and York.—Diversion of River Don at Jarrow Slake, and repeal or alteration of Section 31 of Jarrow Dock and Railway Act, 1854.—Alteration and Stopping up of existing and Construction of New Roads, Streets, and Footpaths at Ferryhill, West Hartlepool, Hull, and York.—Purchase of Additional Lands.—Extending time for sale of superfluous Lands.—Agreements with York Corporation.—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-Eastern Railway Company (hereinafter called 'The Company') for an Act for the following purposes, or some of them, that is to say:—

To authorise the Company to make and maintain the Railways following, and all proper Stations, Works, Conveniences, and approaches connected therewith, that is to say:—

1. A Railway (hereinafter called Railway No. 1) commencing in the township and parish of Castle Eden, in the county of Durham, by a junction with the Sunderland and Hartlepool branch of the North-Eastern Railway, at a point thereon about three yards south of the bridge which carries the public road called the Durham road over that branch, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Castle Eden, Monk Hesleden, Hutton Henry, Elwick, Dalton Piercy, Hart, Sheraton, Kelloe, Wingate, South Wingate, Sedgefield, Butterwick, Butterwick and Oldacres, Foxton and Shotton, Layton, Stillington, Trimdon, Fishburn, Embleton, Elwick-Hall, Grindon, Thorp Thewles, Whitton, Bishopton, Redmarshall, Wolviston, Billingham, Carlton, Norton, Stockton, Stockton-upon-Tees, Elton, Long Newton, Preston, Hartburn, and East Hartburn, all in the said county, and terminating in the township of Stockton and parish of Stockton-upon-Tees, in the said county, by a junction with the Stockton and Darlington line of the North-Eastern Railway, at a point thereon about 731 yards eastwards of the bridge which carries the Catterick Bridge and Durham turnpike road over that line.

2. A Railway (hereinafter called Railway No. 2) commencing in the township of Hutton Henry and parish of Monk Hesleden, in the said county, by a junction with Railway No. 1 in a field called West Moor, part of Rodridge Moor, occupied by John Berkin, at a point about 313 yards east of Rodridge Moor farm buildings, and

about 34 yards south from the public road leading from Hutton Henry across Rodridge Moor, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Hutton Henry, Monk Hesleden, Wingate, South Wingate, and Kelloe, all in the said county, and terminating in the said township of Hutton Henry and parish of Monk Hesleden, by a junction with the Hartlepool and Ferryhill Branch of the North-Eastern Railway, at a point thereon about 287 yards west of the level crossing of the public road over that branch at the west end of the Wingate Station thereon.

3. A Railway (hereinafter called Railway No. 3) commencing in the township of Carlton and parish of Redmarshall, in the said county, by a junction with Railway No. 1, at a point in the fence on the south side of a field, called Nair Well Bank, part of a farm called Cape House Farm, belonging to James Hopps, and occupied by Christopher Curry, distant about 15 yards from the east end thereof, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Carlton, Redmarshall, and Norton, all in the said county, and terminating in the township and parish of Norton, in the said county, by a junction with the West Hartlepool Line of the North-Eastern Railway, at a point thereon about 143 yards west of the Three Arched Bridge which carries the occupation road leading to High Middle Field farm buildings over that line.

4. A Railway (hereinafter called Railway No. 4) commencing in the said township and parish of Norton, by a junction with Railway No. 1, at the south fence of a field called Carlton Field, situate on the north side of and adjoining the Carlton Road and being part of a farm called High Middle Field Farm, occupied by Joseph Maughan, and at a point in such fence about 15 yards from the south-west corner of such field, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Norton, Redmarshall, and Carlton, all in the said county, and terminating in the said township of Carlton and parish of Redmarshall, by a junction with the said West Hartlepool Line, at a point thereon about 450 yards east of the level crossing of the public road over that Line at the west end of the Carlton Station thereon.

5. A Railway (hereinafter called Railway No. 5) commencing in the township of Linthorpe and parish of Middlesbrough, in the North Riding of the county of York, by a junction with the Middlesbrough Branch of the North-Eastern Railway, at a point thereon about 264 yards east of the bridge which carries that branch over the old course of the River Tees, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Middlesbrough, Linthorpe, Acklam, West Acklam, Marton, and Ormesby, all in the said riding, and terminating in the township and parish of Ormesby, in the said riding, by a junction with the Middlesbrough and Redcar Branch of the North-Eastern Railway, at a point thereon about 87 yards west of the Booking Office of the Cargo Fleet Station on that branch.

6. A Railway (hereinafter called Railway No. 6)

commencing in the township and parish of Middlesbrough, in the said North Riding, by a junction with Railway No. 5, in a field called The Meadow, belonging to Messrs. Pease, and occupied by Robert Appleton, on the east side of the new road leading from Middlesbrough to Marton, at a point on the watercourse forming the southern boundary of such field distant about 120 yards from the said road, measured along such watercourse, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Middlesbrough, Marton, and Ormesby, all in the said riding, and terminating in the said township and parish of Middlesbrough by a junction with the Middlesbrough and Guisbrough Branch of the North-Eastern Railway, at a point thereon about 506 yards south of where the road from Middlesbrough to North Ormesby crosses the said branch on the level.

7. A Railway (hereinafter called Railway No. 7) commencing in the township of Clifton and parish of St. Olave, in the said North Riding, by a junction with the York and Scarborough Branch of the North-Eastern Railway, at a point thereon about 93 yards south of the road called Burton Lane, where it crosses that branch on the level, then passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Clifton, St. Olave, St. Philip and St. James, St. Michael-le-Belfrey, St. Thomas, Huntington, East Huntington, West Huntington, St. Saviour, St. Cuthbert, Heworth, and Holy Trinity Heworth, all in the said North Riding, and St. Giles, St. Saviour, St. Cuthbert, St. Maurice, St. Helen-on-the-walls, St. Lawrence, St. Margaret, St. Peter-le-Willows, and St. Nicholas, all in the county of the city of York, and terminating in the township and parish of St. Cuthbert, in the county of the city of York, in the Foss Islands, at the fence forming the boundary between the parishes of St. Cuthbert and St. Lawrence, and at a point about 50 yards east of the new road leading from Walmgate Bar to Layerthorpe.

To empower the Company to divert and alter the course and direction of the River Don, in the townships of Westoe, otherwise Wyvestoe, and Jarrow, otherwise Hedworth Monkton and Jarrow, and parishes of St. Hilda, Holy Trinity, and Jarrow, in the county of Durham, and St. Nicholas, in the town and county of the town of Newcastle-upon-Tyne, or some or one of them, from a point in that river about 45 yards east of the Don Alkali Works to its junction with the River Tyne, and to carry the said River Don from the point thereon above described across Jarrow Slake, in a northerly direction into the River Tyne, at a point about 20 chains west from where it now enters that river, and to make Quays on the sides of the said river as diverted, with approaches thereto, and to repeal, alter, or amend the 31st Section of 'The Jarrow Dock and Railway Act, 1854,' and to make other provision in lieu thereof for securing to the parties entitled thereto the use of a Quay or Wharf on the side of the said River Don when diverted and of access thereto, in lieu of the like rights and privileges secured to them by the said section on part of the said existing River Don.

To empower the Company to alter the line and levels of the public road leading from Ferryhill to Bishop Middleham, in the townships of Ferryhill, Chilton, and Mainsforth, and parishes of Mer-

rington and Bishop Middleham, in the county of Durham, from a point in that road, in the said township of Chilton and parish of Merrington, distant about 133 yards in a westerly direction from the Booking-office door on the south side of the Ferryhill Station of the North-Eastern Railway, to a point in the said road, in the said township of Mainsforth and parish of Bishop Middleham, distant about 173 yards in an easterly direction from the said Booking-office door, and to form a new road between the said points and carry it over the Railways of the Company by a Bridge, and to stop up and appropriate to the purposes of the Company the said road from Ferryhill to Bishop Middleham, where crossed by the said Railways near the said Station, to the extent shewn on the Plans to be deposited as hereinafter mentioned.

To empower the Company to divert and alter the line and levels of the footpath called Humber Bank, in the parish of Holy Trinity, in the town and county of the town of Kingston-upon-Hull, from a point in that footpath distant about 150 yards west of a new street called Bean Street, to a point in the said footpath distant about 22 yards west of Ropery Street, where such street joins the said footpath, and to form a new footpath between the said points, and to stop up and appropriate to the purposes of the Company the said existing footpath between those points to the extent shewn on the Plans to be deposited as hereinafter mentioned.

To empower the Company to divert and alter the line and levels of so much of the street called Bath Place, in the parish of Holy Trinity, in the town and county of the town of Kingston-upon-Hull, as is eastward of a point about 37 yards east from where Cogan Street joins Bath Place, and to carry the said street called Bath Place into Manor House Street, at a point about 40 yards northward from the Hull and Selby Line of the North-Eastern Railway, where it crosses that street on the level, and to stop up and discontinue as public thoroughfares parts of Bath Place, Manor House Street, and Wellington Street, in the said parish, and to vest the sites of those parts respectively in and appropriate them to the purposes of the Company.

To empower the Company to make the new streets following in the parish of Holy Trinity, in the town and county of the town of Kingston-upon-Hull, that is to say—

A street commencing by a junction with Kingston Street, at a point about 10 yards eastward from the south east corner of Manor House Street and Kingston Street, and terminating, in an easterly direction, by a junction with Wellington Street, at a point about 120 yards east from the south end of the wooden footbridge leading from Manor House Street over the said Hull and Selby Line, and, in a westerly direction, near to the Albert Dock, at a point about 120 yards west from the south end of the said footbridge.

And a street commencing by a junction with the last mentioned intended street, at a point about 107 yards south of Kingston Street, and about 20 yards east from Manor House Tavern, and terminating by a junction with the said street called Bath Place, at a point about 37 yards east from where Cogan Street joins Bath Place.

To empower the Company to stop up and discontinue and extinguish all rights of way over so much of the footpath in the township and parish of St. Mary Bishophill Junior, in the county of the

City of York, leading from Holgate Road to Thief Lane, as is situate between the point at which it enters the property of the Company on the south west side of the North-Eastern Railway, near the wooden bridge which carries the said footpath over that Railway, and the public road called Thief Lane.

To enable the Company to make all necessary approaches and other Works in connection with the proposed new and alterations of existing roads, streets, and footpaths, and to stop up, discontinue, and extinguish all rights of way over and into the portions of roads, streets, and footpaths to be altered respectively, and over or into all or any of the roads or streets communicating therewith respectively, and to vest in the Company the sites of the portions of roads, streets, and footpaths so to be stopped up and discontinued respectively, or parts thereof respectively.

To authorise the Company to purchase by compulsion or otherwise all or any of the lands and houses situate in the before-mentioned parishes, townships, extra-parochial, and other places, and delineated on the plans to be deposited as hereinafter mentioned, and any other lands and houses which may be required for the purposes of the proposed Railways and other Works, or for extraordinary purposes connected therewith; and also to purchase, in like manner, for sidings and purposes connected with their undertaking, or for the accommodation of the traffic thereof, the lands, houses, and buildings following, that is to say:—

In the townships of Westoe, otherwise Wyvestoe, and Jarrow, otherwise Hedworth Monkton and Jarrow, and parishes of St. Hilda, Holy Trinity, and Jarrow, in the county of Durham, and St. Nicholas, in the town and county of the town of Newcastle-upon-Tyne, or some or one of them, certain lands part of Jarrow Slake, or adjoining thereto.

At West Hartlepool, in the township and parish of Stranton, in the county of Durham, certain lands, houses, and buildings, on the west side of and near to the Railway of the Company leading to the Coal Dock there, and being in adjoining or near to Ramsay's Buildings, Mill Street, Marine Terrace, New Burn Street, Bridge Street, Ann Street, East Place, Old Market Place, Hannah Street, Knowles Street, Pilot Street, Dock Street, South Street, and East Street, including the sites of those streets or places respectively, and of any other streets or places adjoining or near thereto, and to stop up and discontinue as public thoroughfares the same streets and places, or parts thereof, and appropriate the sites thereof to the purposes of the Company.

In the townships of Thrislington and Mainsforth and parish of Bishop Middleham, and in the townships of Chilton and Ferryhill and parish of Merrington, in the county of Durham, certain lands and houses adjoining and on the eastern side of the West Hartlepool Branch of the Company, and near to their Ferryhill Station.

In the township of Chilton and Parish of Merrington aforesaid, certain lands lying between and adjoining the West Hartlepool and Main Lines of the North-Eastern Railway, and north of the occupation road leading under those lines to East Chilton Farm House.

In the parish of Holy Trinity, in the town and county of the town of Kingston-upon-Hull, certain lands, houses, and buildings, situate on the north side of and near to the Hull and Selby Line of the

Company, and adjoining or near to Neptune Street, John Street, and Bean Street.

To alter, vary, or extinguish all existing rights, privileges, and exemptions connected with any lands and houses proposed to be purchased, taken, used, or interfered with for the purposes of the intended Act, or which would in any manner impede or interfere with the construction, maintenance, and use of the proposed Railways and other Works respectively, or the objects or purposes of the intended Act, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions.

To authorise the crossing on the level, or over, or under, and the diverting, altering, or stopping up, whether temporarily or permanently, of all such turnpike roads, parish roads, highways, streets, and other roads, footpaths, rivers, streams, canals, navigations, railways, tramroads, bridges, and other works within the parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up, or interfere with, for the purposes of the intended Act, or any of them, and to appropriate the sites thereof respectively to the use of the Company and purposes of their undertaking.

To make provision in reference to the maintenance and repair of any roads that may be made or altered under the provisions or for the purposes of the intended Act.

To empower the Company to levy tolls, rates, and duties for or in respect of the use of the proposed Railways and Works, and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish such exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

To alter as respects the exercise of the powers of compulsory purchase, for the purposes of the proposed Railways and Works, or some of them, the provision contained in section 92 of 'The Lands Clauses Consolidation Act, 1845,' so as to relieve the Company from all liability to take the whole of any house, or other building, or manufactory, if they take any part thereof.

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

To enable the Company and the Mayor, Aldermen, and Citizens of the City of York to make agreements and arrangements in reference to Railway No. 7, and the works connected therewith, or the construction and maintenance thereof respectively, and the use or appropriation for the purposes thereof of any lands belonging to the said mayor, aldermen, and citizens, and the contribution by them of any moneys, either in gross or by annual or other payments, towards the construction or maintenance of the said Railway and Works or otherwise as may be agreed upon between them and the Company, and to confer upon the Company and the said mayor, aldermen, and citizens such further powers as may be necessary or expedient for carrying into effect any such agreements and arrangements as aforesaid or otherwise.

To authorise the Company to apply any moneys which they have raised, or are authorised to raise under any other Acts of Parliament to, and to

raise by the creation of new shares or stock, and by borrowing, further sums of money for the purposes of the intended Act, and also for the general purposes of the Company, and to authorise the assigning to all or any of such new shares or stock such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends or otherwise, over or *pari-passu* with all or any other classes or class of shares or stock in the Company, as may be agreed upon, or as may be provided by or under the provisions of the intended Act.

And Notice is hereby further given that on or before the thirtieth day of November instant, duplicate plans and sections of the proposed Railways and other Works, and plans of the lands proposed to be purchased by compulsion, together with books of reference to such plans, and an Ordnance map, whereon will be delineated the general course and direction of each of the proposed Railways, and a copy of this notice, as published in the London Gazette, will be deposited for public inspection with the several Clerks of the Peace following, that is to say:—As regards the Railways, Works, and Lands in the County of Durham, with the Clerk of the Peace for that County, at his Office in the City of Durham; as regards the Railways and Works wholly in the North Riding of the County of York, and the Railway and Works partly in that Riding and partly in the County of the City of York, with the Clerk of the Peace for the said North Riding, at his Office at Northallerton; as regards the Railway and Works partly in the North Riding of the County of York and partly in the County of the City of York, with the Clerk of the Peace for the City of York and County of the same City, at his Office in the City of York; as regards the Works and Lands in the Town and County of the Town of Newcastle-upon-Tyne, with the Clerk of the Peace for that Town and County, at his Office at Newcastle-upon-Tyne; and as regards the Works and Lands in the Town and County of the Town of Kingston-upon-Hull, with the Clerk of the Peace for that Town and County, at his Office in Kingston-upon-Hull; and that on or before the said thirtieth day of November instant, a copy of so much of the said Plans, Sections, and Books of Reference as relates to each parish in or through which the said proposed Railways and other Works are intended to be made, or within which the said Lands are situate, and also a copy of this Notice, as published in the London Gazette, will be deposited with the Parish Clerk of each such Parish, at his place of abode, and as regards any extra-parochial place, with the Clerk of some adjoining Parish, at his place of abode.

And it is proposed by the intended Act to repeal, alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say, 17 and 18 Vic., caps. 164 and 211, 26 and 27 Vic., cap. 122, 28 Vic., cap. 111, and 33 Vic., cap. 7, respectively relating to the Company and its undertaking, 'The York Drainage and Sanitary Improvement Act, 1853,' and 'The York Improvement (Foss Abandonment) Act, 1859,' and any other Acts relating to the Mayor, Aldermen, and Citizens of the City of York, and the several Acts in the before-mentioned Acts respectively, or any of them, recited or referred to, and any other Acts of Parliament which it may be necessary to repeal, alter, or amend, for the purposes to be authorised by the intended Act, and to make other provision

in lieu of the provisions so repealed, altered, or amended.

On or before the 21st day of December next, Printed Copies of the intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th Day of November, 1871.

RICHARDSON, GUTCH, & CO.,
Solicitors, York.

ABERDEEN DISTRICT TRAMWAYS.

(Incorporation of Company; Power to Lay Down and Work Tramways; Power to Make Agreements with the Lord Provost, Magistrates, and Council of the City of Aberdeen; the Provost, Magistrates, and Council of the Burgh of Old Aberdeen; the Commissioners for Maintaining the Harbour of Aberdeen; the Trustees under the 'Aberdeenshire Roads Act, 1865;' the District Trustees for the Sixth or Aberdeen District of Roads; the Burgh of Aberdeen Road Trustees; the Commissioners of Police for the Village of Woodside; the Great North of Scotland Railway Company; the Caledonian Railway Company; the Deeside Railway Company, or other Bodies Corporate, or some or one of them, and other Street and Road Authorities; Power to Levy Tolls; Provision as to Interchange of Traffic with other Tramways, and Railways; Running Powers over Aberdeen Harbour Tramways; Amendment of Acts, and other Powers.)

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 purposes following, that is to say:—

To incorporate a Company (hereinafter called 'the Company') to make, form, lay down, maintain, and work the several Tramways in the City and County of Aberdeen hereinafter described, or some or one of them, with all necessary and proper iron rails, plates, works and other conveniences (that is to say):—

(No. 1.) A Tramway (No. 1) wholly in the Parish of Old Machar, commencing in the Skene Road, opposite or nearly opposite the Smithy or Workshop situate at the south-eastern end of the Rubislaw Granite Quarries, and thence proceeding eastwardly along that road, and terminating in that road at a point opposite or nearly opposite the westernmost branch of the road leading to Rubislaw Bleach Works, where the last-mentioned road joins the Skene Road.

The proposed Tramway (No. 1) will consist of a single line of Tramway laid along the centre of the road along which it is intended to pass, except that at the place hereinafter specified, the Tramway will, for a length of three chains, or thereabouts, consist of two lines which will gradually diverge for three-quarters of a chain, or thereabouts, from and on opposite sides of the centre line of the road, until they respectively attain the distance of four feet therefrom, continuing respectively at that distance from

the centre line of the road for a length of one chain and a half, or thereabouts, and again for three-quarters of a chain, or thereabouts, gradually approaching until they again respectively reach the centre of the road.

By the expression 'centre line of the road' or 'centre line of the street' in this Notice, in reference to any street or road, is meant an imaginary line drawn along the centre of such street or road.

The place above referred to, at which the Tramway will consist of a double line, is:—

Between two points respectively four chains, or thereabouts, and one chain, or thereabouts, from the commencement of the Tramway.

(No. 2.) A Tramway (No. 2) wholly in the parishes of Old Machar and St. Nicholas, and the divisions of St. Nicholas, known as the South, East, Greyfriars, and North parishes, or some or one of them, commencing by a junction with Tramway (No. 1) at the point hereinbefore described as the termination of that Tramway, thence proceeding eastwardly along the Skene Road, Queen's Road, Queen's Cross, into and along Albyn Place, Alford Place, and north-eastwardly into and along Union Place, Union Street West, Union Bridge, Union Street, Union Buildings, and Castle Street, and terminating in the last-mentioned Street at a point at or near the western side of the Duke of Gordon's Statue in Castle Street.

The proposed Tramway (No. 2) will consist of a single line of Tramway laid along the centre of the respective roads or streets along which it is intended to pass, except that at the places hereinafter specified, the Tramway will for a length of four chains, or thereabouts, consist of two lines, which will gradually diverge for three-quarters of a chain, or thereabouts, from and on opposite sides of the centre line of the road or street until they respectively attain the distance of four feet therefrom, continuing respectively at that distance from the centre line of the road or street for a length of two chains and a half, or thereabouts, and again for three-quarters of a chain gradually approaching until they again respectively reach the centre of the road or street.

The places above referred to, at which the Tramway will consist of a double line, are as follow, viz.:—

Between two points respectively ten chains and three quarters, or thereabouts, and fourteen chains and three quarters, or thereabouts, from its commencement before described:

Between two points respectively two chains and a half, or thereabouts, and six chains and a half, or thereabouts, measured eastward from the western entrance to Rubislaw Terrace from Albyn Place:

Between two points respectively one chain and a half, or thereabouts, and five chains and a half, or thereabouts, measured north-eastwards from the junction of Wellington Place with Union Place:

Between two points respectively five chains and a quarter, or thereabouts, and one chain and a quarter, or thereabouts, measured south-westward from the junction of South Silver Street with Union Street West

Between a point nearly opposite the junction of Back Wynd with Union Street, and a point four chains, or thereabouts, measured north-eastward of the junction of that wynd with Union Street :

Between a point nearly opposite the junction of Broad Street with Union Street, and a point two chains, or thereabouts, measured south-westward from the termination of the Tramway, as hereinbefore described.

(No. 3.) A Tramway (No. 3) wholly in the parishes of Old Machar and Banchory-Devenick, commencing in the North Deeside or Aboyne Road, at a point one chain and a half, or thereabouts, measured north-westward from the junction of the road leading from Cults to the Cults Station of the Deeside Railway with the North Deeside or Aboyne Road, thence proceeding north-eastwardly along the said North Deeside or Aboyne Road into and along Cuparstone Road, Ashley Place, Cuparstone Place, Holburn Street, Wellington Place, Union Place, and terminating in Union Place by a junction with Tramway No. 2, at a point three chains, or thereabouts, south-west of the junction of Rose Street with Union Place.

The proposed Tramway (No. 3) will consist of a single line of Tramway, laid along the centre of the respective streets or roads along which it is intended to pass, except that at each of the places next hereinafter specified, the Tramway will for a length of three chains or thereabouts consist of two lines, which will gradually diverge for three-quarters of a chain or thereabouts from and on opposite sides of the centre line of the street or road, until they respectively attain the distance of four feet therefrom, continuing respectively at that distance from the centre line of the street or road for a length of one chain and a half or thereabouts, and again for three-quarters of a chain or thereabouts gradually approaching, until they again respectively reach the centre of the street or road.

The places above referred to, at which the Tramway will consist of a double line, are as follow :—

Between two points respectively two chains or thereabouts and five chains or thereabouts, from the commencement of the said Tramway :

Between two points respectively half-a-chain or thereabouts and three chains and a half or thereabouts, north-eastward of the third milestone from Aberdeen, on the North Deeside or Aboyne Road :

Between two points respectively three chains and a half or thereabouts and half a chain or thereabouts south-westward of the junction of the road leading to the Hill of Pitfodels Road with the North Deeside or Aboyne Road :

Between two points respectively one chain or thereabouts south-west and two chains or thereabouts north-eastward of the second milestone from Aberdeen on the North Deeside or Aboyne Road :

Between two points respectively three chains and a half or thereabouts and half a chain or thereabouts south-west of the south-east entrance gate to Forbesfield Nursery :

Between a point three chains or thereabouts south-west of and a point opposite the Nellfield Road, where that Road joins the North Deeside or Aboyne Road.

(No. 4.) A Tramway (No. 4) wholly in the parishes of Newhills and Old Machar, commencing in the Inverurie Road, opposite, or nearly opposite, the Post Office at Auchmull; thence proceeding in a south-easterly direction along that road; thence into and in an easterly direction along Barron Street, Woodside; thence south-easterly into and along Hadden Street, Wellington Street, and the Inverurie Road, and terminating in the last-mentioned road at a point seven chains and a half or thereabouts north-east of the junction of the Inverurie Road with Causewayend.

The proposed Tramway (No. 4) will consist of a single line of Tramway laid along the centre of the respective streets or roads along which it is intended to pass, except that at each of the places next hereinafter specified the Tramway will, for a length of three chains or thereabouts, consist of two lines, which will gradually diverge for three-quarters of a chain or thereabouts, from and on opposite sides of the centre line of the street or road until they respectively attain the distance of four feet therefrom, continuing respectively at that distance from the centre line of the street or road for a length of one chain and a half or thereabouts, and again for three-quarters of a chain or thereabouts, gradually approaching, until they again respectively reach the centre of the street or road.

The places above referred to, at which the Tramway will consist of a double line, are as follow, viz. :—

Between two points respectively one chain or thereabouts, and four chains or thereabouts from the commencement of the Tramway :

Between two points respectively three chains and a half or thereabouts, and six chains and a half or thereabouts, south-east of the lane leading to the eastern side of the Dancing Cairn Granite Quarries where that lane joins the Inverurie Road :

Between two points respectively four chains or thereabouts, and one chain or thereabouts, west of the road leading to the Upper-Middlefield Private Lunatic Asylum, where that road joins the Inverurie Road :

Between two points respectively eight chains and a half or thereabouts, and five chains and a half or thereabouts, west of High Street, Woodside, where High Street joins Barron Street :

Between two points respectively five chains or thereabouts, and eight chains or thereabouts, south-east of the junction of Tanfield Walk with Wellington Street :

Between two points respectively thirteen chains and a half or thereabouts, and ten chains and a half or thereabouts, north-west of the principal Entrance Gate to Kittybrewster Railway Station of the Great North of Scotland Railway.

(No. 5.) A Tramway (No. 5) wholly in the parishes of Old Machar and St. Nicholas, and the divisions of St. Nicholas known as the West, East, and South Parishes, or some of them, commencing by a junction with Tram-

way (No. 4) at the point of termination of that Tramway hereinbefore described, and thence proceeding in a south-easterly direction along the Inverurie Road, North Broadford, George Street, St. Nicholas Street, and Union Street, and terminating in the last-mentioned street by a junction with the proposed Tramway (No. 2) about half a chain to the north-east of the junction of Union Street with Market Street.

The proposed Tramway (No. 5) will consist of a single line of Tramway laid along the centre of the respective streets or roads along which it is intended to pass, except that at each of the places next hereinafter specified, the Tramway will for a length of three chains or thereabouts consist of two lines, which will gradually diverge for three-quarters of a chain from and on opposite sides of the centre line of the street or road until they respectively attain the distance of four feet therefrom, continuing respectively at that distance from the centre line of the street or road for a length of one chain and a half or thereabouts, and again for three-quarters of a chain or thereabouts, gradually approaching until they again respectively reach the centre of the street or road:

The places referred to, at which the Tramway will consist of a double line, are as follow, viz. :—

Between two points respectively one chain or thereabouts and four chains or thereabouts south-east of Millbank Lane, where that Lane joins North Broadford:

Between two points respectively five chains or thereabouts and eight chains or thereabouts south-east of Hutcheon Street, where that street joins George Street:

Between two points respectively one chain and a half or thereabouts and four chains and a half or thereabouts south-east of Saint Andrew Street, where that street joins George Street.

(No. 6.) A Tramway (No. 6) wholly in the parish of Old Machar, commencing in the King Street Road at a point half a chain or thereabouts south of the southern end of the new Bridge of Don, thence continuing in a south-westerly direction along King Street Road, and terminating in that road opposite the junction of University Road with King Street Road.

The proposed Tramway (No. 6) will consist of a single line of Tramway laid along the centre of the road along which it is intended to pass, except that at each of the places next hereinafter specified the Tramway will, for a length of three chains or thereabouts, consist of two lines, which will gradually diverge for three-quarters of a chain from and on opposite sides of the centre line of the road, until they respectively attain the distance of four feet therefrom, continuing respectively at that distance from the centre line of the road for a length of one chain and a half or thereabouts, and again for three-quarters of a chain or thereabouts gradually approaching until they again respectively reach the centre of the road.

The places above referred to, at which the Tramway will consist of a double line, are as follow, viz. :—

Between two points respectively two chains

or thereabouts and five chains or thereabouts south-west of the point of commencement hereinbefore described:

Between two points respectively eight chains or thereabouts and five chains or thereabouts north-east of New Street where that street joins King Street Road.

(No. 7.) A Tramway (No. 7) wholly situate in the Parishes of Old Machar and Saint Nicholas and the divisions thereof known as the Greyfriars, North, and East Parishes, or some of them, commencing in the King Street Road, by a junction with the Tramway (No. 6), at the termination thereof hereinbefore described, thence proceeding in a southerly direction along King Street Road, King Street, and Castle Street, and terminating in the last-mentioned street by a junction with Tramway (No. 2), at a point one chain or thereabouts westward of the termination of that Tramway hereinbefore described.

The proposed Tramway (No. 7) will consist of a single line of Tramway laid along the centre of the respective roads and streets along which it is intended to pass, except that at each of the places next hereinafter specified, the Tramway will, for a length of three chains or thereabouts, consist of two lines, which will gradually diverge for three-quarters of a chain or thereabouts from and on opposite sides of the centre line of the street or road, until they respectively attain the distance of four feet therefrom, continuing respectively at that distance from the centre line of the street or road for a length of one chain and a half or thereabouts, and again for three-quarters of a chain or thereabouts, gradually approaching until they again respectively reach the centre of the street or road.

The places above referred to, at which the Tramway will consist of a double line, are as follow:—

Between two points respectively four chains or thereabouts and one chain or thereabouts north of the entrance gate to St Peter's Cemetery, from the said King Street Road:

Between two points respectively one chain and a half or thereabouts and four chains and a half or thereabouts south of Roslin Terrace, where that Terrace joins King Street.

(No. 8.) A Tramway (No. 8) wholly in the parish of St. Nicholas and the divisions thereof known as East, South, and Saint Clement's Parishes, or some of them, commencing in Saint Nicholas Street, by a junction with Tramway No. 5, at a point one chain or thereabouts north of the junction of Saint Nicholas Street with Union Street, thence proceeding in a south-easterly direction across Union Street and into and along Market Street and Quayside, and terminating on Quayside by a junction with the existing Tramways of the Aberdeen Harbour Commissioners or their Lessees, the Deeside Railway Company, the Great North of Scotland Railway Company, and the Caledonian Railway Company, at a point three chains or thereabouts south-east of the junction of Guild Street with Market Street and Trinity Quay.

The proposed Tramway (No. 8) will,

throughout its entire length, be laid along the centre of the respective roads or streets along which it is intended to pass, except that at a distance of three chains or thereabouts from its termination before described, it will gradually diverge in a westerly direction until at its termination it attains a distance of eighteen feet or thereabouts from and on the western side of the centre line of the street called Quayside.

- (No. 9.) A short connecting Tramway (No. 9) one chain and a half or thereabouts in length, wholly in the Parish of St. Nicholas, and the divisions thereof known as the East and South Parishes, or one of them, commencing in Union Street by a junction with Tramway (No. 2) at a point half a chain or thereabouts south-west of the junction of St. Nicholas Street with Union Street, thence proceeding in a south-easterly direction into and along Market Street, and terminating in Market Street by a junction with Tramway (No. 8) at a point one chain or thereabouts south-east of the junction of that street with Union Street.

The proposed Tramway (No. 9) will, at its commencement and termination, be in the centre of the respective streets, in which it is intended to commence and terminate, and will be in a gradually curved line from its commencement to its termination.

- (No. 10.) A short connecting Tramway (No. 10) two chains or thereabouts in length, situate wholly in the Parish of Saint Nicholas, and the division thereof known as the South Parish, commencing in Market Street by a junction with Tramway (No. 8) at a point nearly opposite the south-west corner of the Old Fish Market, thence proceeding in a south-easterly direction into and along Trinity Quay, and terminating on that Quay by a junction with the existing Tramways belonging to the Aberdeen Harbour Commissioners, or their lessees, the Deeside Railway Company, the Great North of Scotland Railway Company, and the Caledonian Railway Company, at a point three-quarters of a chain or thereabouts south-east of the south-east corner of the Old Fish Market.

The proposed Tramway (No. 10) will at its commencement be laid in the centre of Market Street, and will thence gradually diverge in a curved line in a south-easterly direction, till at its termination it attains a distance of seven feet from and on the south side of the imaginary centre line of Trinity Quay.

All which said proposed Tramways will pass or be made from, in, through, or into, or be situate within the several parishes and places following, or some or one of them (that is to say)—The Parish of St. Nicholas and the divisions thereof known as the East, West, North, South, Greyfriars, and St. Clement's Parishes, the Parish of Old Machar, and the Parishes of Banchory-Devenick and Newhills, and the Royal Burgh of Aberdeen, all in the County of Aberdeen.

Each of the said Tramways hereinbefore described will occupy a space not exceeding five feet and one inch in width.

To authorise the Company from time to time to make such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this Notice, as may be necessary or convenient for the efficient working

of the proposed Tramways or any of them, or for providing access to any stables or carriage-houses or works of the Company, or to any yards or works adjacent to the Tramways, or any of them :

To authorise the Company to lay down and maintain Tramways, iron rails and plates, in, upon, and along the surface of the streets, roads, bridges, and places aforesaid, in, through, or alongst which the said intended Tramways or works are to be laid down or made, and for those purposes to open the surface of and to alter and stop up, remove and otherwise interfere with streets, roads, highways, public roadways, bridges, footpaths, watercourses, sewers, drains, pavements, thoroughfares, cab stands, and weighing machines within the parishes and places aforesaid, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the said proposed Tramways, or any of them, or of substituting others in their place, with power of free access thereto at all reasonable times for all or any of the above purposes :

To enable the Company in carrying out the purposes aforesaid to move, alter, re-lay, or interfere with any pipe for the supply of gas or water, or any tube or apparatus for telegraphic, weighing, or other purposes :

To provide, if need be, for the maintenance and repair by the Company of such portions of the streets, roads, and places upon or along which any Tramways, rails, or plates may be laid, and to exempt the Company from payment of the whole or some part of any tolls exigible on such roads, or of any highway or other rate or assessment in respect of the use of, or of the paving or repairing of any street, road, bridge, or place, any portion of which or part of which the Company shall maintain and repair :

To enable the Company to purchase and acquire by compulsion or agreement lands or houses for the purposes of their undertaking, and to erect offices, buildings, and other conveniences on any such lands :

To reserve to the Company the exclusive right of using on the proposed Tramways carriages with flange wheels or other wheels specially adapted to run on a grooved rail :

To prohibit, except by agreement with the Company, the use of the said Tramways by means of carriages with flange wheels, or other wheels specially adapted to run on a grooved rail, and to confer on or confirm to the Lord Provost, Magistrates, and Town Council of Aberdeen, or to the Provost, Magistrates, and Council of the Burgh of Old Aberdeen, and the bodies and persons having the control or management of such streets, roads, bridges, or places, the power of regulating the passage of traffic along such streets, roads, bridges, or places, with a view to the convenient working and use of the said Tramways, and the prevention at the same time of obstructions to the general traffic, and to vary or extinguish any existing rights or privileges which may impede or interfere with the objects of the intended Act, and to confer, vary, or extinguish other rights and privileges :

To enable the Company to levy tolls, rates, and charges, for the use of the proposed Tramways by carriages passing along the same, and for the conveyance of passengers, goods, and other traffic thereon, and to confer exemptions from the payment of such tolls, rates, or charges :

To enable the Company, and the Lord Provost, Magistrates, and Council of the City of Aberdeen ;

the Provost, Magistrates, and Council of the Burgh of Old Aberdeen; the Commissioners under the Act 31st and 32d Victoria, cap. 138, for maintaining the Harbour of Aberdeen; the Trustees under the 'Aberdeenshire Roads Act, 1865;' the District Trustees for the Sixth or Aberdeen District of Roads appointed and acting under said last-mentioned Act; the Burgh of Aberdeen Road Trustees, appointed and acting under the said last-mentioned Act; the Commissioners of Police for the village of Woodside, acting under the 'General Police and Improvement (Scotland) Act, 1862,' and the 'General Police and Improvement (Scotland) Act, 1862, Amendment Act, 1868;' the Great North of Scotland Railway Company; the Caledonian Railway Company; the Deeside Railway Company, or other bodies corporate, or persons having respectively the duty of directing the repair, or having the control or management of the said streets, roads, bridges, and places respectively, to enter into contracts or agreements with respect to all or any of the matters aforesaid, and also with respect to the laying down, working, maintaining, and using of the proposed Tramways, iron rails, plates, and works, and for facilitating and regulating the passage of carriages and traffic over and along the same by means of horse haulage; and with respect to the interchange of traffic passing over the Tramways of the Company, and any other Tramways and Railways now existing, or which may be authorised, and the apportionment of the tolls and profits arising therefrom:

To make provision for facilitating the interchange and transmission of traffic from, to, and over, the said intended Tramways and other Tramways and Railways, now existing or which may be authorised, and for securing through booking and invoicing from, to, and over, the said Tramways and Railways respectively, or any of them, and also for fixing and ascertaining the tolls, rates, and charges to be levied and charged, and the manner in which the same are to be apportioned between the Company and the owners or lessees of any such other Tramways and Railways, and other terms or conditions to be imposed for and in respect of any of the purposes aforesaid, and to make such alterations in the tolls, rates, and charges, as may be necessary, and to authorise the Company and the Bodies Corporate, and persons in this Notice before specially named or referred to, 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 enable the Company, and any Company or persons lawfully working or using their undertaking, to run over and use with horses, carriages, and servants, the Tramways of the Aberdeen Harbour Commissioners, or their Lessees, the Deeside Railway Company, the Great North of Scotland Railway Company, and the Caledonian Railway Company, and the works and conveniences connected therewith, upon payment of such tolls, charges, rent, or other consideration as may be agreed upon, or as may be provided for and prescribed by the said intended Act:

To incorporate with the intended Act the provisions, or some of the provisions, of the Public General Acts of Parliament following, viz.:—'The Lands Clauses Consolidation (Scotland) Act, 1845,' 'The Lands Clauses Consolidation Acts Amend-

ment Act, 1860,' 'The Companies Clauses Consolidation (Scotland) Act, 1845,' 'The Companies Clauses Act, 1863,' 'The Railway Clauses Consolidation (Scotland) Act, 1845,' 'The Railways Clauses Act, 1863,' and 'The Tramways Act, 1870,' and to confer upon the Company the powers or some of the powers of the said Acts:

To amend, extend, repeal, or enlarge, so far as may be necessary for the purposes of the intended Act, the following local and personal Acts, viz.:—'The Aberdeen Municipality Extension Act, 1871,' 'The Aberdeenshire Roads Act, 1865,' 'The Aberdeen Harbour Act, 1868,' 'The General Police and Improvement (Scotland) Act, 1862,' 'The General Police and Improvement (Scotland) Act, 1862, Amendment Act, 1868,' and the Act of the 10th and 11th Victoria, cap. 39.

Duplicate Plans and Sections of the proposed Tramways and Works, a Book of Reference to such Plans, and a copy of this Notice, as published in the Edinburgh Gazette, will be deposited on or before the 30th day of November instant with the Principal Sheriff-Clerk for the County of Aberdeen, at his Office in Aberdeen; and a copy of so much of the said Plans, Sections, and Book of Reference as relates to the several parishes, in or through which the intended Tramways are proposed to be made, and to the Royal Burgh of Aberdeen, and also a copy of this Notice as published in the Edinburgh Gazette, will, on or before the said 30th day of November, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session Clerk of each of such parishes, at the usual place of abode of such Schoolmaster or Session Clerk; and also with the Town Clerk of the said Royal Burgh, at his Office in Aberdeen.

Printed copies of the Bill for the intended Act will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1871.

ASHURST, MORRIS, & Co.,
22, Abingdon Street, Westminster; } Solicitors
LAUCHLAN MCKINNON, JUNIOR, } for
239, Union Street, Aberdeen; } the Bill.

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

In Parliament—Session 1872.

NORTH BRITISH, ARBROATH, AND MONTROSE RAILWAY.

(Power to make New Railways—Provisions of Agreement between the Company and the North British Railway Company with reference to the North British Arbroath and Montrose Railway to extend and apply to Proposed Railways—Powers to the Caledonian, the North-Eastern, and the Great Northern Railway Companies over Proposed Railways—Provisions in reference to Montrose Bridge, and Debt affecting the same—Compulsory Purchase of Lands—Raising of Capital—Amendment of Acts—and other purposes.)

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

To authorise the North British, Arbroath, and Montrose Railway Company (hereinafter called

‘the Company’) to make and maintain with all necessary and convenient stations, approaches, works, and conveniences connected therewith respectively, the following railways and works, or some or one of them, or some part or parts thereof respectively (that is to say) :—

First. A Railway Number One, wholly situate in the Parish of Montrose, County of Forfar, commencing by a junction with the authorised North British, Arbroath, and Montrose Railway at a point on the Foreshore of the Estuary, known as Montrose Basin, ten yards or thereabouts South-Westward of the North-West Corner of the Slaughter-House Buildings, abutting upon the said Foreshore, and terminating at a point in the Glebe Land of the Reverend William Ewan Bull Gunn, First Minister of the Parish of Montrose, fifty yards or thereabouts South-West of the North-West Corner of the Rosehill Cemetery Ground, Montrose.

Second. A Railway Number Two, wholly situate in the Parish of Montrose, County of Forfar, commencing at the point hereinbefore described as the termination of Railway Number One, and terminating by a junction with the Montrose and Bervie Railway at a point thereon five hundred and ninety yards or thereabouts measured northwards along the said Montrose and Bervie Railway from its point of junction with the Montrose Branch of the Caledonian Railway.

Third. A Railway Number Three, wholly situate in the Parish of Montrose, County of Forfar, commencing at the point hereinbefore described as the termination of Railway Number One, and terminating by a junction with the Montrose Branch of the Caledonian Railway at or near to the point where the Montrose and Bervie Railway forms a junction with the said Montrose Branch: which several Railways above described will be situated in the Parish of Montrose and Royal Burgh of Montrose, in the County of Forfar, or one of them.

And it is proposed by the said intended Act to take powers of lateral and vertical deviation from the line and levels of the proposed Railways and Works, as shown upon the plans and sections hereinafter referred to, within the limits usually authorised, or as may be prescribed in the intended Act. Also to authorise the Company to purchase, by compulsion or agreement, lands and buildings or rights and easements in, over, or affecting lands in the Parish and Royal Burgh aforesaid, for the purposes of the said intended Railways and Works, or any of them, and also of other lands by agreement.

And it is proposed by said intended Act to authorise the Company to levy tolls, rates, duties, and charges upon or in respect of the intended Railways, or some of them, and the Stations and Works in connection therewith. To alter, vary, or extinguish existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and charges, and to stop up, alter, or divert, temporarily or permanently, so far as may be necessary or convenient for any of the Railways or Works to be authorised by the intended Act, or otherwise for the purposes of the intended Act, any turnpike or other roads and highways, railways, tramways, passages and places, bridges, rivers, streams, water-courses, sewers, mains, pipes, buildings, telegraph wires and apparatus, and works of every description; and to vary or extinguish all existing rights and privileges in, over, or affecting

any lands or buildings, or which would or might in any way prevent, interfere with, or delay the accomplishment of any of the purposes of the intended Act, and to confer other rights and privileges.

And it is proposed by the said intended Act to extend and make applicable to the said proposed Railways, or some or one of them, the provisions, conditions, and obligations of the Agreement between the Promoters of the North British, Arbroath, and Montrose Railway and the North British Railway Company set forth in the schedule to and confirmed by ‘The North British, Arbroath, and Montrose Railway Act, 1871,’ with respect to the use and working of the railways thereby authorised, and the traffic passing over the same, and revenues arising therefrom, and other matters.

And to extend and make applicable to the said intended Railways the powers and provisions to and in favour of the Caledonian Railway Company, the North-Eastern Railway Company, and the Great Northern Railway Company, contained in the said North British, Arbroath, and Montrose Railway Act, 1871.

And it is proposed by the said intended Act to alter, amend, or repeal the provisions contained in Section 41 of the North British, Arbroath, and Montrose Railway Act, 1871, with reference to the Bridge over the River South Esk, at or near the Town of Montrose, and to authorise the Company and the Commissioners of the Montrose Bridge and the Public Works Loan Commissioners, or some of them, to make arrangements and agreements in regard to the liquidation, discharge, or reduction of the debt affecting the said Bridge, or the obligations of the Company with reference thereto, and otherwise in relation to the said Bridge, and to confirm any agreements which have been or may be come to regarding the same.

And it is proposed by the said intended Act to authorise and empower the Company to apply to the purposes of the intended new Railways and works any funds of the Company which they are now authorised to raise, and which may not be required for the purposes of their now authorised undertaking, and to raise further monies for the purposes aforesaid, and of the Bill, and for the general purposes of the Company by borrowing, and by the creation of new shares and stock in the Company; and if the Company think fit, to attach to all or any of the new shares or stock a preference or priority of interest or dividend, and other such privileges.

And it is proposed to incorporate with the said intended Act all or some of the powers and provisions of the following Public and General Acts, viz. :—‘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,’ ‘The Railway Companies Powers Act, 1864,’ ‘The Railway Companies (Scotland) Act, 1867,’ and ‘The Regulation of Railways Act, 1868,’ and of any other Acts which it may be necessary to incorporate therewith; and to insert in the Act all other powers and provisions necessary for effecting all or any of the objects thereof.

And it is proposed by the intended Act to repeal, alter, or amend certain of the provisions of the several Acts of Parliament following, or some of them, that is to say, Acts relating to the North

British Railway Company:—49 Geo. III., cap. 83; 54 Geo. III., cap. 138; 57 Geo. III., cap. 56; 59 Geo. III., cap. 29; and 2 Geo. IV., cap. 122; 4 Geo. IV., cap. 18; 7 Geo. IV., cap. 45; 11 Geo. IV., and 1 Will. IV., cap. 115; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 8 and 9 Vict., cap. 148; 9 and 10 Vict., caps. 81, 107, 202, 263, 332, and 377; 10 and 11 Vict., caps. 83, 245, and 246; 11 and 12 Vict., caps. 44, 70, 116, 118, 127, 134 (and the several Acts therein recited, in so far as not repealed thereby), and 160; 12 and 13 Vict., caps. 39, 72, and 86; 14 and 15 Vict., caps. 55 (and the provisions unrepealed of the Acts referred to in the schedule of such Act), and 62; 15 Vict., cap. 109; 16 and 17 Vict., caps. 90, 151, and 152; 17 and 18 Vict., caps. 199 and 212; 18 and 19 Vict., caps. 30, 127, 153, 158, and 190; 19 and 20 Vict., caps. 98 and 106; 20 and 21 Vict., caps. 78, 91, 124, and 129; 21 and 22 Vict., caps. 64, 65, 109 (and the provisions unrepealed of the Acts referred to in the schedule of such Act), 145, and 165; 22 and 23 Vict., caps. 14, 24, 83, 85, and 96; 23 and 24 Vict., caps. 140, 145, 159, 178, and 195; 24 and 25 Vict., caps. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226, and 248; 25 and 26 Vict., caps. 47, 48, 49, 51, 135, 138, 142, 145, 181, and 189; 26 and 27 Vict., caps. 187, 194, 213, 223, 226, and 237; 27 and 28 Vict., caps. 81, 84, 100, 248, 271, 279, 286, and 292; 28 and 29 Vict., caps. 125, 152, 186, 200, 201, 202, 206, 213, 217, 308, 309, 328, and 356; 29 and 30 Vict., caps. 171, 172, 173, 200, 219, 266, 277, 285, 291, 326, 329, 341, and 355; 30 and 31 Vict., caps. 145 and 198; 31 and 32 Vict., caps. 63 and 139; 32 and 33 Vict., cap. 119; 33 and 34 Vict., caps. 91, 104, and 135; 34 and 35 Vict., cap. 106; and all other Acts relating to the North British Railway Company; the North British, Arbroath, and Montrose Railway Act, 1871; 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 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 13th and 14th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, and the 33rd and 34th years of the reign of her present Majesty; also any other Acts recited in the beforementioned Acts relating to or affecting the Caledonian Railway Company, or any other undertaking amalgamated with, leased to, or vested in the Caledonian Railway Company; the Scottish Central Railway Consolidation Act, 1859, and the Acts therein named and referred to, in so far as not repealed; the Scottish North-Eastern Railway Act, 1863, and the various Acts mentioned or referred to in the preamble and schedule to that Act; the Scottish Central (Dundee, Perth, and Aberdeen Railway Purchase) Act, 1863, and the various Acts referred to in the preamble thereof; the Caledonian and Scottish North-Eastern Railways Amalgamation Act, 1866; Acts relating to the Dundee and Arbroath Railway Company (now amalgamated with the Caledonian 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 14 and 15 Vict., cap. 63; the Dundee and Perth Railway Act, 1845; the Act 6 and 7 Vict., cap. 84, and the Acts therein recited, and any other Act or Acts relating to the Tay Ferries; the Act 23 and 24 Vict., cap. 142, relating to the Montrose and Bervie Railway; 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; 29 and 30 Vict., caps. 277 and 326; 31 and 32 Vict., cap. 2; and all other Acts (if any) relating to the Devon Valley Railway Company; Acts relating to the Bathgate Railway Company, 9 and 10 Vict., cap. 332; 10 and 11 Vict., cap. 246; 11 and 12 Vict., caps. 116 and 160, and all other Acts (if any) relating to the Edinburgh and Bathgate Railway 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; 30 and 31 Vict., cap. 166; and 32 and 33 Vict., cap. 81; 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 Carlisle and 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 Esk Valley Railway (Lease) Act, 1866; the Leslie Railway Act, 1857; the Berwickshire Railway Act, 1862; the Berwickshire Railway Act, 1866; 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 St. Andrews Railway Act, 1851; the Act relating to the Glasgow and 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; and 33 and 34 Vict., cap. 78; Acts relating to the Perth General Railway Station, 28 and 29 Vict., caps. 252 and 253; Acts relating to the Solway Junction Railway Company, 27 and 28 Vict., cap. 158; 28 and 29 Vict., cap. 186; 29 and 30 Vict., cap. 243; and 30 and 31 Vict., cap. 116; the Broxburn Railway Act, 1867; the Dundee Sea Wall, Esplanade, and Street Act, 1868; the Newport Railway Act, 1866; the Newport Railway Act, 1867; and the Newport Railway Act, 1870; 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, and 32 George III., cap. 38, intituled 'An Act for Building a Bridge over the River South Esk, at or near the Town of Montrose, in the County of Forfar, and for making suitable Approaches thereto;' 50 George III., cap. 50, intituled 'An Act to Amend an Act passed in the Thirty-Second Year of His present Majesty for Building a Bridge over the River South Esk, at or near Montrose;' 6 George IV., cap. 126, intituled 'An Act to Amend Two Acts for Building a Bridge over the River South Esk, at or near the Town of Montrose, in the County of Forfar;' and any other Acts relating to the said Bridge, or to any Company or body who or whose property and interests may be affected by the provisions of the said intended Act.

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

subject to the powers of compulsory purchase to be conferred by the intended Act, and a Book of Reference to the said Plan, and a published Map showing the general course and direction of the intended Railways, will be deposited with the principal Sheriff-Clerk of the County of Forfar at his Offices at Forfar and Dundee respectively; and that a copy of so much of the said Plan, Section, and Book of Reference as relates to the Parish of Montrose and the Royal Burgh of Montrose, or either of them, will be deposited in the case of the said Royal Burgh with the Town-Clerk thereof at his Office at Montrose, and in the case of the Parish with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk thereof, at his residence, and that every such deposit will be made on or before the 30th day of November 1871, and will be accompanied by a copy of this Notice, and that printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December 1871.

Dated this 14th day of November, 1871.

T. J. GORDON, W.S.,
3, Queen Street, Edinburgh.

SIMSON & WAKEFORD,
11, Great George Street, Westminster,
Parliamentary Agents.

In Parliament.

HERIOT'S HOSPITAL (EDINBURGH).

(Powers for better Government and Administration of Hospital and Application of Revenues; Alteration and Extension of Founder's Settlement and of Act of Parliament and Relative Instruments; Alteration of Uses of Hospital Buildings; New Schools, Bursaries, and Scholarships, and other Purposes.)

NOTICE is Hereby Given, That Application will be made to Parliament in the next Session by the Feoffees of Trust and Governors of the Hospital in Edinburgh, founded by George Heriot, Jeweller to King James the Sixth, incorporated by the Act (Private) of the 6th and 7th year of the reign of King William the Fourth, chapter 25, by the name and style of 'The Feoffees of Trust and Governors of George Heriot, his Hospital' (hereinafter called the Governors), whereby power will be taken to effect all or some of the following objects and purposes, viz.:—To amend, alter, and extend the powers of the Last Will and Testament of the said George Heriot, dated the 10th day of December 1623, with a Codicil thereto dated the 21st day of January next thereafter, both proved in the Prerogative Court of the Archbishop of Canterbury the 16th day of February following (hereinafter called the Settlement); together with the Book or Code of Statutes prepared under direction of the Settlement by Dr. Walter Balcanquhall, dated the 13th day of July 1627 (hereinafter called the Statutes); and also to amend and alter, and in part repeal, the Act of Parliament of the reign of His late Majesty King William the Fourth before-mentioned, and certain Rules, Regulations, and Bye-laws made and established under authority of the said Act, and hereinafter called the Bye-laws.

And provision will be made in the said proposed Act for the better government and administration of the Hospital, and application of the revenues of the same, whereby the usefulness and efficiency of the said Hospital may be increased, and the benefits thereof extended; and the Settlement, Statutes, Act of Parliament, and Bye-laws before-mentioned will be so amended and altered, enlarged, extended, modified, and explained, as to effect or conduce to such ends; and particularly, and without prejudice to the generality of this Notice, power will be taken to convert the Hospital Buildings, wholly or partially, into Day-Schools, and to establish additional Day-Schools in connection therewith, and to divide the schools existing, or to be created and so connected, into different orders, according to the more or less advanced education to be imparted therein; and for such ends to alter, improve, and enlarge the present Hospital Buildings and Schools, and to sell or lease any of such Schools, Buildings, and Ground connected therewith, and to apply land now possessed by the Governors, or to purchase and take in lease or feu or otherwise acquire suitable Lands or Houses for providing for the Residence of the Resident Boys or Foundationers of the Hospital, and for additional Schools, Recreation Grounds, and other conveniences; to combine the administration of all the Property and Funds of the Trust, and to subject the same to all the purposes now competent and that may be authorised by the Act; to reduce the number of Resident Foundationers, and to board out all or any of them, and to vary any right and privilege of Presentation of Boys to the Hospital possessed by any person or Corporation, so as to adapt and make suitable the same to the alterations to be effected by the Bill; to define the qualification of such Resident Foundationers, which shall be extended so as to embrace the sons of all who have carried on business on their own account within the City of Edinburgh, irrespective of their being Burgesses and Freemen, with such preferences as shall be expedient, with power to reject or to remove them when necessary; to regulate the several Schools to be maintained, and to extend and define the qualifications and eligibility and to provide for the removal of the pupils; and all privileges as to such qualifications and eligibility conferred by the Act of Parliament before mentioned will be extinguished; and to fix and charge moderate Fees where expedient in regard to all the Schools existing or that may be created under the Act; and provision will also be made for the Education of Resident Foundationers at the Day-Schools, and for admission to the Schools, or to separate Schools to be erected for their education, of girls and young women, and to transfer pupils from one school to another when desirable, and to provide for the attendance of girls and young women of merit and promise at other institutions for the acquisition of a higher education. And power will also be taken to establish and regulate Evening Classes for young and adult persons; and also a School or Schools for destitute children of the nature of Industrial Schools, and to appoint Masters and Officers for and to regulate the Hospital and all the Schools, and provide for the visitation and examination of the same, including the attendance and examination of pupils at any of the English or Scotch University local examinations; to continue the Bursaries at present provided, and to extend the application and benefit of the same, and to adapt and adjust the same to the altered conditions of the Hospital, and to vary the rights and privileges therewith connected

accordingly; also to found additional Bursaries in the University of Edinburgh for scholars, whether educated wholly or partially in Edinburgh or elsewhere; and also to confer Bursaries for prosecution of professional studies, and scholarships to scholars, whether male or female, of the different Schools, and also to make allowances to pupils for education in science and art, and allowances for teachers of or lecturers on science or art, or all or any branch or branches of industrial education, in any school of arts or institution in Edinburgh, and to provide books, models, instruments, or apparatus. And by the said bill, power will be taken to establish Fellowships, limited in number and value, for Students in any department of science, art, or literature; and allowances will be authorized to be made to apprentices; and such other and further alterations and amendments will be made on the Settlement, Statutes, Act of King William the Fourth and Bye-Laws before mentioned, and also, if necessary, any other Deeds or Instruments referring to the subject-matter of the proposed Act as shall be expedient or necessary for carrying into effect the better government and administration, and application of the revenue and increase of the usefulness and efficiency of the Hospital contemplated by the Governors, or as shall seem to Parliament calculated to such ends. And power will be taken for effecting all or any of the objects before mentioned, and objects therewith connected, by means of Bye-Laws and Regulations to be made by the Governors, and sanctioned and approved as may be provided by the Act.

And, generally, all powers, rights, and privileges necessary for the purposes of the intended Act will be conferred; and all rights and privileges which will or may counteract or interfere with such purposes, will be varied or extinguished; and all Acts of Parliament which will in any way interfere with such purposes will, so far as necessary, be altered or repealed.

Dated this 16th day of November 1871.

ISAAC BAYLEY,
Clerk to the Hospital, Edinburgh.

JOHN GRAHAM,
3, Westminster Chambers, Westminster,
Parliamentary Agent.

GLASGOW AND BOTHWELL RAILWAY.

Incorporation of Company; Construction of Railways to Uddingston, Bothwell, and Holytown, in the County of Lanark; Running Powers over Railways in the Counties of Lanark, Dumbarton, Renfrew, Ayr, Linlithgow, and Edinburgh; Traffic Agreements and Facilities; 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 to incorporate a Company (hereinafter called 'The Company') for making and maintaining the Railways hereinafter described, or some or one of them, with all necessary and convenient Stations, Sidings, Approaches, Viaducts, Bridges, Roads, Communications, and other Works and Conveniences connected therewith (hereinafter called 'the intended Railways') that is to say:—

(1.) A Railway (hereinafter called Railway No. 1), commencing by a junction with the Railway known as the Coatbridge Undertaking of the North British Railway

Company forty-four yards or thereabouts westward from the centre of the bridge carrying the private road from Rhindmuir towards the Monkland Canal over the said Coatbridge Undertaking, and terminating one hundred and twenty yards or thereabouts north-westward from the north-west corner of the Parish Church of Bothwell; which intended Railway No. 1 will be situate in or will pass from, through, or into the Parishes of Old Monkland and Bothwell, or one of them.

(2.) A Railway (hereinafter called Railway No. 2), commencing by a junction with Railway No. 1 thirty yards or thereabouts westward from the point where the Parish Road leading from Old Monkland Church to the Village of Swinton crosses the turnpike road from Edinburgh to Glasgow near Rhind House, and terminating by a junction with the said Railway known as the Coatbridge Undertaking three hundred and seventy-three yards or thereabouts westward from the centre of the viaduct carrying the Drumpeller Railway over the said Coatbridge Undertaking; which intended Railway No. 2 will be situate wholly in the Parish of Old Monkland.

(3.) A Railway (hereinafter called Railway No. 3), commencing by a junction with Railway No. 1, one hundred and forty-three yards or thereabouts north-westward from the north-west corner of the Lodge of Bredisholm House on the south side of the parish road leading from Old Monkland Church to Baillieston, and terminating by a junction with the Rutherglen and Coatbridge Branch of the Caledonian Railway two hundred yards or thereabouts north-eastward from the centre of the bridge carrying the road leading from the said parish road from Old Monkland Church to Baillieston over the said Rutherglen and Coatbridge Branch Railway to Ellismuir farm steading; which intended Railway No. 3 will be situate wholly in the parish of Old Monkland.

(4.) A Railway (hereinafter called Railway No. 4), commencing by a junction with Railway No. 1 one hundred and ninety-two yards or thereabouts south-eastward from the point near Thornwood House where the parish road leading from Old Monkland Church to Uddingston crosses the turnpike road from Glasgow to Holytown by Powburn Toll Bar, and terminating one hundred and eighty yards or thereabouts northward from the point where the parish road from Bothwell to Whifflet crosses the said turnpike road from Glasgow to Holytown at Bellshill Toll Bar; which intended Railway No. 4 will be situate wholly in the Parish of Bothwell.

(5.) A Railway (hereinafter called Railway No. 5), commencing by a junction with Railway No. 4 at or near the termination of that Railway before described, and terminating by a junction with the Main Line of the Caledonian Railway, at or near the Bridge under the said Main Line at or near Burnhouse Farm Steading; which intended Railway No. 5 will be situate wholly in the Parish of Bothwell.

(6.) A Railway (hereinafter called Rail-

way No. 6), commencing by a junction with the Nackerty Branch of the Caledonian Railway at or near the southern termination of that Branch Railway near Nackerty Oil Works, and terminating by a junction with Railway No. 4 two hundred and thirty-five yards or thereabouts north-westward from the north-west corner of the United Presbyterian Church at Bellshill; which intended Railway No. 6 will be situate wholly in the Parish of Bothwell.

(7.) A Railway (hereinafter called Railway No. 7), commencing by a junction with Railway No. 4 eighty-seven yards or thereabouts north-eastward from the centre of the bridge carrying the road leading to Uddingston which joins the turnpike road from Glasgow to Holytown by Powburn Toll Bar near Spindlehow over the Caledonian Railway (Clydesdale Junction Line), and terminating by a junction with the said Caledonian Railway (Clydesdale Junction Line) fifty yards or thereabouts westward from the centre of the bridge carrying the road leading to Uddingston which crosses the last mentioned turnpike road near Fallside over the said Caledonian Railway (Clydesdale Junction Line); which intended Railway No. 7 will be situate wholly in the Parish of Bothwell.

And all which intended Railways above described will be situate in the County of Lanark.

And it is intended by the said Bill to take and confer the powers and to provide for the purposes hereinafter mentioned, or some of them:—

To deviate laterally from the lines of the intended Railways to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross, alter, stop up, and divert all such Roads, Streams, Canals, Railways, Tramways, Sewers, Drains, Telegraphic Apparatus, Water and Gas Pipes, and other Works, as it may be necessary or expedient to cross, alter, stop up, or divert for the purposes of making, maintaining, or using the intended Railways, or any of them, or any of the works connected therewith.

To purchase compulsorily or by agreement, or to lease, feu, or otherwise acquire lands, houses, and other property, for the purposes of the intended Railways; and to vary or extinguish all existing rights and privileges connected with such lands, houses, and other property, which would interfere with or prevent the carrying into execution any of the purposes of the said Bill.

To vary or alter the provisions of the 'Lands Clauses Consolidation (Scotland) Act, 1845,' as incorporated with the said Bill, and to provide that it shall not be necessary for the Company to purchase the whole of any house or other building or manufactory where part only is required for the purposes of the said Bill.

To levy tolls, rates, and charges, on and in respect of the use of the intended Railways, and the conveyance of passengers, animals, minerals, goods, and other traffic thereon, and to confer exemptions from payment of such tolls, rates, and charges.

To authorise the Company and all Companies

and persons lawfully working or using the intended Railways, or any part thereof, to run over, work, and use with their own or other engines and carriages, and for the purposes of traffic of every description, the said Coatbridge Undertaking, the Caledonian Railway (Clydesdale Junction Line), the Caledonian Railway (Rutherglen and Coatbridge Branch), the Sighthill Branch Railway, the Glasgow, Dumbarton, and Helensburgh Railway, the Stobcross Railway, the City of Glasgow Union Railway, the Greenock and Ayrshire Railway, the Joint Line of Railway from Glasgow to Paisley, and the several Railways and Branches by whatever name known, belonging to or leased or held or worked by the North British Railway Company, the Caledonian Railway Company, and the Glasgow and South-Western Railway Company, respectively situate in the Counties of Lanark, Dumbarton, Renfrew, Ayr, Linlithgow and Edinburgh, or some of them, and also all sidings, stations, approaches, works, and conveniences upon and connected with the said several Railways and branches and portions of Railways, upon payment of such tolls, rates, charges, or remuneration, and upon such terms and conditions as may be agreed upon, or as may be prescribed or provided by the said Bill.

To authorise the Company, and the North British Railway Company, the Caledonian Railway Company, the Glasgow and South-Western Railway Company, the City of Glasgow Union Railway Company, the Greenock and Ayrshire Railway Company, the Committee of Management of the Joint Line of Railway from Glasgow to Paisley, the Glasgow Tramway and Omnibus Company (Limited), and their lessees, the Vale of Clyde Tramways Company, and their lessees (hereinafter called 'the other Companies') 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 intended Railways, and of the Railways, Stations, Buildings, and works of the other Companies or any part thereof respectively, and with respect to the interchange of Traffic passing over the intended Railways and the Railways and Tramways of the other Companies, and the fixing, collecting, and apportionment of the tolls and profits arising therefrom, and to enable the other Companies 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, over, and beyond the intended Railways and the Railways and Tramways belonging to the other Companies respectively, or any of them, and for securing through booking and invoicing, through Trains and through rates from, to, over, and beyond, the said Railways and Tramways respectively, or any of them, and to enable the Company and the other Companies or any of them to enter into agreements for or with respect to the use reciprocally by the Company and the other Companies, or any of them, of their respective lines of Railways and Tramways, Stations, Buildings, and other accommodations connected therewith, and for the fixing, apportionment, and division of the Tolls, Revenues, and Profits derived from their respective lines of Railway and Tramway, and for the working and maintenance by the other Companies, or one or more of them, of the intended Railways or any

part thereof, on such terms and conditions as may be agreed upon or provided in the said Bill.

To authorise the Company and any Companies or Corporations or Commissioners, or Road, Statute Labour, Bridge, or Harbour Trustees, or other bodies or persons, to enter into and carry into effect such arrangements and agreements as may be necessary or expedient for making, maintaining, working, or using the intended Railways, and for the construction and maintenance of any sewers, drains, or other works which may be interfered with or rendered necessary in carrying into effect the objects and purposes of the said Bill.

To amend or repeal, so far as may be necessary for carrying into effect the purposes of the said Bill, the following local and personal Acts of Parliament, (that is to say), (1) Acts relating to the North British Railway Company—49 Geo. III. cap. 83; 54 Geo. III. cap. 138; 57 Geo. III. cap. 56; 59 Geo. III. cap. 29; 2 Geo. IV. cap. 122; 4 Geo. IV. cap. 18; 7 Geo. IV. cap. 45; 11 Geo. IV. and 1 Will. IV. cap. 115; 4 and 5 Vict. cap. 59; 6 and 7 Vict. cap. 55; 8 and 9 Vict. cap. 148; 9 and 10 Vict. caps. 81, 107, 202, 263, 332, and 337; 10 and 11 Vict. caps. 83, 245, and 246; 11 and 12 Vict. caps. 44, 70, 116, 118, 127, 134 (and the several Acts therein recited in so far as not repealed thereby), and 160; 12 and 13 Vict. caps. 39, 72, and 86; 14 and 15 Vict. cap. 55 (and the provisions unrepealed of the Acts referred to in the Schedule of such Act), and cap. 62; 15 Vict. cap. 109; 16 and 17 Vict. caps. 90, 151, and 152; 17 and 18 Vict. caps. 199 and 212; 18 and 19 Vict. caps. 30, 127, 153, 158, and 190; 19 and 20 Vict. caps. 98 and 106; 20 and 21 Vict. caps. 78, 91, 124, and 129; 21 and 22 Vict. caps. 64, 65, 109 (and the provisions unrepealed of the Acts referred to in the Schedule of the last-mentioned Act), 145, and 165; 22 and 23 Vict. caps. 14, 24, 83, 85, and 96; 23 and 24 Vict. caps. 140, 145, 159, 178, and 195; 24 and 25 Vict. caps. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226, and 248; 25 and 26 Vict. caps. 47, 48, 49, 51, 135, 138, 142, 145, 181, and 189; 26 and 27 Vict. caps. 187, 194, 213, 223, 226, and 237; 27 and 28 Vict. caps. 81, 84, 100, 248, 271, 279, 286, and 292; 28 and 29 Vict. caps. 125, 152, 186, 200, 201, 202, 206, 213, 217, 308, 309, 328, and 356; 29 and 30 Vict. caps. 171, 172, 173, 200, 219, 266, 277, 285, 291, 326, 329, 341, and 355; 30 and 31 Vict. caps. 145 and 198; 31 and 32 Vict. caps. 63 and 139; 32 and 33 Vict. cap. 119; 33 and 34 Vict. caps. 91, 104, and 135; 34 and 35 Vict. caps. 106 and 123; and all other Acts relating to the North British Railway Company; (2) Acts relating to the Caledonian Railway Company—'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 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 13th and 14th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, and the 33rd and 34th years of the reign of Her present Majesty, and all other Acts relating

to the Caledonian Railway Company; (3) Acts relating to the City of Glasgow Union Railway Company—'The City of Glasgow Union Railway Act, 1864;' 'The City of Glasgow Union Railway Act, 1865;' 'The City of Glasgow Union Railway Act, 1867;' 'The City of Glasgow Union Railway Act, 1869;' and 'The City of Glasgow Union Railway Act, 1871;' (3) Acts relating to the Glasgow and South-Western Railway Company—'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 in the Sessions of Parliament held respectively in the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th, the 26th and 27th, the 27th and 28th, the 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, and the 34th and 35th years of the reign of Her present Majesty; (4) Acts relating to the Greenock and Ayrshire Railway Company—'The Greenock and Ayrshire Railway Act, 1865,' and 'The Greenock and Ayrshire Railway Amendment Act, 1868.'

To vary or extinguish all rights and privileges which would interfere with or prevent the execution of the purposes of the said Bill, or any of them, 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 intended Railways, and the lands, houses, and other property which will or may 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 published Map with the lines of the intended Railways delineated thereon, and a copy of this notice as published in the Edinburgh Gazette, will be deposited for public inspection in the Offices at Glasgow, Hamilton, and Airdrie, of the Principal Sheriff-Clerk of the County of Lanark; and a copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the above mentioned Parishes, with a copy of this notice, will be deposited for public inspection with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of each of such Parishes, at the residence of such Schoolmaster or Session-Clerk; and all such deposits will be made on or before the 30th day of November, 1871.

Printed copies of the said Bill will, on or before the 21st day of December 1871, be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November, 1871.

H. & R. LAMOND,
64, West Regent Street, Glasgow,
Solicitors for the Bill.

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

NORTH MONKLAND RAILWAYS.

Construction of Railways in the Counties of Lanark and Stirling; Running Powers over the Undertakings of the North British and Caledonian Railway Companies; Working and Traffic Agreements with these 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 leave to bring in a Bill for the following purposes, or some of them:—

To incorporate a Company (hereinafter called 'the Company'), with power to make and maintain the Railways hereinafter described, or some of them, or parts thereof, and all proper Stations, Sidings, Junctions, Bridges, Approaches, Roads of Access, and other works and conveniences connected therewith (hereinafter called 'the intended Railways'), that is to say—

First.—A Railway (hereinafter called Railway No. 1) commencing by a junction with the Ballochney Railway, which is part of the Undertaking of the North British Railway Company at or near the Bridge called the Red Bridge, which carries the road from Coatbridge by Kipps to New Monkland Church over the said Ballochney Railway, and terminating by a junction with the Slamannan Railway, which is part of the Undertaking of the North British Railway Company, at a point sixteen and a-half chains or thereabouts south-eastward from the south-east corner of the row of houses called Southfield Row, between Binniehill and Loanhead; which Railway No. 1 will be situate in, or pass from, through or into, the Parishes of Old Monkland and New Monkland, or one of them, in the County of Lanark and the Parish of Slamannan in the County of Stirling.

Second.—A Railway (hereinafter called Railway No. 2), commencing by a junction with the Castleary Branch of the Caledonian Railway, at a point eight and a-half chains or thereabouts southwards from the centre of the Bridge carrying the road from Gain to South Medrox over the said Castleary Branch Railway, and terminating by a junction with Railway No. 1 at a point thirteen chains or thereabouts south-eastwards from the Dwelling-house called Nettlehole, occupied by Robert Muir; which Railway No. 2 will be situate wholly in the Parish of New Monkland and County of Lanark.

Third.—A Railway (hereinafter called Railway No. 3), commencing by a junction with Railway No. 2, at a point nine and a-half chains or thereabouts eastward from the Farm-steading of Glenmill, occupied by John Main, and terminating at a point seventeen and a-half chains or thereabouts north-westward from Cullochrigg Farm-steading on the west side of the road leading from Cullochrigg to North Shank; which Railway No. 3 will be wholly situate in the Parish of New Monkland and County of Lanark.

Fourth.—A Railway (hereinafter called Railway No. 4), commencing by a junction with Railway No. 1, at a point ten and a-half chains or thereabouts south westward from the westmost house in Wattston, and terminating at a point on the north side of the road leading to Greengairs and Slamannan, twenty-seven chains or thereabouts eastward from the junction of the said road with the Stirling and Carlisle Road; which Railway No. 4 will be wholly situate in the Parish of New Monkland and County of Lanark.

And by the said Bill it is proposed to take and confer the powers and to provide for the objects hereinafter mentioned, or some of them:

To authorise the Company to take and acquire, by compulsory purchase or by agreement, lands, houses, and other property, for the purposes of the intended Railways; to form junctions and connections of the intended Railways with the Railways above described, respectively forming parts of the Undertakings of the North British Railway Company and the Caledonian Railway Company, to deviate laterally and vertically in the construction of the intended Railways to the extent shown on the Plans and Sections to be deposited as hereinafter mentioned, or defined in the said Bill; to cross, divert, embank, alter the lines and levels of, and to stop up and interfere with roads, highways, railways, tramways, telegraphic apparatus, bridges, streets, paths, passages, rivers, brooks, streams, sewers, and watercourses in the several parishes above mentioned, or any of them, and to use the site of such of them as may be stopped up or diverted, so far as may be necessary or expedient for the purpose of making, maintaining, working, or using the intended Railways, or any part thereof.

To authorise the Company to make and enter into agreements with the North British Railway Company, and the Caledonian Railway Company (hereinafter called 'the two Railway Companies'), or either of them, and any other Companies or Corporations, and any Commissioners, Road, Statute Labour, or Bridge Trustees, or other bodies or persons, for or with respect to the making, maintaining, working, or using of the intended Railways, or any part thereof, and to confirm any such agreements which have been or may be made and entered into.

To authorise the Company to raise money for the purposes of their Undertaking by the creation and issue of Shares or Stock, and by borrowing on Bond or Mortgage, and to convert into Funded Debt the money so borrowed, or to create and issue Debenture Stock.

To convey Passengers, Animals, Minerals, Goods, and other traffic on the intended Railways; to levy tolls, rates, and charges on and for the use of the intended Railways, and for the conveyance of Passengers, Animals, Minerals, Goods, and other traffic thereon, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and charges, to authorise the Company and the two Railway Companies, or either of them, to enter into arrangements or agreements with respect to the construction, maintenance, management, working, or use of the intended Railways or any part thereof, and with respect to the interchange of traffic passing over the respective Railways of the Company and the two Railway Companies, or any of them, or any part thereof, and the fixing, collection, division, and apportionment of the tolls, revenue, or profits arising from such traffic, and to enable the Company and the two Railway Companies, or either of them, to apply any portion of their income or capital for the purposes of such arrangements or agreements.

To make provision for facilitating the interchange and transmission of traffic from, to, over, and beyond the intended Railways and the Railways belonging to the two Railway Companies respectively, and for securing through booking and invoicing, through trains, and through rates from, to, over, and beyond the intended Railways and the said Railways respectively, and for fixing,

ascertaining, and settling the tolls, rates, and charges to be levied, and other terms and conditions to be imposed for or in respect of any of the purposes above mentioned, and to alter and reduce the existing tolls, rates, and charges authorised to be levied on the Railways of the two Railway Companies, or any of them, and to confer, vary, or extinguish exemptions from payment of such existing tolls, rates, and charges, and to authorise the Company and the two Railway Companies, or either 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 which may have been or may be entered into, or, in default of agreement, to confer all necessary powers for effecting the several purposes above mentioned, or any of them.

To authorise the Company and any other Companies or persons lawfully using the intended Railways, or any of them, to run over and use with their own or other engines or carriages the Railways of the two Railway Companies respectively, or any of them, or any parts thereof, and to use the Stations, Station Yards, Booking Offices, Warehouses, Sidings, Platforms, conveniences, and accommodations of the two Railway Companies connected with the Railways, or parts of Railways, so to be run over and used respectively, or any of them, for the carriage and accommodation of Passengers, Animals, Minerals, Goods, and other traffic, and otherwise as may be provided by the said Bill, on and subject to such rules and regulations, and on payment of such tolls, rates, and charges, and on such terms and conditions as may be agreed on by and between the Company and the two Railway Companies, or either of them, or failing such agreement, as may be settled by arbitration, or as may be provided by the said Bill, and to grant and secure all necessary facilities for the passage and transmission of such Passengers, Animals, Minerals, Goods, and other traffic on and over the intended Railways and the Railways of the two Railway Companies respectively.

To amend or repeal, so far as may be necessary for carrying into effect the purposes of the said Bill, the several Local and Personal Acts hereinafter mentioned; that is to say:—The following Acts relating to the North British Railway Company, or the Undertakings or Companies amalgamated therewith—viz., 49th Geo. III. cap. 83; 54th Geo. III. cap. 138; 57th Geo. III. cap. 56; 59th Geo. III. cap. 59; 1st and 2nd Geo. IV. cap. 122; 4th Geo. IV. cap. 18; 7th Geo. IV. cap. 45; 11th Geo. IV. and 1st Will. IV. cap. 115; 4th and 5th Vict. cap. 59; 6th and 7th Vict. cap. 55; 8th and 9th Vict. cap. 148; 9th and 10th Vict. caps. 81, 107, 202, 263, 332, and 337; 10th and 11th Vict. caps. 83, 245, and 246; 11th and 12th Vict. caps. 44, 70, 116, 118, 127, 134 (and the several Acts therein recited, in so far as not repealed thereby), and 160; 12th and 13th Vict. caps. 39, 72, and 86; 14th and 15th Vict. caps. 55 (and the provisions unrepealed of the Acts referred to in the Schedule of the last-mentioned Act), and 62; 15th Vict. cap. 109; 16th and 17th Vict. caps. 90, 151, and 152; 17th and 18th Vict. caps. 199 and 212; 18th and 19th Vict. caps. 30, 127, 153, 158, and 190; 19th and 20th Vict. caps. 98 and 106; 20th and 21st Vict. caps. 78, 91, 124, and 129; 21st and 22nd Vict. caps. 64, 65, 109 (and the provisions unrepealed of the Acts referred to in the Schedule of the last-mentioned Act), 145, and 165; 22nd and 23rd Vict. caps. 14, 24, 83, 85, and 96; 23rd and 24th Vict.

caps. 140, 145, 159, 178, and 195; 24th and 25th Vict. caps. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226, and 248; 25th and 26th Vict. caps. 47, 48, 49, 51, 135, 138, 142, 145, 181, and 189; 26th and 27th Vict. caps. 187, 194, 213, 223, 226, and 237; 27th and 28th Vict. caps. 81, 84, 100, 248, 271, 279, 286, and 292; 28th and 29th Vict. caps. 125, 152, 186, 200, 201, 202, 206, 213, 217, 308, 309, 323, and 356; 29th and 30th Vict. caps. 171, 172, 173, 200, 219, 266, 277, 285, 291, 326, 329, 341, and 355; 30th and 31st Vict. caps. 145 and 198; 31st and 32nd Vict. caps. 63 and 139; 32nd and 33rd Vict. cap. 119; 33rd and 34th Vict. caps. 91, 104, and 135; and 34th and 35th Vict. caps. 106 and 123: and the following Acts relating to the Caledonian Railway Company, viz.: 'The Caledonian Railway Act, 1845,' and the several other Acts relating to the Caledonian Railway Company, and the Undertakings belonging to, and held in lease by that Company, passed respectively in the 9th and 10th, 10th and 11th, 11th and 12th, 12th and 13th, 13th and 14th, 14th and 15th, 16th and 17th, 17th and 18th, 18th and 19th, 20th and 21st, 21st and 22nd, 22nd and 23rd, 23rd and 24th, 24th and 25th, 25th and 26th, 26th and 27th, 27th and 28th, 28th and 29th, 29th and 30th, 30th and 31st, 31st and 32nd, 32nd and 33rd, and 33rd and 34th years of the reign of Her present Majesty; and any other Acts recited in any of the Acts above mentioned, or relating to or affecting the two Railway Companies, or either of them, or their respective Undertakings.

To vary or extinguish all existing rights and privileges connected with the lands, houses, and other property which will or may be taken for the purposes of the intended Railways, and all other rights and privileges, which would prevent or interfere with the making, maintenance, or use of the intended Railways, or the execution of the purposes of the said Bill, and to confer all such powers, rights, and privileges as may be necessary for carrying the same into effect.

Plans and Sections describing the lines, situation, and levels of the intended Railways, and the lands, houses, and other property which will or may 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 published Map with the lines of the intended Railways delineated thereon, and a copy of this Notice as published in the Edinburgh Gazette will, on or before the 30th day of November, 1871, be deposited with the Principal Sheriff-Clerk of the County of Lanark, at his offices in Glasgow and Airdrie, and with the Principal Sheriff-Clerk of the County of Stirling, at his offices in Stirling and Falkirk; and a copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the parishes above mentioned respectively, with a copy of this Notice, will, on or before the 30th day of November, 1871, be deposited with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such parish, at his residence.

Copies of the said Bill will, on or before the 21st day of December, 1871, be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1871.

TOWERS-CLARK, ROBERTSON & ROSS,
Glasgow.

RANKIN & MOTHERWELL, Airdrie,
Solicitors for the Bill.

LOCH & MACLAURIN,
8, Great George Street, Westminster,
Parliamentary Agents,

SEQUESTRATION of ROBINSON WATSON, Draper,
Irvine.

THE Outstanding Book Debts belonging to this Estate, amounting to £1456, 6s. 3d., will be sold by Auction in Lots, within the Office of Thomson & Johnston, Accountants, 70, George Square, Glasgow, on Tuesday the 20th December next, at 2 o'clock afternoon. Intending Purchasers may see the lists of the debts and the books containing them, any day up to the day of Sale.

JAMES THOMSON, Trustee.

To the Creditors and other Persons interested in the Succession of the Deceased ISABELLA and JEAN CANNON, residing in Dunbar.

JAMES MACLEAN MACANDREW, Chartered Accountant in Edinburgh, Judicial Factor upon the Estate of the said deceased Isabella and Jean Cannon, hereby intimates that he has prepared and lodged in Court (First Division.—Mr. Robertson, Clerk) a State of Funds and Scheme of Division of the said Estate, to be considered and approved of by the Court.—Of which all concerned are hereby required to take notice.

JA. M. MACANDREW,
16, York Place, Edinburgh.

November 20, 1871.

TO THE CREDITORS OF

JOHN COOPER, Corn Merchant in Dundee, and Farmer at Clepington, near Dundee.

BY virtue of an Order of the Sheriff-Substitute of Forfarshire, John Cooper above designed, hereby intimates that he has presented a Petition to the Sheriff of Forfarshire, to be finally discharged of all debts contracted by him before the date of the Sequestration of his Estates, in terms of the Bankruptcy (Scotland) Act, 1856, and Acts explaining and amending the same.

JOHN COOPER.

Dundee, November 17, 1871.

WILLIAM GARDINER, Chartered Accountant, Edinburgh, Trustee on the Sequestrated Estate of JAMES BUDDO, Spirit Dealer, No. 10, Mansfield Place, Edinburgh, hereby intimates that an account of his intromissions, brought down to the 13th current, has been audited by the Commissioners, who have postponed the declaration of a further Dividend till the next statutory period, and dispensed with the transmission of circulars to Creditors.

WM. GARDINER, Trustee.

Edinburgh, November 1871.

In the Sequestration of the Estate of JAMES DUTHIE or DUFF, Farmer, Nether Handwick, Glen of Ogilvy, Glamis.

WILLIAM GORDON, Solicitor, Forfar, Trustee on said Estate, hereby intimates that the Commissioners have audited his accounts, brought down to 3d instant, postponed the declaration of a Dividend, and dispensed with circulars to Creditors.

WILLIAM GORDON, Trustee.

Forfar, November 16, 1871.

SEQUESTRATION of Mrs. ELIZABETH MASON,
Commercial Hotel, Lanark.

JOHN MILLER, Accountant, 417, St. Vincent Street, Glasgow, hereby intimates that his account of intromissions has been audited by the Commissioners, who have postponed declaration of a Dividend until the recurrence of the next statutory period, and dispensed with circulars to Creditors.

JOHN MILLER, Trustee.

SEQUESTRATION of WILLIAM HENDERSON,
Builder in Glasgow, now deceased.

THE Commissioners have postponed the declaration of a Dividend till the recurrence of the next statutory period.

JAMES GALT, Trustee.

Glasgow, November 20, 1871.

THE Estates of LEWIS COOK, Grocer, West Milton Street, Glasgow, were Sequestrated on the 17th day of November 1871, by the Sheriff of the County of Lanark.

The first Deliverance is dated the 17th day of November 1871.

The Meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Tuesday the 28th day of November 1871, 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 1872.

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

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

ANDREW PAUL, Writer, Glasgow,
Agent.

83, West Regent Street, Glasgow,
November 17, 1871.

THE Estates of JOHN M'NICOL or NICOL, lately Farmer, Largiemore, Kilbride, Arran, and now in Vancouver's Island, North America, or elsewhere abroad, were Sequestrated on 17th November 1871, by the Court of Session.

The first Deliverance is dated 19th October 1871.

The Meeting to elect the Trustee and Commissioners is to be held at three o'clock afternoon, on Wednesday the 29th November 1871, within Dowell's Rooms, George Street, Edinburgh.

To entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 18th day of March 1872.

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

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

WM. OFFICER, S.S.C., Agent.

THE Estates of JOHN BROWN COULTHART, General Merchant, 6, Morris Place, Glasgow, were Sequestrated on the 17th day of November 1871, by the Sheriff of Lanarkshire.

The first Deliverance is dated the 8th day of November 1871.

The Meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Tuesday the 28th day of November 1871, 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 8th day of March 1872.

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

J. B. & J. DUNBAR, Writers,
21, West Nile Street, Glasgow, Agents.

21, West Nile Street, Glasgow,
November 17, 1871.

A PETITION having been presented to the Sheriff of Lanarkshire, at the instance of William Alexander Cunningham, Engineer, residing in No. 255, Sauchiehall Street, Glasgow, for Sequestration of the Estates of WALTER GRAHAM, Ironfounder, Firhill Foundry, Springbank, Glasgow, carrying on business as an Ironfounder at Firhill Foundry, Springbank aforesaid, under the Firm of WALTER GRAHAM & COMPANY, his Lordship, of this date, granted Warrant to cite the said Walter Graham to appear in Court on an *inducia* of ten days from the date of such citation, to show cause why Sequestration should not be awarded.—Of all which Intimation is hereby given.

BANNATYNES, KIRKWOOD, & M'JANNET,
Agents for Petitioner.

151, West George Street, Glasgow,
November 20, 1871.

SEQUESTRATION of ALEXANDER FINDLAY, Chemical Light Manufacturer, Mounthooly, Aberdeen.

JAMES MILNE, Timber Merchant in Aberdeen, has been elected Trustee on the Estate; and George Collie, Advocate, John Keith, Banker, whom failing, Francis Littlejohn, residing at Bonaccord Street, and James Presslie, Engineer, all in Aberdeen, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff-Court-house, Aberdeen, on Friday the 1st day of December next, at one o'clock P.M. The Creditors will meet in the Douglas Hotel, Market Street, Aberdeen, on Monday the 11th day of December next, at 12 o'clock noon.

JAMES MILNE, Trustee.

Aberdeen, November 18, 1871.

SEQUESTRATION of JAMES VANCE, Spirit Merchant, Rutherglen.

THOMAS CHRISTIE, Carver and Gilder, 30, Maxwell Street, Glasgow, has been elected Trustee on the Estate; and Mathew Jeffers, Boot and Shoe Maker, Glebe Street, Glasgow, and Robert Walker, Accountant, 24, Hutcheson Street, Glasgow, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff-Court-house, Glasgow, on Wednesday 29th November next, at 12 o'clock noon. The Creditors will meet in Whyte's Temperance Hotel, Candleriggs Street, Glasgow, on Friday the 8th December next, at three o'clock afternoon.

WILL. LETCH, Agent for Trustee.

30, Maxwell Street, Glasgow,
November 20, 1871.

SEQUESTRATION of ROWLAND FIELD, Auctioneer and Furniture Dealer in Greenock.

JOHN DUNCAN, Accountant in Greenock, has been elected Trustee; and John Pollock, Cabinet-maker and Chair Manufacturer, Keith, James George Rowan, Draper in Greenock, and William Cameron, Painter in Greenock, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff-Court-house, Nelson Street (West), on Friday the 24th November current, at 12 o'clock noon. The Creditors will meet in the Trustee's Office, No. 24, West Burn Street, Greenock, on Monday the 4th December next, at two o'clock P.M.; and notice is hereby given in terms of the Statute, that at the Meeting held for the election of a Trustee, the Bankrupt made offer of a Composition of Five Shillings per pound on his just debts, payable one month after the date of his discharge, and undertook to pay the expenses of Sequestration and Trustee's remuneration, and he offered as his security James Weir, Joiner in Greenock; which offer was unanimously entertained for consideration, and will be decided on at the Meeting to be held on the 4th December next.

JOHN DUNCAN, Trustee.

Greenock, November 17, 1871.

SEQUESTRATION of JOHN CAIRNS & COMPANY, Merchants and Cotton Brokers in Glasgow, and John Cairns, Merchant and Cotton Broker there, the only Individual Partner of that Company, as such, and as an Individual.

JAMES MUIR, Chartered Accountant in Glasgow, has been elected Trustee on the Estate; and Archibald Glen, Merchant in Glasgow, Thomson Aikman, Produce Broker in Glasgow, and John Graham, Chartered Accountant, Glasgow, have been elected Commissioners. The Examination of the Bankrupt will take place within the Chambers of Sheriff Murray, County Buildings, Wilson Street, Glasgow, on Monday the 27th day of November current, at 11 o'clock forenoon. The Creditors will meet in the Chambers of Messrs. Kerr, Anderson, & Co., Accountants, 132, St. Vincent Street, Glasgow, on Wednesday the 6th day of December next, at two o'clock P.M.

JAMES MUIR, Trustee.

Glasgow, November 17, 1871.

ALEXANDER TOSH, Accountant, Dundee, Trustee **LINDSAY,** Junior, Grocer and Spirit Dealer, 100, Albert Street, Dundee, hereby intimate that a second and final account of my intronmissions with the Funds of the Estate, brought down to the 3d instant, has been made up and examined and audited by the Commissioners; further, that a Meeting of the Creditors will be held within the Chambers of Tosh & Duncan, Accountants, 11, Reform Street, Dundee, on Tuesday the 19th day of December next, at 12 o'clock noon, to consider as to an application to be made for my discharge.

ALEXANDER TOSH, Trustee.

11, Reform Street, Dundee,
November 17, 1871.

MONCRIEFF MITCHELL, Chartered Accountant in Glasgow, Trustee on the Sequestrated Estates of **FAIRBAIRN & SHIRES,** General Drapers, 19, South Clerk Street, Edinburgh, and John Fairbairn, residing in Bankeillor Street, Edinburgh, and John Shires, residing in Clerk Street there, the Individual Partners of that Firm, as such, and as Individuals, hereby call a Meeting of the Creditors to be held within the Chambers of Mitchell, Watson, & Wink, 4, National Bank Buildings, Queen Street, Glasgow, on Wednesday the 13th day of December next, at one o'clock, to consider an application to be made by me for my discharge as Trustee aforesaid.

MONCRIEFF MITCHELL, C. A., Trustee.

Glasgow, November 20, 1871.

SEQUESTRATION of JAMES CAMPBELL, Mercantile Accountant, 15, Elder Street, Edinburgh, now deceased.

The Trustee hereby calls a General Meeting of the Creditors, to be held within his Chambers, 21, Elder Street, Edinburgh, on Thursday the 14th December 1871, at two o'clock afternoon, to consider as to an application for his discharge.

DAVID KINNEAR, Trustee.

GEORGE CRUICKSHANK, Farmer in Nether Cortes, in the Parish of Rathen, Trustee on the Sequestrated Estate of **JAMES LOVIE,** sometime Shipowner, Coal and Lime Merchant, and lately Feuar in Fraserburgh, now abroad, hereby calls a Meeting of the Creditors to be held within Laing's Hotel, Peterhead, on Thursday the 14th day of December 1871, at 12 o'clock noon, to consider as to an application to be made for the Trustee's discharge.

GEO. CRUICKSHANK, Trustee.

Nether Cortes, November 16, 1871.

WILLIAM BARCLAY, Writer in Hamilton, Trustee on the Sequestrated Estates of **WILLIAM POLLOCK,** Blacksmith, Overtown, hereby calls a Meeting of the Creditors to be held within his Office, No. 59, Almada Street, Hamilton, on Friday the 1st day of December 1871, at two o'clock afternoon, to take into consideration the conduct of the Bankrupt, and resolve on what should be done in regard thereto.

WILLIAM BARCLAY, Trustee.

Hamilton, November 20, 1871.

SEQUESTRATION of CHARLES MUNRO, Taokman of Ardersier, in the County of Inverness.

ALEXANDER FINLAY MACLENNAN, Farmer, Meikle Urchany, Nairn, Trustee on the above Estate, hereby intimates that a General Meeting of Creditors will be held within the Writing-Chambers of Anderson & Macdonald, Solicitors, Inverness, on Wednesday the 29th day of November current, at 12 noon, to consider an application made by the Bankrupt for an allowance of aliment, and also as to granting him a Discharge from Sequestration; and all the Creditors who have an interest in the Estate are hereby called upon to attend said Meeting.

ALEX. F. MACLENNAN, Trustee.

Nairn, November 20, 1871.

COLIN CAMPBELL GRAY, Accountant in Glasgow, Trustee on the Sequestrated Estates of **HENRY HOUSTON**, Clothier, Argyle Street, Glasgow, hereby calls a General Meeting of the Creditors to be held within the Office of Messrs. Dick & Stevenson, Writers, 180, West George Street, Glasgow, on Thursday the 30th day of November current, at two o'clock afternoon, to take into consideration an offer of Composition to be made by the said Henry Houston.

C. C. GRAY, Trustee.

Glasgow, November 21, 1871.

SEQUESTRATION OF M'ULLOCH, PATTERSON, & COMPANY, Shipbuilders at Port-Glasgow, and George M'ulloch and James Paterson, Shipbuilders there, the Individual Partners of that Company, as such, and as Individuals.

THE Trustee hereby gives notice that his accounts with the Funds of the several Estates have been brought down to 8th November current, and audited by the Commissioners; that the Commissioners have postponed declaring a second Dividend to the Creditors of the Company Estate until the recurrence of another stated period for making a Dividend; that they have declared an equalizing Dividend from the Company's Estate of Five Shillings per pound, which Dividend will be paid to those Creditors entitled thereto, at the Trustee's Office, No. 140, Saint Vincent Street, Glasgow, on 9th December next; and that they have declared a first and final Dividend from the Individual Estate of James Patterson, of 1'232d. per pound, which will be paid to the Creditors entitled thereto, at said place and on said date.

ANDREW S. M'CLELLAND, Trustee.

I **DAVID DUNCAN**, Accountant, Dundee, Trustee on the Sequestrated Estate of **FERGUSON & M'INTOSH**, Plumbers, Dundee, and John M'Intosh, Plumber, Dundee, a Partner of that Company, as such, and as an Individual, hereby intimate that an account of my intrusions with the Funds of the Estate, brought down to the 6th day of November current, and a state of the whole Estate of the Bankrupts as at same date, have been made up, examined, and audited by the Commissioners on said Estate, in terms of the 'Bankruptcy (Scotland) Act, 1856;' and farther, I hereby intimate that an additional Dividend will be paid to those Creditors whose claims have been admitted, within the Chambers of Tosh & Duncan, Accountants, 11, Reform Street, Dundee, on Saturday the 6th day of January 1872.

D. DUNCAN, Trustee.

11, Reform Street, Dundee,
November 20, 1871.

G **GEORGE MILNE**, Bank Agent in Aberdeen Trustee on the Sequestrated Estate of **THOMAS DARLING**, Junior, Commission Merchant and Insurance Broker, Regent Quay, Aberdeen, hereby intimates that an account of his intrusions, brought down to the 10th instant, has been audited by the Commissioners, who have postponed the declaration of a Dividend until the recurrence of another statutory period, and dispensed with sending circulars to the Creditors.

GEORGE MILNE, Trustee.

Aberdeen, November 18, 1871.

G **GEORGE ANDERSON**, Advocate in Aberdeen Trustee on the Sequestrated Estate of **DAVID TAYLOR**, Stone and Fire Clay Goods Merchant, Guild Street, Aberdeen, hereby intimates that the Commissioners have declared that the whole Estate has been wound up and realized, so far as recoverable, and that after payment of expenses and preferable claims, there remain no Funds in the Trustee's hands wherewith to pay a Dividend on ordinary claims.

GEORGE ANDERSON, Trustee.

Aberdeen, November 20, 1871.

DISSOLUTION OF COPARTNERY.

THE Copartnery hitherto carried on under the Designation of **SOUTER & SLAKER**, Painters and Glaziers, 24, Green, Aberdeen, of which the Subscribers are the sole Partners, has this day been **DISSOLVED** by mutual consent.

WILLIAM SOUTER.
WILLIAM SLAKER.

ANW. MURRAY, Advocate, Aberdeen,
Witness.

PETER THOMSON, Writer in Aberdeen,
Witness.

Aberdeen, November 18, 1871.

NOTICE.

I **JAMES DOBIE**, lately residing at No. 294, Govan, Road, Govan, the Executor-Dative duly decreed and confirmed to **JOHN DOBIE**, Iron Shipbuilder, residing at No. 284, Govan Road aforesaid, and who carried on Business as an Iron Shipbuilder in Govan, under the Firm of **DOBIE & COMPANY**, of which he was the sole Partner, hereby intimate that I, as Executor-Dative aforesaid, and as an Individual, and also the Estate of the said deceased John Dobie, ceased on the 11th day of November 1871, to have any interest in the said Business of Iron Shipbuilders, carried on under the said Firm of Dobie & Company.

The Goodwill and Plant of the said Business having been sold by me with concurrence of the Committee of Management acting in liquidation of the Estate of the said John Dobie and Dobie & Company, the purchasers will continue to carry on the Business of Iron Shipbuilding in the same Premises at Govan, under the Style or Firm of Dobie & Company.

JAS. DOBIE.

WILLIAM KERR, Witness, Miner,
Leadhills.

JAMES BROWN, Witness, School
Teacher, Leadhills.

NOTICE.

THE Subscriber, William Forrester, ceased to be a Partner of the Firm of **JAMES CHRYSTIE & CO.**, Paint and Colour Manufacturers, 72, Paisley Road, Glasgow, as at this date.

WILLIAM FORRESTER.

October 1, 1870.

WM. WATSON, Witness.
J. C. HARDIE, Witness.

NOTICE.

Glasgow, November 1871.

The Subscribers, Gavin Cowper and Robert Hamilton Cowper, ceased on the 14th day of August last to be interested in the Business of Paint and Colour Manufacturers carried on by them at No. 72, Paisley Road, Glasgow, under the Firm of **JAMES CHRYSTIE & COMPANY**, they having of that date made over the Business to Mr. James Craig Arnot, who continues it under the same Firm, and is authorised to receive and make payment of the debts due to and by the Subscribers' Firm.

GAVIN COWPER.
ROBERT H. COWPER.
JAMES CRAIG ARNOT.

J. C. HARDIE, Witness.
WM. WATSON, Witness.

THE Copartnership carried on by the Subscribers, as Muslin Manufacturers at 63, Saint Vincent Street, Glasgow, under the Firm of **LINDSAY, EADIE, & COMPANY**, was **DISSOLVED** on the 17th day of November 1871, of mutual consent.

The Subscriber, Leslie Eadie, who continues the Business on his own account under the same Firm, will collect all debts owing to, and pay all those owing by, the late Firm.

ANDERSON LINDSAY.

Witnesses to the Signature of Anderson Lindsay—
THOMAS J. SMILLIE, of 156, St. Vincent
Street, Glasgow, Witness.

A. B. KEITH, of 156, St. Vincent Street,
Glasgow, Witness.

LESLIE EADIE.

Witnesses to the Signature of Leslie Eadie—
W. STEWART, Writer, Glasgow,
Witness.

A. B. KEITH, Writer, Glasgow,
Witness.

DISSOLUTION OF PARTNERSHIP.

THE Firm of AIRD & PATTERSON, Tailors and Clothiers in Helensburgh, has, of this date, been DISSOLVED by mutual consent of the Subscribers, the sole Partners thereof.

JOHN AIRD.

WILLIAM PATTERSON.

GEO. MACLACHLAN, Writer, Helensburgh,
Witness.

EDWD. BUTT, Law-Clerk, Helensburgh,
Witness.

Helensburgh, November 20, 1871.

THOMAS MUIR, Tea Merchant, Great Clyde Street, Glasgow, a Partner of the Firm of THOMAS MUIR & COMPANY, Tea Merchants there, and presently Prisoner in the Prison of Glasgow, has presented a Petition to the Sheriff of the County of Lanark, for Liberation, Interim Protection, and Decree of Cessio Bonorum, and all his Creditors are hereby required to appear within the Sheriff-Court-house, County Buildings, Glasgow, on Friday 22d day of December next, at 12 o'clock noon, when he will appear for Examination.

J. FISHER M'LAREN, Agent.

Glasgow, November 20, 1871.

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

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

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