



The Edinburgh Gazette.

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FRIDAY, NOVEMBER 22, 1872.

CIRCUIT COURT OF JUSTICIARY.

THE GLASGOW WINTER CIRCUIT COURT is appointed to be held on Monday the 23d December 1872, at 12 o'clock noon,—by Lords NEAVES and JERVISWOODE.

ANDREW RUTHERFURD, Esq., Advocate-Depute.
ÆNEAS MACBEAN, Clerk.

BANKRUPTS
FROM THE LONDON GAZETTE.

BANKRUPTCIES ANNULLED.

Eliza Davies, of 155, Acklam Road, Notting Hill, Middlesex, widow, lately carrying on business at 113, High Street, Notting Hill, Middlesex, as a fishmonger and poulterer.
William Selby (otherwise Benjamin William Selby), of Godber's Factory, Nottingham, lace manufacturer.

BANKRUPTCIES AWARDED.

William A M'Murdo, of 9, Percy Place, Fulham, Middlesex, of no occupation.
Russell Chalk and Thomas Grey Willett, of 4, Saint Mildred's Court, Poultry, and 1 Crown Buildings, Queen Victoria Street, both in London, wine merchants, and Copartners, trading under the style or firm of Chalk & Willett.
John Macnamara, of Loughborough Road, Brixton, Surrey, clerk in the Inland Revenue, Somerset House, Middlesex.
Joseph Abrahams, of 125, Drury Lane, Middlesex, clothier and hatter.
Emily Gwatkin, of 121 and 122, Cheapside, and 1 A, Wood Street, Cheapside, London, wholesale milliner, spinster.
Robert Townend Denton and Charles Butterworth, of Huddersfield, York, wholesale grocers, trading in partnership under the style or firm of R. T. Denton & Co.
Francis William Shillitto, of Rotherham, York, accountant.
Edward M'Nevin, of Cardiff, Glamorgan, pit wood and coal merchant.
Herbert Bournier, of 135, London Road, Brighton, Sussex, grocer and tea dealer.

COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1868 to 1871. (See next page.)

Corresponding Week in	QUANTITIES SOLD.						AVERAGE PRICES.					
	WHEAT.		BARLEY.		OATS.		WHEAT.		BARLEY.		OATS.	
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1868	66,613	7	74,887	3	4,646	0	51	6	47	3	28	4
1869	57,506	0	72,221	3	4,077	5	6	8	38	8	23	5
1870	73,662	0	85,699	1	4,648	4	49	10	36	8	23	11
1871	64,054	6	87,436	7	4,149	1	55	11	36	9	23	0

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure, as received from the Inspectors and Officers of Excise, conformably to the Act of the 27th and 28th Victoria, cap. 87, in the Week ended 16th November 1872.

	QUANTITIES SOLD.		AVERAGE PRICE.	
	Qrs.	Bus.	s.	d.
Wheat	48,071	7	56	8
Barley	62,872	6	41	11
Oats	4,407	7	23	3

Statistical and Corn Department, Board of Trade,
November 18, 1872.

R. VALPY.

CORN IMPORTED AND EXPORTED.

AN ACCOUNT showing the Quantities of the several kinds of Corn and Meal Imported into each division of the United Kingdom; and the Quantities of British and Foreign Corn and Meal, of the same kinds, Exported from the United Kingdom, in the Week ended the 16th November 1872.

	QUANTITIES IMPORTED INTO—				QUANTITIES EXPORTED FROM THE UNITED KINGDOM.		
	England.	Scotland.	Ireland.	The United Kingdom.	British.	Colonial and Foreign.	Total Export.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Wheat	558,866	126,997	312,190	998,053	575	...	575
Barley.....	295,447	53,409	...	348,556	41	...	41
Oats	153,987	24,231	...	178,218	700	248	948
Rye.....	2,245	...	...	2,245	...	...	...
Pease	45,910	1,523	...	47,433	76	...	76
Beans	21,206	1,105	...	22,311	8	...	8
Indian Corn	231,518	4,140	225,185	460,843	...	618	618
Buckwheat.....	268	...	...	268	...	...	...
Bere or Bigg .....	...	...	...	...	...	...	...
Total of Corn (ex- clusive of Malt)...	1,309,147	211,405	537,375	2,057,927	1,400	866	2,266
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Wheatmeal or Flour	83,636	31,536	2,012	117,184	115	108	223
Barley Meal .....	...	...	...	...	...	...	...
Oat Meal .....	...	...	...	...	...	...	...
Rye Meal .....	...	...	...	...	...	...	...
Pea Meal .....	...	...	...	...	...	...	...
Bean Meal.....	...	...	...	...	53	...	53
Indian Corn Meal...	...	...	...	...	...	...	...
Buckwheat Meal ...	...	...	...	...	...	...	...
Total of Meal...	83,636	31,536	2,012	117,184	168	108	276
Total of Corn and Meal (exclusive of Malt)	1,392,783	242,941	539,387	2,175,111	1,568	974	2,542
	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
Malt (entered by the Quarter).....	...	...	...	...	721	...	721

Statistical Department, Custom-house, London,
November 18, 1872.

S. SELDON,
Principal.

RENFREWSHIRE POLLING PLACES.

NOTICE is hereby given, in terms of the Act 16 Victoria, cap. 28, sec. 2, that the Sheriff of Renfrew and Bute, with the consent of Her Majesty's Advocate for Scotland, proposes to increase and otherwise alter the numbers, situation, and arrangement of the existing Polling Districts and Polling Places in the County of Renfrew, so that at all future Parliamentary Elections for the said County of Renfrew the Electors shall respectively poll or vote at the places after specified, that is to say :—

1. The Electors for the Parishes of Abbey, Kilbarchan, Houston, Erskine, Inchinnan, and Renfrew, shall poll at PAISLEY.
2. The Electors for the Parish of Neilston, and the part of the Parish of Dunlop in Renfrewshire, shall poll at NEILSTON.
3. The Electors for the Parish of Lochwinnoch, and the part of the Parish of Beith in Renfrewshire, shall poll at LOCHWINNOCH.
4. The Electors for the Parishes of Eastwood, Mearns, and Eaglesham, shall poll at POLLOKSHAWS.
5. The Electors for the part of the Parish of Cathcart in Renfrewshire, shall poll at CROSSHILL.
6. The Electors for the part of the Parish of Govan in Renfrewshire, shall poll at KINNING PARK; and
7. The Electors for the Parishes of Greenock, Port-Glasgow, Inverkip, and Kilmaccolm, shall poll at GREENOCK.

PATRICK FRASER,
Sheriff of Renfrew and Bute.

By Order of the Sheriff.

WILLM. HECTOR,
Sheriff-Clerk of Renfrewshire.

October 31, 1872.

POLLING PLACES IN THE COUNTY OF CAITHNESS.

NOTICE is hereby given, in terms of the Act 16 Victoria, cap. 28, section 2, that the Sheriff of the County, with the consent of Her Majesty's Advocate for Scotland, proposes to increase and otherwise alter the numbers, situation, and arrangement of the existing Polling Districts and Polling Places in the said County of Caithness, so that at Parliamentary Elections for the said County the Electors shall respectively poll or vote at the places after specified, that is to say :—

1. The Electors of and in the Parishes of Wick and Watten, shall poll at WICK.
2. The Electors of and in the Parish of Latheron shall poll at LYBSTER.
3. The Electors of and in the Parishes of Bower, Canisbay, Dunnet, and Olgie, shall poll at CASTLE-TOWN; and
4. The Electors of and in the Parishes of Thurso, Halkirk, and Reay, shall poll at THURSO.

By Order of the Sheriff.

ROB. M'LACHLAN, Sheriff-Clerk.

Wick, November 4, 1872.

BANK OF SCOTLAND.

Increase of Capital; Provisions as to the Management of the Affairs of the Bank; 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 objects, or some of them :—

To authorise the Governor and Company of the Bank of Scotland (hereinafter called 'the Company') to increase their Capital by the creation and issue from time to time of new or additional Stock of the Company, and to provide for the appropriation and division of the new Stock in such manner as the Company may determine, and for the payment of calls and dividends on the new Stock :

To provide for and regulate the transfer of the existing and new Stock of the Company, and to define the rights of lien or retention of the Company on or over their existing and new Stock and the dividends thereon :

To define the qualifications in respect of holding Stock and otherwise of the Governor, Deputy-Governor, and Directors of the Company; and to alter and regulate the number, appointment, election, and rotation of the said Governor, Deputy-Governor, and Directors, and their meetings, powers, and duties :

To regulate the calling and holding of meetings of the Company, and the proceedings and voting of Proprietors of Stock at such meetings :

To authorise the Company from time to time to make Bye-Laws, Rules, and Regulations with respect to the objects of the Acts hereinafter mentioned and the said Bill, or any of them, and the management of the business and affairs of the Company, and all matters relating thereto :

To amend or repeal, in whole or in part, so far as may be necessary for the objects of the said Bill, the following Acts relating to the Company or some of them—viz., An Act of the Scottish Parliament passed in the fifth year of the Reign of King William the III., dated 17th July 1695, entitled 'Act for erecting a Publick Bank;' and the following local and personal Acts—viz., 14 Geo. III., c. 32, entitled 'An Act to enable the Governor and Company of the Bank of Scotland to increase the Capital Stock of the said Company;' 24 Geo. III., Session II., c. 12, entitled 'An Act to enable the Governor and Company of the Bank of Scotland further to increase the Capital Stock of the said Company;' 32 Geo. III., c. 25, entitled 'An Act to enable the Governor and Company of the Bank of Scotland further to increase the Capital Stock of the said Company;' 34 Geo. III., c. 19, entitled 'An Act to enable the Governor and Company of the Bank of Scotland further to increase the Capital Stock of the said Company;' and 44 Geo. III., c. 23, entitled 'An Act for further increasing the Capital Stock of the Governor and Company of the Bank of Scotland.'

To alter and enlarge the powers conferred on the Company by the said Acts, or any of them; to vary or extinguish all rights or privileges of the Proprietors of the existing Stock of the Company, and all other rights and privileges which would interfere with or prevent the execution of the objects of the said Acts or the said Bill; and to confer all powers, rights, and privileges which may be necessary for carrying the same into effect.

Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December 1872.

Dated this 12th day of November 1872.

T. G. MURRAY, W.S.,
66 Queen Street, Edinburgh.

LOCH & MACLAURIN,
8 Great George Street, Westminster.

In Parliament.—Session 1873.

STEWARTON AND IRVINE RAILWAY.

Incorporation of Company for Construction of Railways between Stewarton and Irvine, in the County of Ayr; Working and Traffic and other Arrangements with North British, Caledonian, and Glasgow and South-Western Railway Companies, and the Glasgow and Kilmarnock Joint Line Committee; Powers to Corporation and Harbour Trustees of Irvine to Subscribe to Construction, &c., of Railways, and Raise Monies, Tolls, Capital, Incorporation of Acts, Amendments 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 or some of the following, among other objects, powers, and purposes (that is to say):—

To incorporate a Company (hereinafter referred to as 'the Company'), and to enable them to make and maintain the Railways and works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):—

1. A Railway (No. 1), commencing in the parish of Stewarton, in the county of Ayr, by a junction with the Glasgow and Kilmarnock Joint-Line Railway, at or near a point 56 yards or thereby north of the north end of the bridge carrying that Railway over the turnpike road leading from Stewarton to Dunlop, near to Cocklebee Farm Buildings; thence passing through or into the several parishes and places following, or some of them—namely, Stewarton, Irvine, Kilwinning, Dreghorn, Dundonald, and Stevenston, all in the county of Ayr; and terminating in the said parish of Dundonald and county of Ayr, at a point in the harbour of Irvine 5 yards or thereabouts south of the north-east corner of the Ballast Dock in said harbour.

2. A Railway (No. 2), commencing in the parish of Dundonald, in the county of Ayr, commencing by a junction with the proposed Railway No. 1 at a point 48 yards or thereby west of the north-west corner of the public Slaughter-house of Irvine, situated on the east bank of the river Irvine, in the parish of Irvine, thence passing through or into the parishes following, or one of them—namely, the parishes of Irvine and Dundonald, in the county of Ayr, and terminating in the parish of Dundonald, in the county of Ayr, by a junction with the Glasgow and South-Western Railway (Glasgow and Ayr Section), at a point 126 yards or thereabouts north of the north end of the bridge carrying the said Glasgow and South-Western Railway (Glasgow and Ayr Section) over the road leading from Fullarton *quoad sacra* chapel to the shipbuilding yard belonging or reputed to belong to Margaret Auld and Janet or Jessie Rose, and lately in the occupation of the Irvine Shipbuilding Company.

3. A Railway (No. 3), commencing in the parish of Dundonald, in the county of Ayr, by a junction with proposed Railway No. 1 at a point on the bank bed or foreshore of the said river Irvine, 47 yards or thereabouts south-west of the south-east corner of the south boundary wall of the shipbuilding yard belonging or reputed to belong to Margaret Auld and Janet or Jessie Rose, thence passing through or into the parishes of

Dundonald and Irvine or one of them, and terminating in the parish of Irvine, in the county of Ayr, in Bogside Flats, at or near a point in the said Flats, 187 yards or thereabouts north-west of the north-west corner of the detached cottage or house situated in the street at Irvine harbour commonly called 'The Shore,' occupied by Andrew Skeoch, commission agent.

To enable the Company to cross, divert, alter, or stop up, or otherwise interfere with, either temporarily or permanently, roads, railways, tramways, drains, sewers, navigations, rivers, canals, streams, and watercourses, gas, water, and other pipes, and telegraph apparatus, so far as may be necessary in constructing, maintaining, or using the said intended Railways and works, or for the other purposes of the Bill, and to deviate horizontally from the lines of Railways, and vertically from the levels of the said lines, as shown upon the plans and sections hereinafter mentioned, to any extent to be authorized by the Bill:

To purchase lands, houses, and other property, by compulsion or otherwise, for the purposes of the said intended Railways and works, and of the Bill, and to vary and extinguish rights and privileges connected with such lands, houses, and property, which would interfere with or prevent the carrying into execution any of the purposes of the said Bill, and to exercise other rights and privileges:

To levy tolls, rates, and charges upon and in respect of the use of the proposed Railways and works, and the conveyance of passengers, animals, minerals, goods, and other traffic thereon, to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges:

To enable the Company, on the one hand, and the North British Railway Company, the Caledonian Railway Company, the Glasgow and South-Western Railway Company, and the Glasgow and Kilmarnock Joint-Line Committee, or any one or more of those Companies, on the other hand, either solely or jointly, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance of the railways and works of the Company, or some of them, or some part or parts thereof respectively, the supply of rolling stock, plant, and machinery, the appointment, payment, and removal of officers and servants, the payments to be made, and the conditions to be performed, with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division, appropriation, and apportionment of the revenue arising from such traffic, or other the profits of the respective undertakings of the contracting Companies, the payment of any fixed or contingent rent, and the appointment of joint-committees for the carrying into effect any such agreement, and to confirm and give effect to any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid:

To enable the Company to raise money for the purposes of the Bill and for the general purposes of their undertaking by the creation and issue of shares or by stock, and by borrowing, and to attach to any of the shares or stock to be created under the powers of the Bill such rights, privileges, advantages, preferences, and priorities, and to issue

such shares and stock upon such terms and conditions as the Bill may define :

To enable the Company to divide all or some of the shares and stock in their capital into half-shares, and to attach to all or such proportion of such half-shares a preference or priority on the payment of dividend or interest, or other special rights and privileges :

To enable the Company to create and issue debenture stock :

To authorize the Company and the owners of and other persons interested in the lands, houses, and other property which will or may be taken for the purposes of the intended Railways and works, and any other Companies, Corporations, Trustees, or other bodies or persons, whether under any legal disability or not, to contract and agree for the acquisition by the Company of such lands, houses, and other property in feu or lease, or otherwise, at such prices, and for such feu-duties, ground annuities, or rents, or for such consideration in shares, or bonds, or mortgages of the Company or otherwise, as may be agreed on or provided by the said Bill, and to confirm any such agreements which have been or may be made and entered into :

To authorize the Provost, Magistrates, and Council of the royal burgh of Irvine, and the Irvine Harbour Trustees, or either of them, to contribute towards the cost of constructing the intended Railways and works, and to subscribe to and hold shares in the capital of the Company on such terms and conditions and to such extent as has been or may be agreed on, and to apply any fund belonging to or held by them respectively in payment of such subscription or shares, and to raise money for that purpose by borrowing, in the case of the said Provost, Magistrates, and Council, on the security of the common good, or other property of the said burgh, or otherwise; and in the case of the Irvine Harbour Trustees, on the security of the harbour and existing works, and of the land and property connected therewith respectively, and of the rates authorized to be levied by the Trustees, and any other property of the Trustees.

The Bill will vary and extinguish all existing rights and privileges inconsistent with, or which would in any way interfere with, any of its objects, and will confer other rights and privileges; and it will incorporate with itself the necessary provisions of—

‘The Companies Clauses Consolidation (Scotland) Act, 1845;’

‘The Companies Clauses Act, 1863;’

‘The Companies Clauses Act, 1869;’

‘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;’

‘The Regulation of Railways Act, 1868.’

The Bill will, so far as may be necessary or expedient, repeal, alter, or amend the provisions, or some of the provisions, of the local and personal Act following (that is to say):—The 7th George IV., chapter 107, entitled ‘An Act for widening and improving the Bridge of Irvine, for making streets communicating thereto, and for more effectually enlarging, deepening, improving, and maintaining the Harbour of Irvine, in the county of Ayr,’ and ‘The Pier and Harbour Orders Con-

firmation Act, 1867 (No. 2),’ so far as regards the Harbour of Irvine, and ‘The Pier and Harbour Orders Confirmation Act, 1870 (No. 2),’ so far as regards the Harbour of Irvine; and all other Acts relating to the harbour of Irvine and the royal burgh of Irvine.

And it is proposed by the Bill to repeal, alter, or amend certain of the provisions of ‘The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862,’ and of the several Acts of Parliament following, or some of them, relating to the North British Railway Company, and the undertakings belonging to, amalgamated with, or held on lease by, or vested in that Company—that is to say: 49 Geo. III., cap. 83; 54 Geo. III., cap. 138; 57 Geo. III., cap. 56; 59 Geo. III., cap. 29; 1 and 2 Geo. IV., cap. 122; 4 Geo. IV., cap. 18; 5 Geo. IV., cap. 49; 7 Geo. IV., caps. 45 and 98; 10 Geo. IV., cap. 122; 11 Geo. IV. and 1 Will. IV., cap. 115; 3 and 4 Will. IV., cap. 114; 4 and 5 Will. IV., cap. 71; 5 and 6 Will. IV., caps. 55 and 97; 6 and 7 Will. IV., cap. 131; 2 and 3 Vict., caps. 51, 57, 59, and 70; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 7 and 8 Vict., cap. 66; 8 and 9 Vict., cap. 148; 9 Vict., cap. 57; 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 Vict., cap. 27; 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 the 35 and 36 Vict., cap. 123; and all other Acts relating to the North British Railway Company, the North British Arbroath and Montrose Railway Act, 1871; the North British Arbroath and Montrose Railway Act, 1872: 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; 34 and 35 Vict., cap. 106; and all other Acts (if any) relating to the Devon Valley Railway Company: Acts relating to the Edinburgh and Bathgate Railway Company, 9 and 10 Vict., cap. 332; 10 and 11 Vict., cap. 246; 11 and 12 Vict., caps. 116 and 160; 34 and 35 Vict., cap. 91; 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; 34 and 35 Vict., cap. 126; 35 and 36 Vict., cap. 115; and all other Acts relating to the City of Glasgow Union Railway Company; the North Monkland Railway Act, 1872; 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 Carlisle Citadel Station Act, 1861; the Esk Valley Railway Act, 1863; the Esk Valley Railway (Lease) Act, 1866; the Edinburgh, Loanhead, and Roslin Railway Act, 1870; the Penicuik Railway Act, 1870; 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. 346; 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: the Acts relating to the Leven and East of Fife Railway Company; that is to say: 15 and 16 Vict., cap. 95; 18 and 19 Vict., cap. 165; 19 and 20 Vict., cap. 24; 24 and 25 Vict., caps. 158 and 159; and 29 and 30 Vict., cap. 167; and all other Acts relating to the Leven and East of Fife Railway Company: the Acts relating to the Forth and Clyde Junction Railway Company; that is to say: 17 Vict., cap. 125; 20 and 21 Vict., cap. 34; and 24 and 25 Vict., cap. 230; and all other Acts relating to the Forth and Clyde Junction Railway Company; the Northumberland Central Railway Act, 1863; and the Northumberland Central Railway Act, 1867; and of any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned Companies or any other Company or body who or whose property and interests may be affected by any of the powers or provisions of the Bill; and the several other Acts recited in such Acts, or any of them, and now in force.

And it is proposed by the said intended Act to alter and amend or to repeal the provisions, or some of them, of all or some of the several local and personal Acts following; that is to say: The Caledonian Railway Act, 1845, and the several other Acts relating to the Caledonian Railway Company and other Companies whose undertakings are vested in, amalgamated with, or held in lease, or worked, or used by the Caledonian Railway Company, passed in the Sessions of Parliament held respectively in the 10th, the 30th, the 53d, the 55th, and the 59th years of King George III.; the 7th, the 7th and 8th, the 10th, and the 11th years of King George IV.; the 11th year of King George IV. and 1st year of King William IV.;

the 1st and 2d, the 4th, the 5th and 6th, and the 6th and 7th years of King William IV.; the 7th year of King William IV. and 1st year of her present Majesty; the 1st and 2d, the 2d and 3d, the 3d, the 3d and 4th, the 4th, the 4th and 5th, the 5th, the 5th and 6th, the 6th and 7th, the 7th and 8th, the 8th, the 8th and 9th, the 9th, 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 15th, the 15th and 16th, the 16th and 17th, the 17th and 18th, the 18th, the 18th and 19th, the 19th, the 19th and 20th, the 20th and 21st, the 21st and 22d, the 22d and 23d, the 23d, the 23d and 24th, the 24th and 25th, the 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 32d, the 32d and 33d, the 33d and 34th, the 34th and 35th, and 35th and 36th years of the reign of her present Majesty; also any other Acts recited in the before-mentioned Acts relating to or affecting the Caledonian Railway Company, or any other undertaking amalgamated with, leased to, or vested in or worked by 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*), 6th Will. IV., cap. 32; 5th Vict. (session 2), cap. 83; 9th and 10th Vict., cap. 133; 11th and 12th Vict., caps. 129 and 154; and 14th and 15th Vict., cap. 63; the Dundee and Perth Railway Act, 1845; the Act 6th and 7th Vict., cap. 84, and the Acts therein recited, and any other Act or Acts relating to the Tay Ferries; the Act 23d and 24th Vict., cap. 142, relating to the Montrose and Bervie Railway.

Acts relating to the Company of Proprietors of the Forth and Clyde Navigation and the Monkland Canal, passed in the sessions of Parliament held respectively in the 10th, 30th, 53d, 54th, and 57th years of the reign of his late Majesty King George III., and in the 10th year of the reign of his late Majesty King George IV., and in the 6th and 7th years of the reign of his late Majesty King William IV., and in the 4th and 5th, 5th (session 2), 6th and 7th, 7th and 8th, 8th and 9th, 9th, 9th and 10th, 11th and 12th, 12th and 13th, 13th and 14th, 15th, 18th and 19th, 21st and 22d, 22d and 23d, 27th and 28th, 28th and 29th, 29th and 30th, and 30th and 31st years of the reign of her present Majesty, and all other Acts (if any) relating to such Navigation or Canal.

The Glasgow and South-Western Railway Consolidation Act, 1855, and the several other Acts relating to the Glasgow and South-Western Railway Company, and to the undertakings belonging to, amalgamated with, or held on lease, or worked or used by that Company, passed respectively in the sessions of Parliament held in the 19th and 20th, the 20th and 21st, the 21st and 22d, the 22d and 23d, the 23d and 24th, the 24th and 25th, the 25th and 26th, the 26th, 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 32d, the 32d and 33d, the 33d and 34th, the 34th and 35th, and the 35th and 36th years of the reign

of her present Majesty; the Greenock and Ayrshire Railway Act, 1865; and the Greenock and Ayrshire Railway Amendment Act, 1868; the Caledonian Railway Abandonment, etc., Act, 1869; the Glasgow and South-Western and Greenock and Ayrshire Railways Amalgamation Act, 1872; and any other Acts relating to the Glasgow and South-Western Railway Company or the Greenock and Ayrshire Railway Company, or their respective undertakings: And also the following Acts relating to the Glasgow and Kilmarnock Joint Line—namely, the Caledonian Railway (Glasgow, Barrhead, and Neilston direct Railway Lease) Act, 1849; the Caledonian Railway (Arrangements) Act, 1851; the Caledonian Railway (Crofthead Extension and Amendment) Act, 1853; the Caledonian Railway (Barrhead and Paisley Branch, etc.) Act, 1865; the Crofthead and Kilmarnock Extension Railway Act, 1865; the Glasgow and South-Western Railway (Kilmarnock direct) Act, 1865; the Crofthead and Kilmarnock Extension Railway (Deviation) Act, 1866; the Glasgow and South-Western Railway Act, 1868; the Caledonian and Glasgow and South-Western Railways (Kilmarnock Joint Line) Act, 1869; the Glasgow and Kilmarnock Joint Line and Caledonian Railway Act, 1872; and the Glasgow and Kilmarnock Joint Line (Extension of Time) and Glasgow and South-Western Act, 1872; and all other Acts relating to the Glasgow and Kilmarnock Joint Line or the Railways of the Glasgow and Kilmarnock Joint Line Committee.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property in, through, or under which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and also an Ordnance Map, with the lines of the said Railways delineated thereon, so as to show their general course and direction, and a copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November instant, be deposited for public inspection with the principal Sheriff-Clerk of the county of Ayr, at his office in Ayr. On or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the several parishes and to the royal burgh of Irvine, in or through which the intended Railways and works are to be made, or in which any lands, houses, or other property intended to be taken under the Bill are situate, and also 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 usual place of abode of such schoolmaster or session-clerk, and also with the town-clerk of the royal burgh of Irvine at his office in Irvine.

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 next.

Dated this 13th day of November 1872.

MILLAR, ALLARDICE, & ROBSON, W.S.,
Edinburgh;

JOHN WILLISON,
103 West Regent Street, Glasgow,
Solicitors for the Bill.

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

In Parliament—Session 1873.

FORTH BRIDGE RAILWAY.

(Incorporation of Company; Construction of Railways to Inverkeithing, Dunfermline, and Burntisland, with Bridge over Forth at Queensferry and other Works; Powers to make Working Arrangements with North British Railway Company, and Powers to that Company to Contribute to and hold Shares and Stock in Company, and to Guarantee Interest and Dividends; Powers to North British Railway Company to Sell and Company to Purchase Ferry called Queensferry over Forth; Tolls, Rates, and Duties; Capital; Incorporation of Acts; 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 or some of the following among other objects, powers, and purposes (that is to say):—

To incorporate a Company (hereinafter referred to as 'the Company'), and to enable the Company to make and maintain the Railways and works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):—

1. A Railway (No. 1) commencing in the parish of Dalmeny, in the county of Linlithgow, by a junction with the Queensferry Branch of the North British Railway, at a point on the said Queensferry branch 40 yards or thereabouts, measuring along the said Branch Railway, northward from the north side of the bridge carrying the road called and known as the Rosshill Road, which leads from the Dalmeny Road to Rosshill House, over the said Queensferry Branch Railway, and 190 yards or thereabouts south-westward of the southmost corner of the Buildings of Bankhead Farm-steading, in the occupation of James Graham, thence passing through or into the several parishes, extra-parochial and other places following, or some of them, namely, the parish of Dalmeny, the parish of South Queensferry, the royal burgh of South Queensferry, all in the county of Linlithgow, thence crossing by a bridge the bed and soil of the Firth of Forth and the Island of Inchgarvie, the said bed and soil of the Firth of Forth and the Island of Inchgarvie being in or adjacent to the said parish of Dalmeny, and county of Linlithgow, or in or adjacent to the parish of Dunfermline, in the county of Fife, or in or adjacent to the parish of Inverkeithing, otherwise Inverkeithing and Rosyth, and county of Fife, or one or more of them, thence passing through or into the parishes of Dunfermline, Inverkeithing, otherwise Inverkeithing and Rosyth, and royal burgh of Inverkeithing, all in the county of Fife, and terminating in the parish of Inverkeithing, otherwise Inverkeithing and Rosyth, in the county of Fife, at a point in a field on the Farm of Boreland, in the occupation of Thomas Law, 100 yards or thereabouts east of the south-east corner of the Buildings of the Farm-steading of Boreland.

2. A Railway (No. 2) commencing in the parish of Inverkeithing, otherwise Inverkeithing and Rosyth, in the county of Fife, at the point hereinbefore described as the termination of proposed Railway No. 1, thence passing through or into the several parishes and places following, or some of

them, namely, the parishes of Inverkeithing, otherwise Inverkeithing and Rosyth, Dalgetty, Aberdour, and Burntisland, and the royal burghs of Inverkeithing and Burntisland, all in the county of Fife, and terminating in the parish of Burntisland, in the county of Fife, by a junction with the North British (Edinburgh, Perth, and Dundee) Railway at a point on the said Railway, in the parish of Burntisland and county of Fife, 260 yards or thereabouts north-eastwards from the east end of the Booking Office of the Burntisland Station of the said North British (Edinburgh, Perth, and Dundee) Railway.

3. A Railway (No. 3) commencing in the parish of Inverkeithing, otherwise Inverkeithing and Rosyth, in the county of Fife, at the point hereinbefore described as the termination of proposed Railway No. 1, thence passing through or into the several parishes and places following, or some of them, namely, the parishes of Inverkeithing, otherwise Inverkeithing and Rosyth, and Dunfermline, and the royal burghs of Inverkeithing and Dunfermline, all in the county of Fife, and terminating in the parish of Dunfermline, in the county of Fife, by a junction with a Railway authorized by and constructed under the powers of the North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863, and forming a portion of the Railway in that Act referred to as Railway No. 8, at a point on that Railway, 25 yards or thereabouts, measuring southward along the said Railway from the centre of the bridge or culvert carrying the said Railway over the Spittal Burn.

Railway No. 4 commencing by a junction with proposed Railway No. 3 in the parish of Inverkeithing, otherwise Inverkeithing and Rosyth, and county of Fife, at a point on the Great North Road from North Queensferry by Inverkeithing to Perth, fifty yards north from where said road is crossed on the level by the Halbeath Railway of the North British Railway Company, measuring from the centre of said road, thence passing through or into the said parish and royal burgh of Inverkeithing and county of Fife, and terminating by a junction with proposed Railway No. 2 in the said parish and county at a point in a field on the farm of Boreland, on the west side of the road leading from the turnpike road from Inverkeithing to Aberdour to Scots Mill, and 135 yards or thereabouts south-eastward from the south-west corner of the dwelling-house now or lately in the occupation of John and James Bisset, at or near to Scots Mill.

To enable the Company to cross, divert, alter, or stop up, or otherwise interfere with, either temporarily or permanently, roads, railways, tramways, drains, sewers, navigations, rivers, canals, streams, and water-courses, gas, water, and other pipes, and telegraph apparatus, and the bed and soil of the Firth of Forth, so far as may be necessary in constructing, maintaining, or using the said intended Railways and works, or for other the purposes of the Bill, and to deviate horizontally from the lines of Railway and works, and vertically from the levels of the said lines, as shown upon the plans and sections hereinafter mentioned, to any extent to be authorized by the Bill.

To purchase lands, houses, and other property, by compulsion or otherwise, for the purposes of the said intended Railways and works, and of the Bill, and to vary and extinguish rights and privileges connected with such lands, houses, and property, and the bed and soil of the Firth of Forth, which would interfere with or prevent the carrying

into execution any of the purposes of the said Bill, and to exercise other rights and privileges.

To vary or alter the provisions of 'The Lands Clauses Consolidation (Scotland) Act, 1845,' as incorporated with the 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 Bill.

To levy tolls, rates, and charges upon and in respect of the use of the proposed Railways and works, and the conveyance of passengers, animals, minerals, goods, and other traffic thereon, to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges.

To enable the Company on the one hand, and the North British Railway Company on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance of the railways and works, or of some of them, or some part or parts thereof respectively, the supply of rolling stock, plant, and machinery, the appointment, payment, and removal of officers and servants, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for or passing over the respective undertakings of the contracting Companies, and the division, appropriation, and apportionment of the revenue arising from such traffic, or other the profits of the respective undertakings of the contracting Companies, the payment of any fixed or contingent rent, and the appointment of joint committees for the carrying into effect any such agreement, and to confirm and give effect to any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To empower the North British Railway Company to subscribe or contribute toward the construction and maintenance, in whole or in part, of the said intended Railways and works, to raise the capital necessary for the same, or the redemption thereof, and of the stock of the Company, and to guarantee such interest, dividends, annual or other payments in respect of the moneys expended in the construction thereof, as may be agreed upon between that Company and the Company, and to subscribe to and take and hold shares in the capital of the Company; and further, either to contribute and pay to the Company such annual sums, or to guarantee the dividends on the shares or stock of the Company to such an amount as may be agreed upon, in respect of the saving which will result to the said North British Railway Company by the execution of the works to be authorized by the Bill; or to make provision for setting aside such saving as a fund to guarantee dividends on the shares and stock of the Company, or any part or portion thereof, in such manner and to such extent, as the Bill may provide; and to apply to the purposes aforesaid or any of them any capital or funds now or hereafter belonging to the North British Railway Company, or under the control of their directors, and if they shall think fit to raise additional moneys for that purpose by the creation of new shares or stock in their undertaking, with or without preference or priority in payment of dividends or interest, or other rights or privileges attached thereto, over their existing and authorized

capital, or by borrowing on mortgage or bond or by both of those means, or by such other means as Parliament shall authorize or direct; and to appoint directors in the undertaking of the Company.

To enable the Company and the North British Railway Company to enter into agreements and to confirm any agreements already made, or which, prior to the passing of the said Bill, may be made, for the purchase and acquisition by the Company from the North British Railway Company of the Ferry upon or across the Firth of Forth, established under the Acts 11 George IV. and 1 William IV., chapter 115, entitled 'An Act for the Further Improvement and Support of the Passage across the Firth of Forth, called the Queensferry,' and 'The Queensferry Passage Improvement Act, 1848,' or either of them, and all the piers, harbours, works, accesses, lands, houses, and property, including Port Edgar Pier connected therewith or belonging thereto, and the right of working the said ferry, and all the other rights and interests of the said North British Railway Company, in or relating to the said ferry as now held, possessed, exercised, and enjoyed by the said North British Railway Company, under a disposition and conveyance in favour of the said Company by the trustees acting under the said Acts, dated on or about the 30th day of March 1869, and registered in the General Register of Sasines the 12th day of April 1869.

To enable the Company to raise money for the purposes of the Bill and for the general purposes of their undertaking by the creation and issue of shares, or by stock and by borrowing, and attach to any of the shares or stock to be created under the powers of the Bill such rights, privileges, advantages, preferences, and priorities, and to issue such shares and stock upon such terms and conditions as the bill may define, and to define and regulate the capital of the Company.

To enable the Company to divide all or some of the shares and stock in their capital into half-shares, and to attach to all or such proportion of such half-shares a preference or priority on the payment of dividend or interest or other special rights and privileges.

To enable the Company to create and issue debenture stock.

To authorize the making and carrying into effect of arrangements between the Magistrates and the Town Councils of the royal burghs of South Queensferry, Inverkeithing, Dunfermline, and Burntisland, and the North British Railway Company, or any or either of them, and other persons and corporations interested and the Company, with respect to any customs or duties claimed to be payable to the said respective Magistrates and Town Councils or to the said North British Railway and other corporations and persons, or any or either of them, in respect of the traffic passing through the said burghs or any of them, and which may be conveyed on the said intended Railways and works, for any of them, and for the lease of such duties and customs to the Company, and for the composition of the same for a fixed or annual sum, and to empower the Company in terms of any such agreement to levy the said duties and customs.

The Bill will vary and extinguish all existing rights and privileges inconsistent with, or which would in any way interfere with, any of its objects, and will confer other rights and privileges; and it will incorporate with itself the necessary provisions of 'The Companies Clauses Consolidation (Scotland) Act, 1845;' 'The Companies Clauses Act,

1863;' 'The Companies Clauses Act, 1869;' '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;' 'The Regulation of Railways Act, 1868;' 'The Commissioners Clauses Act, 1847.'

And it is proposed by the Bill to repeal, alter, or amend certain of the provisions of 'The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862,' and of the several Acts of Parliament following, or some of them, relating to the North British Railway Company, and the undertakings belonging to, amalgamated with, or held on lease by, or vested in that Company, that is to say—49 Geo. III., cap. 83; 54 Geo. III., cap. 138; 57 Geo. III., cap. 56; 59 Geo. III., cap. 29; 1 and 2 Geo. IV., cap. 122; 4 Geo. IV., cap. 18; 5 Geo. IV., cap. 49; 7 Geo. IV., caps. 45 and 98; 10 Geo. IV., cap. 122; 11 Geo. IV. and 1 Will. IV., cap. 115; 3 and 4 Will. IV., cap. 114; 4 and 5 Will. IV., cap. 71; 5 and 6 Will. IV., caps. 55 and 97; 6 and 7 Will. IV., cap. 131; 2 and 3 Vict., caps. 51, 57, 59, and 70; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 7 and 8 Vict., cap. 66; 8 and 9 Vict., cap. 148; 9 Vict., cap. 57; 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 Vict., cap. 27; 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, 181, 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 the 35 and 36 Vict., cap. 123; and all other Acts relating to the North British Railway Company, the North British Arbroath and Montrose Railway Act, 1871; the North British Arbroath and Montrose Railway Act, 1872; 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; 34 and 35 Vict., cap. 106; and all other Acts (if any) relating to the Devon Valley Railway Company; Acts relating to the Edinburgh and Bathgate Railway Company, 9 and 10 Vict., cap. 332; 10 and 11 Vict., cap. 246; 11 and 12 Vict., caps. 116 and 160; 34 and 35 Vict., cap.

91; 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; 34 and 35 Vict., cap. 126; 35 and 36 Vict., cap. 115; and all other Acts relating to the City of Glasgow Union Railway Company; the North Monkland Railway Act, 1872; 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 Carlisle Citadel Station Act, 1861; the Esk Valley Railway Act, 1863; the Esk Valley Railway (Lease) Act, 1866; the Edinburgh, Loanhead, and Roslin Railway Act, 1870; the Penicuik Railway Act, 1870; 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. 346; 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 Northumberland Central Railway Act, 1863; and the Northumberland Central Railway Act, 1867; 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; the Acts relating to the Leven and East of Fife Railway Company, that is to say: 15 and 16 Vict., cap. 95; 18 and 19 Vict., cap. 165; 19 and 20 Vict., cap. 24; 24 and 25 Vict., caps. 158 and 159; and 29 and 30 Vict., cap. 167; and all other Acts relating to the Leven and East of Fife Railway Company; the Acts relating to the Forth and Clyde Junction Railway Company, that is to say: 17 Vict., cap. 125; 20 and 21 Vict., cap. 34; and 24 and 25 Vict., cap. 230; and all other Acts relating to the Forth and Clyde Junction Railway Company; and of any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned Companies or any other Company or body who or whose property and interests may be affected by any of the powers or provisions of the Bill; and the several other Acts recited in such Acts, or any of them, and now in force.

And the Acts relating to the Trustees of the Queensferry passage, viz.: 49 Geo. III., cap. 83; 54 Geo. III., cap. 138; 11 Geo. IV. and 1 Will. IV., cap. 115; 11 and 12 Vict., cap. 44; Edinburgh and Glasgow Railway Queensferry Act, 1863, North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863, and all other Acts relating to such passage, and the Acts relating to the Burntisland Harbour and Dock, viz.: 'The Burntisland Harbour and Dock Act, 1866,' and 'The Pier and Harbour Orders Confirmation Act,

1870 (No. 3),' relating to the Harbour of Burntisland.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed Railways and works, and the lands, houses, and other property in, through, over, or under which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and also an Ordnance map, with the lines of the said Railways delineated thereon, so as to show their general course and direction; and a copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November instant, be deposited for public inspection with the principal Sheriff-Clerk of the County of Edinburgh, and the principal Sheriff-Clerk of the County of the City of Edinburgh, at their respective offices in Edinburgh, and with the principal Sheriff-Clerk of the County of Linlithgow at his office in Linlithgow, with the principal Sheriff-Clerk of the County of Fife at his offices in Cupar and Dunfermline, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the several parishes and to the royal burghs of South Queensferry, Inverkeithing, Dunfermline, and Burntisland respectively, in or through which the intended Railways and works are to be made, or in which any lands, houses, or other property intended to be taken under the Bill are situate, and also 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, or (in the case of an extra-parochial place) of some parish adjoining thereto, at the usual place of abode of such schoolmaster or session-clerk, and also with the town-clerks of the royal burghs of South Queensferry, Inverkeithing, Dunfermline, and Burntisland, at their respective offices in South Queensferry, Inverkeithing, Dunfermline, and Burntisland.

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 next.

Dated this 13th day of November 1872.

MILLAR, ALLARDICE, & ROBSON,
W.S., Edinburgh,
Solicitors for the Bill.

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

In Parliament—Session 1873.

EDINBURGH, LOANHEAD, AND ROSLIN RAILWAY.

(Construction of New Lines, Compulsory Purchase of Lands, Levying of Tolls, etc.; Working and other Arrangements with North British Railway Company; Additional Capital, and Power to apply present Capital of Company to proposed New Works; Incorporation of Acts; 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, or some of the following, among other objects, powers, and purposes (that is to say):—

1. To enable the Edinburgh, Loanhead, and Roslin Railway Company (hereinafter referred to as 'the Company') to make and maintain the Railways and Works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):—

(1.) A Railway (No. 1) commencing in the Parish of Lasswade, in the County of Edinburgh, by a junction with the authorized Edinburgh, Loanhead, and Roslin Railway, at or near a point in the fence separating the field numbered 152 from the field numbered 154, both in the said Parish of Lasswade, on the Plans of the said Edinburgh, Loanhead, and Roslin Railway, deposited with the Sheriff-Clerk of the County of Edinburgh, in the month of November 1869, and which Plans are those referred to in the Edinburgh, Loanhead, and Roslin Railway Act, 1870, twenty yards or thereabouts south-east from the public road leading from Roslin to Springfield, and which road is numbered 139 on the said Plans in the said Parish, thence passing through or into the several Parishes and Places following, or some of them, namely, Lasswade, Roslin, Glencorse, otherwise Glencross, and Penicuik, all in the County of Edinburgh, and terminating in the Parish of Glencorse, otherwise Glencross, in the County of Edinburgh, at a point in a fence separating two fields in the occupation of William Forbes, 130 yards, or thereabouts, east from the eastmost corner of the farm-house of Greenlaw Mains, in the occupation of the said William Forbes, and fifty yards from the eastward end of said fence.

(2.) A Railway (No. 2) (a Mineral Branch) commencing in the said Parish of Glencorse, otherwise Glencross, in the said County of Edinburgh, at the point hereinbefore described as the termination of the proposed Railway No. 1, thence passing through or into the several Parishes and Places following, or some of them, namely, Glencorse, otherwise Glencross, and Penicuik, in the said County of Edinburgh, and terminating in the said Parish of Penicuik, in the County of Edinburgh, at or near a point in a field in the occupation of John Paterson, and which point is 360 yards, or thereabouts, south-westward of the westmost corner of the farm buildings of Eastfield, and 280 yards, or thereabouts, north-east of the north-east corner of Cuiken Bridge, carrying the Turnpike Road leading from Edinburgh to Penicuik over Cuiken Burn.

2. To enable the Company to cross, divert, alter, or stop up, or otherwise interfere with, either temporarily or permanently, roads, railways, tramways, drains, sewers, navigations, rivers, canals, streams, and water-courses, gas, water, and other pipes, and telegraph apparatus, so far as may be necessary in constructing, maintaining, or using the said intended Railways and works, or for other the purposes of the Bill, and to deviate horizontally from the lines of Railway, and vertically from the levels of the said lines, as shown upon the plans and sections hereinafter mentioned, to any extent to be authorized by the Bill.

3. To purchase lands, houses, and other property, by compulsion or otherwise, for the purposes of the said intended Railways and works, and of the Bill, and to vary and extinguish all rights and privileges connected with such lands, houses, and property, which would interfere with or prevent the carrying into execution any of the purposes of the said Bill, and to exercise other rights and privileges.

4. To levy tolls, rates, and charges upon and in respect of the use of the intended Railways and works, and the conveyance of passengers, animals, minerals, goods, and other traffic thereon; to alter existing tolls, rates, and charges; and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges.

5. To enable the Company on the one hand, and the North British Railway Company on the other hand, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance of the said railways to be authorized by the Bill, and the other railways and works of the Company, or some part or parts thereof respectively, the supply of rolling stock, plant, and machinery, the appointment, payment, and removal of officers and servants, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division, appropriation, and apportionment of the revenue arising from such traffic, or other the profits of the respective undertakings of the contracting Companies, the payment of any fixed or contingent rent, and the appointment of joint committees for the carrying into effect any such agreement, and to confirm and give effect to any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

6. To enable the Company to raise further money for the purposes of the Bill, and for the general purposes of their undertaking, by the creation and issue of new shares or stock, and by borrowing, and to attach to any of the new shares or stock to be created under the powers of the Bill such rights, privileges, advantages, preferences, and priorities, and to issue such shares and stock upon such terms and conditions as the Bill may define, and to define and regulate the Capital of the Company.

7. To enable the Company to divide all or some of the shares in their capital into half-shares, and to attach to all or such proportion as the Bill may define of such half-shares a preference or priority on the payment of dividend or interest or other special rights and privileges as the Bill may provide.

8. To enable the Company to create and issue debenture stock.

9. To authorize the Company, and the owners of and other persons interested in the lands, houses, and other property which will or may be taken for the purpose of the intended railways and works, and the other railways and works of the Company, and any other companies, corporations, trustees, or other bodies of persons, whether under any legal disability or not, to contract and agree for the acquisition by the Company of such lands, houses, and other property, in feu or lease, or otherwise, at such prices and for such feu-duties, ground-annuals, or rents, or for such consideration in shares, or bonds, or mortgages of the Company, or otherwise, as may be agreed on or provided by the said Bill, and to confirm any such agreements which have been or may be entered into.

10. To empower the Company to apply for the purposes of the Bill any capital or funds now belonging to them, or which they have power to raise for other purposes.

11. The Bill will vary and extinguish all existing

rights and privileges inconsistent with, or which would in any way interfere with, any of its objects, and will confer other rights and privileges; and it will incorporate with itself the necessary provisions of—'The Companies Clauses Consolidation (Scotland) Act, 1845;' 'The Companies Clauses Act, 1863;' 'The Companies Clauses Act, 1869;' '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;' 'The Regulation of Railways Act, 1868.'

12. The Bill will, so far as may be necessary or expedient, repeal, alter, or amend the provisions, or some of the provisions, of the local and personal Act following (that is to say):—'The Edinburgh, Loanhead, and Roslin Railway Act, 1870.'

13. And it is proposed by the Bill to repeal, alter, or amend certain of the provisions of 'The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862,' and of the several Acts of Parliament following, or some of them, relating to the North British Railway Company, and the undertakings belonging to, amalgamated with, or held on lease by, or vested in that Company (that is to say):—49 Geo. III., cap. 83; 54 Geo. III., cap. 138; 57 Geo. III., cap. 56; 59 Geo. III., cap. 29; 1 and 2 Geo. IV., cap. 122; 4 Geo. IV., cap. 18; 5 Geo. IV., cap. 49; 7 Geo. IV., caps. 45 and 98; 10 Geo. IV., cap. 122; 11 Geo. IV. and 1 Will. IV., cap. 115; 3 and 4 Will. IV., cap. 114; 4 and 5 Will. IV., cap. 71; 5 and 6 Will. IV., caps. 55 and 97; 6 and 7 Will. IV., cap. 131; 2 and 3 Vict., caps. 51, 57, 59, and 70; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 7 and 8 Vict., cap. 66; 8 and 9 Vict., cap. 148; 9 Vict., cap. 57; 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 Vict., cap. 27; 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, 323, 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 the 35 and 36 Vict., cap. 123; and all other Acts relating to the North British Railway Company; the North British Arbroath and Montrose Railway Act, 1871; the

1872; 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; 34 and 35 Vict., cap. 106, and all other Acts (if any) relating to the Devon Valley Railway Company; Acts relating to the Edinburgh and Bathgate Railway Company, 9 and 10 Vict., cap. 332; 10 and 11 Vict., cap. 246; 11 and 12 Vict., caps. 116 and 160; 34 and 35 Vict., cap. 91, and all other Acts (if any) relating to the Edinburgh and Bathgate Railway Company; 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 Carlisle Citadel Station Act, 1861; the Esk Valley Railway Act, 1863; the Esk Valley Railway (Lease) Act, 1866; the Penicuik Railway Act, 1870; 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. 346; 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; the Acts relating to the Leven and East of Fife Railway Company (that is to say), 15 and 16 Vict., cap. 95; 18 and 19 Vict., cap. 165; 19 and 20 Vict., cap. 24; 24 and 25 Vict., caps. 158 and 159; and 29 and 30 Vict., cap. 167; and all other Acts relating to the Leven and East of Fife Railway Company; the Acts relating to the Forth and Clyde Junction Railway Company (that is to say), 17 Vict., cap. 125; 20 and 21 Vict., cap. 34; and 24 and 25 Vict., cap. 280; and all other Acts relating to the Forth and Clyde Junction Railway Company. The Acts relating to the City of Glasgow Union Railway Company, viz., 27 and 28 Vict., cap. 286; 28 and 29 Vict., cap. 247; 30 and 31 Vict., cap. 166; 32 and 33 Vict., cap. 81; 34 and 35 Vict., cap. 126; 35 and 36 Vict., cap. 115; and all other Acts relating to City of Glasgow Union Railway Company; and of any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned Companies, or any other Company or body who or whose property and interests may be affected by any of the powers or provisions of the Bill; and the several other Acts recited in such Acts, or any of them, and now in force.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed Railways and works, and the lands, houses, and other property in, through, or under which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans,

containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and also an Ordnance Map, with the lines of the said Railways delineated thereon, so as to show their general course and direction, and a copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November instant, be deposited for public inspection with the principal Sheriff-clerk of the county of Edinburgh, at his office in Edinburgh. On or before the same day 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 Railways and works are to be made, or in which any lands, houses, or other property intended to be taken under the Bill are situate, and also 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 usual place of abode of such schoolmaster or session-clerk.

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

Dated this 13th day of November 1872.

MILLAR, ALLARDICE, & ROBSON,
W.S., Edinburgh,
Solicitors for the Bill.
SIMSON, WAKEFORD, & SIMSON,
11 Great George Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1873.

SOUTH LEITH PARISH AND CHURCH.

Repeal, Alteration, and Amendment of Local and Personal Act, 9 and 10 Vict., cap. 214, providing for the Repair of Church of South Leith, Administration of its Property, Election of Minister of Second Charge, &c.—Discontinuing or Suspending Appointment of Minister of Second Charge and rights of Patronage connected therewith—Repeal and Alteration of Provisions of said Act as to Sinking Fund, thereby directed—Appropriation of existing Funds and Property for payment of Debt due to the Representatives of the late Rev. Henry Duff, and thereafter for Ecclesiastical Purposes in the Parish—Provisions Discharging or Suspending Claims of the Trustees of the Ministers' Widows' Fund of the Church and Universities of Scotland in respect of the said Second Charge—Costs of Bill—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, or some of the following, among other objects, powers, and purposes: that is to say—

1. To alter, amend, or repeal in whole or in part the provisions or some of the provisions of the Local and Personal Act passed in the 9th and 10th years of the reign of Her present Majesty, Chapter 214, intituled 'An Act to provide for the repair of the Parish Church of South Leith, in the County of Edinburgh, and for the Administration of the Property and Revenues thereof; to alter the exist-

ing mode of electing a Minister to the Second Charge of the said Church and Parish; to confirm the proceedings of the Heritors of the said Parish, relating to the purchase of a suitable house as a manse; and to effect other objects in connection with the said Church and Parish' hereinafter referred to as the Act of 1846.

2. To discontinue, determine, and put an end to the office or charge of Minister of the Second Charge of the Church and Parish of South Leith, in the County of Edinburgh, and to vest the whole charge of the said Church and Parish in the Minister filling the First Charge of the said Church and Parish, and his successors therein; or to suspend the appointment to or filling up of the said Second Charge for such period, and on such conditions, as may be defined and fixed by the said Bill, and during such suspension to vest in the said Minister filling the First Charge of the said Church and Parish and his successors the whole charge of the said Church and Parish.

3. To provide, in the event of the said Second Charge being entirely extinguished, that all right or claim of the Trustees of the Ministers' Widows' Fund of the Church and Universities of Scotland, their General Collector or Receiver, in respect of contributions or subscriptions to the said Widows' Fund, in respect of the said Second Charge or the Minister thereof, shall cease and determine, and be no longer exigible; and in the event of the said Second Charge or the right to present to the same being only suspended, that during such period of suspension all right or claim of the said Trustees of the said Widows' Fund, their said Collector or Receiver, in respect of vacant stipend or any other contributions or subscriptions to the said Fund, in respect of the said Second Charge, or any vacancy therein, or the Minister thereof, shall cease to be claimable or payable for or during the said period of suspension; and during such suspension to suspend and restrain the Presbytery of Edinburgh from exercising any right of Patronage *jure devoluto*, or otherwise in respect of the said Second Charge.

4. To repeal section 3 of the Act of 1846, except in so far as the Ministers, Elders, and Deacons comprising the kirk-session of South Leith, as Trustees appointed under the Act of 1846 (and hereinafter referred to as the Trustees), are thereby bound, out of the property, revenues, and income thereby vested in them, to defray the necessary expenses of keeping the Church of South Leith in repair, the management thereof, and insuring the same against fire, and to repeal section 11 of the Act of 1846.

5. To authorise the Trustees, after providing for the expenses of applying for and passing the said Bill, to pay and apply all monies now belonging to or vested in them, or under their control, accumulated or arising from or forming the sinking fund directed to be established and accumulated by the 3d and 7th sections of the Act of 1846, towards the discharge and liquidation of the amount due and owing to the heirs or representatives of the now deceased Rev. Henry Duff, the last incumbent of the said Second Charge, in respect of arrears of stipend and interest thereon. To authorise the Trustees to apply two-thirds of the free proceeds of the seat-rents to be hereafter levied in respect of sittings in the said Parish Church, and two-thirds of the free proceeds, revenues, and income of all the property vested in them by the Act of 1846, or such portion thereof as they think fit, as the same may be received or realised by them, in further payment of the said

debt due to the heirs or representatives of the said Rev. Henry Duff, and interest thereon till the said debt and interest are fully paid and satisfied, and the remaining one-third in the payment of an Assistant Minister for the said Church and Parish; and thereafter to apply the said seat-rents and the free proceeds, revenues, and income of said property, firstly in providing an Assistant Minister or Assistant Ministers for the said Church and Parish, and secondly in the erection or endowment, or either of them, of new or additional Churches in said Parish, or for other ecclesiastical purposes in the said Parish, or as the said Bill may provide, or to accumulate the said seat-rents, and the proceeds, revenues, and income of said property, in such manner and to such amount as they may think fit, or as may be provided by the said Bill, and to apply the revenues, proceeds, or income of such accumulated funds to said objects or purposes, and to make such other arrangements with reference to all or any of the matters aforesaid as the Bill may provide.

To vary and extinguish all rights, privileges, and exemptions which would interfere with or prevent the carrying into execution any of the purposes of the said Bill, and to confer other rights and privileges. To provide for the payment by the Trustees, out of the said property, revenues, and income, or the accumulated fund now vested in them in name of Sinking Fund as aforesaid or otherwise, of the expense of applying for and passing the Bill.

The Bill will, so far as may be necessary or expedient, alter, repeal, or amend the provisions, or some of the provisions, of the 10th Anne, cap. 12; 5th George I., cap. 29, and the 6th and 7th Vic., cap. 61, and of the Local or Personal Acts following:—The Act of 1846 and the 19th George III., cap. 20, intituled 'An Act for the better Raising and Securing a Fund for a Provision for the Widows and Children of the Ministers of the Church of Scotland, and of the Heads, Principals, and Masters in the Universities of St. Andrews, Glasgow, Edinburgh, and Aberdeen, and for repealing two Acts made in the seventeenth and twenty-second years of the reign of His late Majesty King George the Second, for these purposes;' and the 54th George III., cap. 169, intituled 'An Act to amend and render more effectual an Act passed in the nineteenth year of His present Majesty for the better Raising and Securing a Fund for a Provision for the Widows and Children of the Ministers of the Church of Scotland, and of the Heads, Principals, and Masters in the Universities of St. Andrews, Glasgow, Edinburgh, and Aberdeen, and for repealing the Acts made in the seventeenth and twenty-second years of the reign of His late Majesty King George the Second, for these purposes;' and all others Acts relating to or affecting the said Ministers' Widows' Fund.

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 next.

Dated this 13th day of November 1872.

W. H. COUPER, Town-Clerk, Leith,
Solicitor for the Bill.

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

GIRVAN AND PORTPATRICK JUNCTION RAILWAY.

(Revival of Powers and Extension of Time for Compulsory Purchase of Lands; Extension of Time for Completion of Railway; Amendment of Acts; Other Purposes.)

NOTICE is Hereby Given, That Application is intended to be made to Parliament in the ensuing Session by the Girvan and Portpatrick Junction Railway Company (hereinafter called the Company) for leave to bring in a Bill for the following purposes, or some of them (that is to say):—

To revive the powers conferred upon the Company by 'The Girvan and Portpatrick Junction Railway Act 1865' (28 and 29 Vict., cap. 358) for the compulsory purchase of lands and houses, and to extend the respective periods limited therefor by the said Act and by 'The Girvan and Portpatrick Junction Railway Act 1870' (33 and 34 Vict., cap. 74).

To extend the respective periods limited by the said Acts for the completion of the Railway and Works authorised by the said Act of 1865, and to provide that sections 4, 5, 6, and 8 of the said Act of 1870 shall be read and construed as if the proposed extended period had been originally inserted or referred to therein, or to make such other provisions in regard to the said proposed extension of time as may be proper and expedient.

To amend, vary, extend, enlarge, or repeal (so far as may be necessary for the purposes of the Bill) all or some of the powers and provisions of the said Acts of 1865 and 1870, and of 'The Girvan and Portpatrick Junction Railway Act 1872' (35 and 36 Vict., cap. 161), or of one or more of said Acts.

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 next.

Dated this 13th day of November 1872.

BAXTER, ROSE, NORTON, & CO., Westminster,	} Solicitors for the Bill.
MILLAR, ALLARDICE, & ROBSON, Edinburgh,	
H. & R. LAMOND, Glasgow,	
WM. ROBERTSON, 27, Duke Street, Westminster,	
Parliamentary Agent.	

PARTICK, HILLHEAD, AND MARYHILL GAS COMPANY.

Incorporation of Company; Dissolution of existing Company; Vesting Undertaking and Property in Incorporated Company; Maintenance of existing Gas Works, and Erection and Maintenance of New Gas Works; Supply of Gas; Raising Capital, 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 purposes following, or some of them; that is to say:—

To dissolve the Partick, Hillhead, and Maryhill Gas Company (Limited), incorporated under the Companies Acts, 1862 and 1867 (hereinafter called 'the existing Company'); to cancel and annul the Memorandum of Association and Articles of Association, and the Certificate of Incorporation of the

existing Company; and to incorporate the Shareholders of the existing Company, and other persons taking or holding Shares, into a Company by the name of 'The Partick, Hillhead, and Maryhill Gas Company,' or such other name as may be fixed by the Bill, with all necessary powers for carrying into effect the purposes of the Bill.

To limit the liability of the Shareholders of the Company to be incorporated by the Bill (hereinafter called 'the Company') to the amount of their respective shares.

To vest in the Company the Undertaking, Lands, Works, Buildings, and all other Heritable and Moveable, Real and Personal Property, Estate, Rights, Powers, Privileges, and Authorities vested in or belonging to the existing Company, or to any person or persons in trust for them, or for their benefit, subject to the Debts and Liabilities of the existing Company.

To confer on the Company power to light with Gas the Burghs of Partick, Hillhead, and Maryhill, in the County of Lanark, and the adjoining districts and places in which the mains and pipes of the existing Company are or may be laid, and other Districts and Places in the Parishes of Barony of Glasgow, Govan, and Maryhill, in the County of Lanark, West Kilpatrick or Old Kilpatrick, in the County of Dumbarton, East Kilpatrick or New Kilpatrick, in the Counties of Dumbarton and Stirling; and Renfrew, in the County of Renfrew; which Burghs, Districts, and Places are hereinafter termed 'the limits of supply.'

To authorize the Company to acquire and hold Lands, to maintain the Works of the existing Company, to alter, enlarge, and improve the said Works, to erect new or additional Works on the Lands belonging to or held by or on behalf of the existing Company, or any part thereof, or on any Lands which may be acquired by the Company, under the powers of the Bill; to manufacture Gas, and any residual products arising in the manufacture of Gas; to sell, dispose of, and deal in Gas, Coke, Coal Tar, Asphaltum, Ammoniacal Liquor and Oil, and other residual and manufactured products, matters, and things; and to make or convert tar, pitch, ammoniacal liquor, and any other residuum or product into dye wares, or dye stuffs, or other material, or to deal in the same.

The lands to be held and used by the Company for the Manufacture and Storing of Gas and for Gas Works, and for the Manufacture and Sale of Residual Products arising from the Manufacture of Gas or of the materials used therein, and for the other purposes of their undertaking, are the several lands hereinafter described belonging to the existing Company, and on which the existing Gas Works have been or are in the course of being erected or immediately adjoining thereto, that is to say, First, That Piece of Ground, part of the Lands of Garscube, extending to 6 Acres 1 Rood and 17 Poles Imperial Measure or thereby, and bounded as follows, *videlicet*:—On the North-west by Ground conveyed or about to be conveyed by Sir George Campbell of Succoth, Baronet, to the North British Railway Company, for the formation of their Branch Railway to Stobcross, along which it extends 325 Feet or thereby following the curve; on the North by Ground conveyed or about to be conveyed by the said Sir George Campbell to the North British Railway Company, along which it extends 1230 Feet 6 Inches or thereby following the curves, the Boundary being 2 Feet South of the Bottom of the Sunk Fence Wall at the base of the Embankment

of the Diversion of the Forth and Clyde Canal now being constructed; on the East by Ground belonging to Messrs. Montgomerie & Fleming, along which it extends 22 feet or thereby following the bend; on the South and South-east by the centre of the old stone wall between the said piece of ground and the ground belonging to Messrs. Montgomerie & Fleming, along which South boundary the said piece of ground extends 904 feet 6 inches or thereby in a straight line, and along which South-east boundary the said piece of ground extends 407 feet 6 inches or thereby in a straight line; on the West by the centre of the thorn hedge, or continuation of the same, between the said piece of ground and other lands belonging to the said Sir George Campbell, along which it extends 459 feet or thereby in a straight line; on the South and South-west by other ground belonging to the said Sir George Campbell, along which it extends 324 feet or thereby following the curves, and on the South-west by other ground belonging to the said Sir George Campbell, along which it extends 31 feet or thereby in a straight line; which piece of ground is situate in the Parish of East Kilpatrick or New Kilpatrick, and County of Dumbarton: And second—That Piece of Ground, measuring 90 poles or thereby imperial measure, bounded on the South and East by the road in Maryhill leading to Kelvin from the Garscube Road, along which it extends 330 feet or thereby; on the West by the Lands feued to Thomas White-law, along which it extends 101 feet or thereby; and on the North by Kelvin land, along which it extends 279 feet or thereby; which piece of ground is part and portion of the lands of Gairbraid, and is situate in the Barony Parish of Glasgow or in the Parish of Maryhill and County of Lanark.

To authorize the Company to purchase additional lands for the purposes of their undertaking, and from time to time to sell and dispose of the Gasworks and lands belonging to the existing Company or which may be acquired by the Company, or any of them, or any part thereof, on such terms, in such manner, and for such purposes as the Company may think fit.

To authorize the Company to acquire and hold patent rights and licences to use or exercise patent rights, and to carry on the operations and works usually carried on by Gas Companies, or which are or may become incident thereto, and to maintain, alter, or renew any existing Mains and Pipes within the limits of supply, and to lay down and maintain Mains and Pipes, in, through, across, or under streets, roads, railways, rivers, canals, bridges, passages, and places within the limits of supply, and to break up and interfere with such streets, roads, bridges, passages, and places, and also with any sewers, drains, and pipes in, over, or under the same.

To authorize the Company to manufacture, purchase, or hire Gas Meters, Fittings, and other Gas Apparatus, and to sell or let the same; to levy Rates, Rents, and Charges for the Supply or Sale of Gas, and the Supply or Hire of Gas Meters and Fittings and other Gas Apparatus, and to alter existing Rates, Rents, and Charges.

To authorize the Company to make and carry into effect Contracts and Agreement for Lighting with Gas the Streets, Roads, Places, or Buildings, within the limits of supply, or any of them, and to supply all articles and things, and do all acts incident to or connected with such lighting.

To define, alter, and regulate the Capital of the Company, and its distribution or redistribution into

Shares, and its appropriation among the Shareholders of the existing Company, or other persons taking or holding Shares in the Company; and to authorize the Company to raise further Capital by the creation and issue of new Shares or Stock, and by borrowing, for the purposes of their undertaking; and to attach and assign to the existing or new Shares or Stock, or any part thereof, such preference or priority of Dividend, and other advantages, as may be defined in or authorized by the Bill.

To incorporate with the Bill 'The Companies Clauses Consolidation (Scotland) Act, 1845;' 'The Companies Clauses Act, 1863;' 'The Companies Clauses Act, 1869;' 'The Lands Clauses Consolidation (Scotland) Act, 1845;' 'The Lands Clauses Consolidation Acts Amendment Act, 1860;' and 'The Lands Clauses Consolidation Act, 1869;' 'The Gas Works Clauses Act, 1847;' and 'The Gas Works Clauses Act, 1871;' or some of the provisions of the said several Acts; and to vary and alter the provisions of the said Acts as incorporated with the Bill, or some of them, as may be considered expedient; to vary or extinguish all rights and privileges of the Shareholders of the existing Company, and all other rights and privileges which would interfere with or prevent the execution of the objects of the Bill, and to confer all rights, powers, and privileges which may be necessary for carrying the same into effect.

Plans of the Gas Works, Houses, and Buildings erected or acquired by the existing Company, and of the lands belonging to them on which Gas Works, Houses, Buildings, or Works are erected or may be erected or constructed under the powers and for the purposes of the Bill, 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 Gas Works, Lands, Houses, and Buildings, and a Copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November 1872, be deposited with the principal Sheriff-Clerk of the County of Lanark at his office in Glasgow, and with the principal Sheriff-Clerk of the County of Dumbarton at his office in Dumbarton, and with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of each of the said Parishes of Barony of Glasgow, Maryhill, and East Kilpatrick or New Kilpatrick, at his residence.

Copies of the Bill will, on or before the 21st day of December 1872, be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November 1872.

J. B. DILL & WILSON,
54 West Nile Street, Glasgow,
Solicitors for the Bill.

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

GLASGOW CORPORATION WATER- WORKS.

Extension of Time for completion of Works;
Abandonment of authorized Work; Consolida-
tion of Annuities; Amendment of Acts; and
other Purposes.

NOTICE is Hereby Given, That Application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill to con-

fer the powers and provide for the objects herein-
after mentioned, or some of them:—

To extend the time limited by 'The Glasgow Corporation Waterworks Amendment Act, 1866;' for the construction of the Reservoirs, Pumping Station, and Conduits or Main Pipes, and other works connected therewith, authorized by the said Act, and described in Section 13 thereof, with the exception of the portion hereinafter specified of the work Seventh described in the said Section.

To relinquish and abandon the construction of the portion of the Conduit or Main Pipe authorized by the said Act, and Seventh described in Section 13 thereof, extending from the point where the said Conduit or Main Pipe, as authorized, would have crossed the road commonly called Springfield Road, leading from the Dalmarnock Road to London Road, past Springfield Print and Dye-Works and Springbank, to the termination of the said Conduit or Main Pipe in the London Road, near Newfield House, in the City of Glasgow.

To provide for the prevention of waste and misuse of water supplied by the Glasgow Corporation Waterworks Commissioners, and to authorize and regulate the supply of water by meters.

To consolidate the existing Glasgow Corporation Waterworks Annuities, which were created and issued under the authority of 'The Glasgow Corporation Waterworks Act, 1855,' into one class of Annuities or Stock of the Glasgow Corporation Waterworks; and for the purpose of such consolidation, to alter the several rates of Annuity and amounts of Capital or nominal value of the said existing Annuities, and to authorize the creation of Consolidated Annuities or Stock of the Glasgow Corporation Waterworks, with the same rights, privileges, and securities as were conferred on the said existing Annuities by the Acts hereinafter mentioned, or any of them, and the appropriation and issue of such Consolidated Annuities or Stock to the several holders of the said existing Annuities in lieu of the Annuities now held by them, in such proportions, and in such manner, and at such times as may be provided by the Bill.

To amend or repeal, so far as may be necessary for carrying into effect the objects of the Bill, the following local Acts relating to the Glasgow Corporation Waterworks, or some of them, viz:—'The Glasgow Corporation Waterworks Act, 1855;' 'The Glasgow Corporation Waterworks Amendment Act, 1859;' 'The Glasgow Corporation Waterworks Amendment Act, 1860;' 'The Glasgow Corporation Waterworks Amendment Act, 1865;' and 'The Glasgow Corporation Waterworks Amendment Act, 1866.'

To vary or extinguish all rights and privileges of the holders of the said existing Annuities, and all other rights and privileges which would interfere with or prevent the execution of the objects of the said Acts and the Bill, and to confer all powers, rights and privileges which may be necessary for carrying the same into effect.

Copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December 1872.

Dated this 12th day of November 1872.

MORRISONS & ANDERSON,
115 St. Vincent Street, Glasgow,
Solicitors for the Bill.

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

In Parliament—Session 1873.

GLASGOW AND SOUTH-WESTERN RAILWAY.

(ADDITIONAL POWERS.)

(Powers to make New Railways and Works in the Counties of Ayr and Renfrew, to widen and alter existing Railways, and to acquire additional Lands; Provisions as to Penalties; Lands taken from Estate of Auchenames, and Lands for Extraordinary Purposes; Regulation and Application of Authorised Capital; Increase of Capital; Amendment of Acts.)

NOTICE is Hereby Given, That Application is intended to be made to Parliament, in the next session, by the Glasgow and South-Western Railway Company (hereinafter called 'the Company') for an Act for the following purposes, or some of them, that is to say:—

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

1. A Railway (hereinafter called Railway No. 1) commencing in the Parish of Ardrossan, by a junction with the Ardrossan Branch Railway of the Company, at a point five hundred and fifty-five yards or thereby in a south-easterly direction from Parkhouse farm steading, occupied by Andrew Nicol, and terminating in the Parish of West Kilbride, at a point two hundred yards or thereby in a south-easterly direction from Fairlie Craig Cottage, occupied by the Dowager Countess of Glasgow, which said intended Railway No. 1 will pass from, through, or into the said parishes of Ardrossan and West Kilbride, in the County of Ayr.
2. A Railway (hereinafter called Railway No. 2) commencing by a junction with the said Ardrossan Branch Railway of the Company at a point six hundred and twenty-five yards or thereby in a south-westerly direction from the said Parkhouse farm steading, and terminating by a junction with the said intended Railway No. 1, at a point two hundred and ten yards or thereby in a south-westerly direction from the said Parkhouse farm steading, which said intended Railway No. 2 will be wholly situate in the Parish of Ardrossan, in the County of Ayr.
3. A Railway (hereinafter called Railway No. 3) commencing by a junction with the Bridge of Weir Railway of the Company, at or near the Bridge which carries the said last-mentioned Railway over the Peockland Burn, and terminating at a point one hundred and twenty yards or thereby in a north-westerly direction from Laigh Cartside farm steading, occupied by James Stewart, which said intended Railway No. 3 will be wholly situate in the Abbey Parish of Paisley, in the County of Renfrew.
4. A Railway (hereinafter called Railway No. 4) commencing in the Abbey Parish of Paisley by a junction with the said intended Railway No. 3, at a point two hundred and twenty yards or thereby in a westerly direction from the centre of the Bridge which carries the Railway of the Company over the Peockland Burn, and terminating in the Parish of Kilbarchan, at a point one hundred and fifteen

yards or thereby in a north-westerly direction from the centre of the Bridge which carries the Turnpike Road from Johnstone to Bridge of Weir over the River Black Cart, which said intended Railway No. 4 will pass from, through, or into the said parishes of the Abbey Parish of Paisley, and the Parish of Kilbarchan, in the County of Renfrew.

5. A Railway (hereinafter called Railway No. 5) commencing by a junction with the said Bridge of Weir Railway of the Company, at a point one hundred and seventy yards or thereby in an easterly direction from Muirhead farm steading, occupied by Thomas Rutherford, and terminating at a point three hundred and ten yards or thereby, in a south-westerly direction, from Linwood House, occupied by George Ronaldson, which said intended Railway No. 5 will be wholly situate in the Parish of Kilbarchan, in the County of Renfrew.

To empower the Company to widen and enlarge and alter the levels of so much of the Railway of the Company leading from Dubbs to Doura as lies between Dubbs Junction and the point where that Railway crosses under the Railway of the Company from Glasgow to Ayr, and also to widen and enlarge and alter the levels of the Branch Railway of the Company between West Byrehill Junction and East Byrehill Junction, and to lay down additional lines of rails thereon respectively, which said intended Works will be, and are wholly situate in the Parish of Kilwinning, in the County of Ayr.

To empower the Company to purchase and acquire by compulsion or agreement, and to hold lands, houses, and buildings in the parishes aforesaid for the purposes of the said intended Railways and Works, and also for other purposes connected with their undertaking, the lands, houses, and buildings hereinafter described or referred to (that is to say):—

Certain lands in the Parish of Renfrew, in the Burgh of Renfrew, and in the County of Renfrew, lying on the south-east of the Railway of the Company from Paisley to Renfrew, and between the road which crosses the said Railway on the level, at a point four hundred and eighty yards or thereby, in a north-easterly direction, from Porterfield farm steading, occupied by John Macdonald, and the Turnpike Road leading from Renfrew to Inchinnan; with power to the Company to make arches or openings under the said Turnpike Road, on the south-east side of the existing Bridge which carries that Road over the Railway of the Company.

Certain lands and houses in the Parish of Greenock, in the County of Renfrew, bounded by Wellington Street, Greenock, on the north, the Railway of the Company on the south and west, and Captain Street, Greenock, on the east.

Certain lands and property in the Parish of Riccarton, in the County of Ayr, bounded by the Railways of the Company on the north-east and south-west, and by land occupied by Robert Wallace and Thomas Neil on the south-east.

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

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

To empower the Company to levy, demand, and recover tolls, rates, and charges for or in respect of the said intended railways and works, and to vary existing tolls, rates, and charges, and to grant exemptions from the payment of tolls, rates, and charges.

To repeal or alter the Glasgow and South-Western Railway Act, 1868, so far as the same imposes upon the Company any penalty for the non-completion of the West Kilbride Railway mentioned in that Act, or relates to the application of such penalty.

To make provision for the application of the whole, or such part as may be necessary, of any sum or sums paid or payable to the proprietor of the Estate of Auchenames, in the County of Ayr, as the purchase money or compensation, in respect of the lands taken from the said Estate by the Company, under the powers of the Glasgow and South-Western Railway (Additional Powers) Act, 1865, towards the purchase money or compensation which may be payable to the said proprietor, in respect of any land belonging to him which may be taken for the purposes of the said intended Railway No. 1, and to authorise and require the Company to reconvey to the said proprietor the said lands taken by them, under the powers of the last mentioned Act, or such part thereof as may not be required by the Company for the purposes of the said intended Railway No. 1, and to authorise and require the said proprietor to repay to the Company the whole or so much of the said purchase money or compensation paid by the Company to him as may not be applied as aforesaid, and to authorise the Company and the said proprietor to enter into agreements with reference to the matters aforesaid, or to confirm any agreement that may have been or may be entered into.

To prescribe the quantity of land which the Company may acquire and hold for purposes mentioned in section 38 of the Railways Clauses Consolidation (Scotland) Act, 1845, and to empower them to purchase by agreement and to hold additional lands for those purposes.

To define, regulate, and determine the capital stock and share capital and the borrowing powers of the Company, and to empower the Company to increase their capital, and to raise further monies for the purposes of the intended Act, and also generally for the purposes of the Company, by the creation and issue of new shares and stock, with or without a preference or guaranteed dividend or other rights or privileges attached thereto, and by borrowing on mortgages and debentures and debenture stock, or by any of such means, and to enable the Company to apply to the purposes aforesaid a part of the capital authorised to be raised under the Glasgow and South-Western Railway (Additional Powers) Act, 1865, which is not now required for the purposes of that Act, and any other capital or funds now belonging or hereafter to belong to the Company or under the control of their directors.

To repeal, vary, alter, amend, and extend, so far as may be necessary for all or any of the purposes aforesaid, the several local and personal Acts following, that is to say, The Glasgow and South-

Western Railway Consolidation Act, 1855, and the several other Acts relating to the Company and the undertakings belonging to or held in lease by them, 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, the 34th and 35th, and the 35th and 36th years of the reign of Her present Majesty.

Duplicate plans and sections, describing the lines and levels of the said intended Railways and works, and plans showing the lands, houses, and property which may be taken under the powers of the intended Act, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands, houses, and property, as also ordnance maps, with the said intended Railways delineated thereon, and a copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection as follows:—that is to say, as regards the railways, lands, houses, property, and works in the County of Ayr, in the offices at Kilmarnock and Ayr of the principal Sheriff-Clerk of the County of Ayr; and as regards the railways, lands, houses, property, and works in the County of Renfrew, in the offices at Paisley and Greenock of the principal Sheriff-Clerk of the County of Renfrew; and a copy of so much of the plans, sections, and book of reference as relates to the several parishes and royal burgh, in which any such lands, houses, and property are situate, together with a like copy of this Notice, will be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, then with the Session-Clerk of each such parish at the usual place of abode of such Schoolmaster or Session-Clerk, and with the Town-Clerk of the royal burgh of Renfrew; and all such deposits will be made on or before the 30th day of November 1872.

Printed copies of the intended Act will, on or before the 21st day of December 1872, be deposited in the Private Bill Office of the House of Commons.

Dated this Eighth day of November 1872.

THOMAS BRUNTON.

16 Bridge Street, Glasgow,
Solicitor.

SHERWOOD, GRUBBE, PRITT, & CAMERON,

7 Great George Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1873.

CARLISLE CITADEL STATION.

(Construction by the London and North-Western and Caledonian Railway Companies, or the Citadel Station Committee, of New Lines of Railway and connecting Lines, and of a Street and other Works in and near the Citadel Station at Carlisle; Acquisition of Lands for purposes thereof, and for Station purposes; Enlargement of Citadel Station; Shutting up, Discontinuance, Alteration, and Appropriation of certain existing Roads, Streets, Lanes, Courts, Passages, Bridges, and portions of Railway; Relinquishment of certain authorized portions of North

British Railway; Transference of certain of proposed Lines to North-Eastern, and Maryport and Carlisle Railway Companies respectively; Alteration of Rights and Interests of the several Companies and Committee above-named, and of the Midland, North British, Glasgow and South-Western, and Lancaster and Carlisle Railway Companies, in the several Passenger and Goods Stations at Carlisle, and Lines, Works, and Accommodation connected therewith; Management thereof; Provisions for Payment of Cost of proposed Works, or part thereof, or of interest thereon, or other consideration in respect thereof, by the several Companies above-named respectively; Arrangements and Agreements between those Companies and the said Committee, or some of them, and between the London and North-Western and Caledonian Railway Companies or the said Committee and the Corporation of Carlisle; Additional Capital; Powers to levy Tolls, Rates, and Charges; Amendment of Acts.)

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

To empower the London and North Western Railway Company and the Caledonian Railway Company (hereinafter called 'the two Companies'), or the Citadel Station Committee (hereinafter called 'the Committee'), to make and maintain the several Railways and other works hereinafter described, or some of them, or some portions thereof, and all proper works and conveniences in connection therewith respectively, that is to say:—

(1.) A Railway, hereinafter called Railway No. 1, commencing by a junction with the main line of the Lancaster and Carlisle Railway at or near the signal house at Upperby Junction, near Carlisle, and terminating in the Citadel Station at Carlisle at a point on the existing main line of Railway passing through that station, opposite or nearly opposite to the book-stall on the platform of the said station.

(2.) A Railway, hereinafter called Railway No. 2, commencing by a junction with the main line of the Caledonian Railway near the southern end of the bridge by which that Railway is carried over the River Caldew, and terminating at the point hereinafter described as the termination of Railway No. 1.

(3.) A Railway, hereinafter called Railway No. 3, commencing by a junction with the main line of the Caledonian Railway at the point hereinafter described as the commencement of Railway No. 2, and terminating at a point about 175 yards, measuring in a south-easterly direction along the line of the Port-Carlisle Canal Branch of the North-Eastern Railway, from the centre of the bridge by which that Branch is carried over the River Caldew.

(4.) A Railway, hereinafter called Railway No. 4, commencing by a junction with the said Port-Carlisle Canal Branch at a point about 130 yards, measuring in a westerly direction along that Branch, from the centre of the bridge by which the London Road is carried over the said Branch, and terminating at the point hereinafter described as the termination of Railway No. 3.

(5.) A Railway, hereinafter called Railway No. 5, commencing by a junction with the main line of the Lancaster and Carlisle Railway at the point hereinafter described as the commencement of Railway No. 1, and terminating by a junction with Railway No. 4 at a point about 35 yards southward from St. Nicholas Level Crossing, being the place where the Lancaster and Carlisle Railway crosses the said Port-Carlisle Canal Branch on the level.

(6.) A Railway, hereinafter called Railway No. 6, commencing by a junction with Railway No. 4 at a point about 17 yards, measuring in a southerly direction along St. Nicholas Road or Street, from the centre of the bridge by which that road or street is carried over the said Port-Carlisle Canal Branch, and terminating by a junction with Railway No. 1 at or near the southern side of the bridge by which the Lancaster and Carlisle Railway is carried over Crown Street in Carlisle.

(7.) A Railway, hereinafter called Railway No. 7, commencing by a junction with Railway No. 1 at a point about 20 yards to the southward of the centre of the bridge by which St. Nicholas Road or Street is carried over the Lancaster and Carlisle Railway, and terminating at or near the southern end of the Local Goods Shed of the London and North-Western Railway Company, near Crown Street in Carlisle.

(8.) A Railway, hereinafter called Railway No. 8, commencing by a junction with the Maryport and Carlisle Railway at a point about 120 yards, measuring in a southerly direction along that Railway, from the mile-post thereon indicating a distance of 27 miles from Maryport, and terminating by a junction with Railway No. 1 at the point hereinafter described as the termination of Railway No. 6.

(9.) A Railway, hereinafter called Railway No. 9, commencing by a junction with Railway No. 8 at a point about 50 yards north-westward from the place hereinafter described as St. Nicholas Level Crossing, and terminating at or near the south-eastern corner of the Goods Shed of the Maryport and Carlisle Railway Company, near Crown Street in Carlisle.

(10.) A Railway, hereinafter called Railway No. 10, commencing by a junction with the Maryport and Carlisle Railway at the point hereinafter described as the commencement of Railway No. 8, and terminating by a junction with Railway No. 4 at a point about 50 yards westward from the western end of the Maryport and Carlisle Railway Company's Engine Shed at Carlisle.

(11.) A Railway, hereinafter called Railway No. 11, commencing by a junction with Railway No. 10 at a point about 105 yards, measuring in a north-easterly direction along the Maryport and Carlisle Railway from the post thereon indicating a distance of $27\frac{1}{2}$ miles from Maryport, and terminating at the point hereinafter described as the termination of Railway No. 3.

(12.) A Railway, hereinafter called Railway No. 12, commencing by a junction with the said Port-Carlisle Canal Branch at or near the eastern side of the bridge by which the said Port-Carlisle Canal Branch is carried over Denton Street in Carlisle, and terminating at the point hereinafter described as the termination of Railway No. 3.

(13.) A Railway, hereinafter called Railway No. 13, commencing by a junction with the Port-Carlisle Branch of the Caledonian Railway, at a point about 180 yards north-westward from the signal cabin at the junction of the said Port-Carlisle Branch with the main line of the Caledonian Rail-

way, and terminating by a junction with Railway No. 3, at a point about 140 yards south-eastward from the southern end of the bridge by which the main line of the Caledonian Railway is carried over the River Caldew.

(14.) A Street, commencing by a junction with Mill Street in Carlisle at a point about 65 yards, measuring in a north-easterly direction along Mill Street, from the chimney in the centre of that street, at its junction with James Street in Carlisle, and terminating by a junction with Water Street in Carlisle at a point about 35 yards southward from the point where that street is joined by Wood Street in Carlisle.

As also to empower the two Companies, or the Committee, to acquire compulsorily, or otherwise, lands, houses, streets and other property for the purposes of the several Railways, Street, and other Works hereinbefore mentioned; and also to acquire compulsorily, or otherwise, for Station purposes, lands, houses, streets and other property in the City of Carlisle within the limits hereinafter described, viz.:—Within an imaginary line commencing near the western end of the street called English Dam Side and proceeding along that street to Borough Street, thence along Borough Street and Court Square Brow to Court Square, thence along Collier Lane to a point about 20 feet northward from the northern side of Crown Street, thence in a direction parallel with that street to the street called Botchergate, thence in a southerly direction along that street for a distance of about 70 feet, thence in a direction parallel to and about 30 feet southward from the southern side of Crown Street to Lancaster Street, thence south-eastward along Lancaster Street for a distance of about 300 feet, thence in a westerly direction and at or nearly at right angles to Lancaster Street to a point about 220 feet distant from that street, thence to a point in Mill Street about 130 feet, measuring in a north-easterly direction along that Street, from the chimney in the centre of that street at its junction with James Street, thence eastward along Mill Street for a distance of about 100 feet, thence to a point near the north-eastern corner of the Caledonian Railway Company's Goods Shed on the western side of their main line, and thence to the point above described near the western end of English Dam Side.

To empower the two Companies, or the Committee, to widen the Railway Bridge, called Borough Street Bridge, at or near the north-western extremity of the Passenger Shed of the said Citadel Station, and the Railway Bridge, called Crown Street Bridge, near the southern extremity of the said Passenger Shed, and thereby to cover over further portions of Borough Street, Mill Street, and Water Street, or some of them, and of Crown Street.

To empower the two Companies, or the Committee, to shut up and appropriate all streets, lanes, courts, passages and thoroughfares lying between Mill Street on the north, Crown Street on the south, the portion of the imaginary line hereinbefore mentioned extending from Crown Street to the point in Mill Street hereinbefore described as about 130 feet from the chimney in that street on the west, and the Goods or Relief Lines on the western side of the Citadel Station, described as Railway No. 1 in the Carlisle Citadel Station Act, 1861, on the east.

To empower the two Companies, or the Committee, to shut up and discontinue the following portions of railway, and to appropriate the same and the sites thereof, viz.:—

(1.) That portion of the main line of the Lancaster and Carlisle Railway which extends from the point hereinbefore described as the commencement of Railway No. 1, to the termination of the said main line in the said Citadel Station.

(2.) That portion of the main line of the Caledonian Railway which extends from the point hereinbefore described as the commencement of Railway No. 2, to the termination of the said main line in the said Citadel Station.

(3.) The Goods or Relief Lines, on the western side of the Citadel Station, described as Railway No. 1 in the Carlisle Citadel Station Act, 1861.

(4.) That portion of the Port-Carlisle Canal Branch of the North Eastern Railway which extends from the commencement of Railway No. 4, to the commencement of Railway No. 12.

(5.) The connecting Branch Railway leading from the Port-Carlisle Canal Branch of the North Eastern Railway to the Lancaster and Carlisle Railway, near the place hereinbefore described as St. Nicholas Level Crossing.

(6.) That portion of the existing Railway, belonging to or used by the Maryport and Carlisle Railway Company, which extends from the point hereinbefore described as the commencement of Railway No. 8 to the point of junction of the said existing Railway with the Lancaster and Carlisle Railway, near the southern end of the said Citadel Station.

(7.) That portion of the existing Railway, belonging to or used by the Maryport and Carlisle Railway Company, which extends from near the point hereinbefore described as the commencement of Railway No. 11 to the point of junction of the said existing Railway with the Port-Carlisle Canal Branch of the North Eastern Railway, near the place hereinbefore described as St. Nicholas Level Crossing.

To require the North British Railway Company to relinquish the formation of the following Railways, that is to say:—The Railways authorized by 'The North British Railway (Carlisle Citadel Station Branches) Act, 1865,' and therein called Railway No. II. and Railway No. III.; the Railways authorized by 'The North British Railway (Financial Arrangements) Act, 1867,' and therein called Railway No. 1 and Railway No. 2, so far as not already required to be abandoned by 'The North British Railway (General Powers) Act, 1868,' and the Railway authorized by the last-mentioned Act, and therein called Railway (C); and to release the North British Railway Company from any obligation to construct the said several Railways above described as to be relinquished; and to repeal all provisions of Acts so far as relating to the Railways so to be relinquished.

Which several Railways, Street, and other Works, to be made as aforesaid, and the lands, houses, streets and other property which may be acquired for the purposes thereof, and for station purposes, and the streets, roads, lanes, courts, passages, thoroughfares and portions of existing and authorised Railways to be shut up, discontinued, appropriated and relinquished as aforesaid, are all situate within the City of Carlisle, the Borough of Carlisle, the Townships of St. Mary's Within, St. Mary's Without, Rickergate, Caldewgate, St. Cuthbert's Within, St. Cuthbert's Without, Botchergate, Upperby, and Low Blackwell or Low Blackhall, the Parishes of St. Mary, Carlisle, St. Cuthbert, Carlisle, and Eaglesfield Abbey, and the Extra-parochial Place of Abbey

Within, or some of them, and County of Cumberland.

To empower the two Companies, or the Committee, to deviate in the construction of the said several Railways, Street, and other Works, from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined thereon or provided by the said Bill; and to provide for the maintenance of the said proposed Street by the Mayor, Alderman and Citizens of Carlisle; as also to cross, stop up, appropriate, alter and divert, temporarily or permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water courses, sewers, gas and water pipes, and telegraphic apparatus, in the aforesaid city, borough, parishes, extra-parochial place, and townships, which it may be necessary or expedient to cross, stop up, appropriate, alter or divert for the purposes of the said railways, street, and other works.

To empower the two Companies, or the Committee, for the several purposes aforesaid, to acquire, compulsorily or by agreement, lands, houses, buildings, manufactories, and other property required for the several purposes aforesaid, or any parts thereof, without being obliged to purchase the whole of any house, building, or manufactory; and to vary the provisions contained in section 92 of the Lands Clauses Consolidation Act, 1845, with respect to the liability of the promoters of undertakings to take the whole of a house, building, or manufactory if they take any part thereof, and the provisions contained in the Railways Clauses Consolidation Act, 1845, with respect to the limits of lateral and vertical deviation, and the substitution of roads for roads interfered with.

To provide that so much of the proposed Railway No. 1 as will be situate to the south-eastward of the imaginary line defined in the Carlisle Citadel Station Act, 1861, as the boundary between the Lancaster and Carlisle Railway and the Caledonian Railway shall, for all purposes of tolls, fares, rates and charges, and for all other purposes whatsoever, be vested exclusively in the Lancaster and Carlisle Railway Company as part of their undertaking, railway, works and property, and in the London and North Western Railway Company as their lessees: and that so much of the said Railway No. 1 as will be situate to the north-westward of the said imaginary line, and the whole of the proposed Railway No. 2, shall, for all the purposes aforesaid, be vested exclusively in the Caledonian Railway Company; and to enable the said Companies respectively, according to their respective rights and interests, to levy and recover tolls, rates and charges for the use of the railways and portions of railways so vested in them respectively, and the conveyance of traffic thereon; and to confer, vary and extinguish exemptions from the payment of such tolls, rates and charges; but subject, as respects certain parts of the said Railway No. 1 and Railway No. 2, and the traffic thereon, to the regulation and management of the Committee.

To transfer, or to empower the two Companies or the Committee to enter into agreements with the North Eastern Railway Company and the Maryport and Carlisle Railway Company respectively, for the transfer to these Companies respectively of the proposed railways and portions of railway hereinafter mentioned, or such of them or such parts thereof as may be fixed by agreement, or arbitration, or under the provisions of the said Bill, when such railways and portions of railway

are constructed, or at such other time or times, and at such price or consideration as may be fixed as aforesaid, that is say:—as respects such transfer to the North Eastern Railway Company—Railway No. 12, and a portion of Railway No. 4; and as respects such transfer to the Maryport and Carlisle Railway Company—Railway No. 9, Railway No. 10, Railway No. 11, and a portion of Railway No. 8; together with such works and conveniences, in connection with the railways and portions of railways transferred to the said Companies respectively, as may be necessary or expedient; and to authorize such transfers and the acceptance thereof by the said Companies respectively; and to provide that the railways and portions of railway so transferred shall form portions of the undertaking of the Company to whom the same are transferred; and to enable the said Companies respectively to levy and recover tolls, rates and charges for the use of the railways and portions of railway so transferred to them respectively, and for the conveyance of traffic thereon; and to confer, vary and extinguish exemptions from the payment of such tolls, rates and charges.

To authorize the Committee to levy and recover tolls, rates and charges for the use of the railways to be authorized by the Bill, and the conveyance of traffic thereon, except such portions thereof as may be transferred to the North Eastern Railway Company and the Maryport and Carlisle Railway Company respectively, and except also Railway No. 1 and Railway No. 2; and to confer, vary and extinguish exemptions from the payment of such tolls, rates and charges.

To enable the two Companies to enter into and carry into effect agreements with each other, and also with the Midland Railway Company, the Glasgow and South-Western Railway Company, and the other Companies hereinbefore named, or any of them, with respect to the construction, maintenance, management, appropriation, and use of all or any of the railways and works proposed to be authorized by the Bill, the payment of the cost thereof, or of interest, rent, or other consideration in respect of the same, and the enlargement of the boundaries of the Citadel Station over any lands within or adjoining the City and Borough of Carlisle, now belonging to or which may hereafter be acquired by the two Companies, or either of them; and to enable the two Companies, or the Committee, and the Mayor, Aldermen and Citizens of Carlisle to enter into and carry into effect agreements with each other with respect to any of the said several matters, and with respect to the construction, maintenance and use of any streets or other works in connection with the railways and other works hereinbefore mentioned; as also to confirm any agreements for any of those purposes which may have been entered into between the several parties hereinbefore mentioned, or any of them, as aforesaid.

To enable the two Companies respectively, and the Midland Railway Company, or any one or more of those Companies, to raise further share and loan capital in their respective undertakings by the creation and issue of shares or stock, on such terms and conditions, with such preferences, priorities and privileges (if any) *inter se* and in respect to the other shares and stock in the Company raising such capital, and subject as regards preference shares or stock to such powers of redemption (by the creation and substitution of ordinary shares or stock, or otherwise) as may be considered expedient, and also by borrowing on mortgage or cash credit, and

to issue debenture stock in lieu of the money so borrowed or authorized to be borrowed: and to apply towards the construction and other purposes of the said proposed railways and other works hereinbefore mentioned, and the other purposes of the Bill, any capital or funds belonging to or authorized to be raised by the said Companies respectively, and which may not be required for the purposes for which the same were authorized to be raised.

To alter the accommodation enjoyed by and the rights and interests of the Committee, and the several Companies hereinbefore named respectively, in the several Passenger and Goods Stations at Carlisle, and lines, works and accommodations connected therewith; and to alter the tolls, rates, rents, and other payments exigible in respect thereof, and to confer, vary, and extinguish exemptions from such tolls, rates, rents, and other payments.

To make provision for and to require the payment of the cost of the proposed railways and other works, and other purposes of the Bill, or of some part thereof, or of interest on, or other consideration in respect of such cost, by the several Companies hereinbefore named respectively, or some of them, in such manner and proportions as shall be agreed upon, or fixed by or under the provisions of the Bill; and to sanction arrangements and agreements between the two Companies, or the Committee, and the other Companies hereinbefore named respectively, or some of them, with respect to their several rights and interests in the said Stations at Carlisle, and the use thereof.

To provide for the management of the proposed lines of railway and works and conveniences connected therewith (except such of the same or such parts thereof as will be situate within the limits of the passenger station, as enlarged and improved under the provisions of the Bill, and such of the same, or such parts thereof, as may be transferred to the North Eastern Railway Company, and the Maryport and Carlisle Railway Company respectively as aforesaid) by the Committee, or (if so agreed upon with the two Companies) by a Joint Committee, to be appointed by the two Companies respectively, and by such one or more of the other Companies hereinbefore named as shall be authorized to contribute, and shall contribute such proportion or proportions of the cost thereof as shall be agreed upon between the two Companies and the Company or Companies so contributing; and (if agreed upon as aforesaid) to provide for the appointment, continuance, and regulation of such Joint Committee, and the determination, by a standing arbitrator or otherwise, of differences arising therein.

To vary or extinguish all existing rights and privileges connected with the lands, houses, buildings, manufactories, roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water courses, sewers, gas and water pipes, telegraphic apparatus, and other property, and any other rights and privileges which might in any manner interfere with any of the objects hereinbefore stated; and to confer all powers, rights and privileges necessary or expedient for effecting those objects or in relation thereto.

To amend, and so far as necessary or expedient to repeal, the powers and provisions of the several Acts hereinafter mentioned, viz.:—‘The Carlisle Citadel Station Act, 1861;’ ‘The North Eastern and Carlisle Railways Amalgamation Act, 1862;’ ‘The North British Railway (Carlisle Citadel Station Branches) Act, 1865;’ ‘The North British Railway (New Works) Act, 1866;’ ‘The North

British Railway (Camps, etc., Branches) Act, 1866;’ ‘The North British Railway (Financial Arrangements) Act, 1867;’ ‘The North British Railway (General Powers) Act, 1868;’ ‘The North British Railway (General Powers) Act, 1870;’ ‘The North British Railway Act, 1871;’ ‘The North British Railway Act, 1872;’ ‘The Midland Railway (Settle to Carlisle) Act, 1866;’ ‘The Caledonian and Scottish Central Railways Amalgamation Act, 1865,’ and all other Acts relating to or affecting the Citadel Station and other Stations at Carlisle, and lines of railway and other works connected therewith; the Act 9 and 10 Victoria, chapter 204, intituled, ‘An Act for consolidating the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies,’ and all other Acts relating to or affecting the London and North Western Railway Company; the Act 7 and 8 Victoria, chapter 37, intituled, ‘An Act for making a Railway from the Lancaster and Preston Junction Railway at Lancaster to or near to the City of Carlisle,’ and all other Acts relating to or affecting the Lancaster and Carlisle Railway Company; ‘The Caledonian Railway Act, 1845,’ and all other Acts relating to or affecting the Caledonian Railway Company; the Act 7 and 8 Victoria, chapter 18, intituled ‘An Act for consolidating the North Midland, Midland Counties, and Birmingham and Derby Junction Railways,’ and all other Acts relating to or affecting the Midland Railway Company; ‘The North Eastern Railway Company’s Act, 1854,’ and all other Acts relating to or affecting the North Eastern Railway Company; ‘The Maryport and Carlisle Railway Act, 1855,’ and all other Acts relating to or affecting the Maryport and Carlisle Railway Company; ‘The North British, Edinburgh, Perth and Dundee, and West of Fife Railways Amalgamation Act, 1862,’ and all other Acts relating to or affecting the North British Railway Company; ‘The Glasgow and South-Western Railway Consolidation Act, 1855,’ and all other Acts relating to or affecting the Glasgow and South-Western Railway Company.

And Notice is further given, That plans and sections describing the lines, situation and levels of the several works proposed to be constructed as aforesaid, and the lands, houses and other property which may be taken for the purposes thereof, and plans describing the other lands, houses and property in respect of which compulsory powers are proposed to be applied for, together with books of reference to the said several plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses and other property, and Ordnance or published maps with the proposed lines of railway delineated thereon, so as to show their general course and direction, and copies of this Notice, as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November instant, be deposited for public inspection in the office at Carlisle of the Clerk of the Peace for the County of Cumberland; and that on or before the said 30th day of November instant a copy of so much of the said plans, sections and books of reference as relates to each of the parishes and extra-parochial place before mentioned, and also a copy of this Notice, will be deposited for public inspection, as respects each parish with the Parish Clerk thereof, at his usual place of abode, and as respects the said extra-parochial place with the Parish Clerk of some parish immediately adjoining thereto,

at his usual place of abode; and that printed 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 next.

Dated this 12th day of November 1872.

S. & S. G. SAUL,
Carlisle.

GRAHAMES & WARDLAW,
Westminster.

In Parliament—Session 1873.

CALEDONIAN RAILWAY.

(GLASGOW CENTRAL STATION AND CONNECTING LINES.)

(Construction of Station at Gordon Street, Glasgow, and of Lines connecting same with Railways on South Side of that City; Bridge across Clyde; New Streets or Roads, and Provision for Maintenance thereof; Stopping up of certain Existing Streets; Acquisition of Lands; Tolls; Additional Share and Loan Capital; Agreements with Corporation, Board of Police, and Water Commissioners of Glasgow, Trustees of Clyde Navigation, Glasgow and South-Western Railway Company, and Glasgow and Paisley and Glasgow and Kilmarnock Joint Line Committees; Amendment of Acts.)

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

To empower the Caledonian Railway Company, hereinafter called 'the Company,' to make and maintain the railways, station, bridge, and streets or roads hereinafter described, or some of them, or some portions thereof, and all proper sidings, approaches, works, and conveniences in connection therewith respectively, that is to say:—

A Railway, hereinafter called Railway No. 1, commencing by a junction with the Company's Polloc and Govan Railway at a point about 20 yards westward from the bridge by which the Langside Road is carried over that Railway, and terminating at or near the junction of Alston Street with Gordon Street, in the City of Glasgow; together with a Station on the lands lying between Gordon Street on the north, Union Street on the east, Argyle Street on the south, and Hope Street on the west; which Railway No. 1, and Station and works connected therewith, will be situate in the Parish of Govan, the City Parish of Glasgow, the Barony Parish of Glasgow, and the City and Royal Burgh of Glasgow, in the County of Lanark:

A Railway, hereinafter called Railway No. 2, commencing by a junction with Railway No. 1 at a point about 20 yards northward from the north side of Canal Street, at its junction with Eglinton Street, and terminating by a junction with the Company's Line of Railway leading from near Shields Bridge to the Glasgow and Kilmarnock Joint Line of Railway, at a point about 240 yards westward from the centre of the bridge by which the Turnpike Road from Glasgow to Pollokshaws is carried over the said Joint Line, near Coplawhill; which Railway No. 2, and Works connected

therewith, will be situate in the Parish of Govan and City of Glasgow, in the Counties of Lanark and Renfrew:

A Railway, hereinafter called Railway No. 3, commencing by a junction with Railway No. 1 at a point about 30 yards westward from the south side of Nelson Street, at its junction with Eglinton Street, and terminating by a junction with the Glasgow and Paisley Joint Line of Railway at a point about 30 yards northward from the north side of Cook Street; which Railway No. 3, and Works connected therewith, will be situate in the Parish of Govan and City of Glasgow, in the County of Lanark:

A Bridge across the River Clyde and the Quays on the north and south sides thereof, commencing at a point on the south side of Broomielaw Street about 30 yards southward from the north corner of that Street, at its junction with Jamaica Street, and terminating at a point on the north side of Clyde Place, about twenty-five yards northward from the south corner of Clyde Place, at its junction with Bridge Street; which Bridge, and Works connected therewith, will be situate in the City Parish of Glasgow, the City and Royal Burgh of Glasgow, and the Parish of Govan, in the County of Lanark:

A Street or Road, hereinafter called Street or Road No. 1, commencing by a junction with Cook Street at a point about 40 yards westward from the west side of Eglinton Street, at the junction of Cook Street with Eglinton Street, and terminating by a junction with Eglinton Street at a point about 10 yards northward from the north side of Crawford Street, at its junction with Eglinton Street; which Street or Road No. 1, and Works connected therewith, will be situate in the Parish of Govan and City of Glasgow, in the County of Lanark:

A Street or Road, hereinafter called Street or Road No. 2, commencing by a junction with Prince's Street, Pollokshields, at its eastern termination, about 85 yards southward from the centre of the bridge by which the Lilybank Road is carried over the Company's Line of Railway leading from near Shields Bridge to the Glasgow and Kilmarnock Joint Line of Railway, and terminating at or near the junction of Victoria Road and Eglinton Street with the turnpike road leading from Glasgow to Pollokshaws; which Street or Road No. 2, and Works connected therewith, will be situate in the Parish of Govan and City of Glasgow, in the Counties of Renfrew and Lanark: and

A Street or Road, hereinafter called Street or Road No. 3, commencing by a junction with Street or Road No. 2 at a point about 150 yards westward from the point hereinbefore described as the point of termination thereof, and terminating by a junction with the Lilybank Road at a point about 85 yards westward from its junction with Eglinton Street; which Street or Road No. 3, and Works connected therewith, will be situate in the Parish of Govan and City of Glasgow, in the County of Lanark.

To provide that the said Streets or Roads No. 1, No. 2, and No. 3, when formed, paved, and completed by the Company, shall become public streets of the City of Glasgow, and shall, as such, be vested in and maintained by the Board of Police of Glasgow out of the assessments leviable by them.

To empower the Company to stop up, and to appropriate to the purposes of the said proposed Station, the site of Alston Street between Argyle Street and Gordon Street, without substituting any

street therefor, and also to stop up and appropriate the site of the following streets and portions of street and road, without substituting therefor any streets or roads other than the streets or roads proposed to be constructed under the powers of the said Bill as aforesaid, that is to say:—the street leading southward from the Lilybank Road called Milan Street, the street leading westward from Eglinton Street called William Street, the portions lying between Street or Road No. 1 and Eglinton Street of the streets called Canal Street and Victoria Street, the portion of the street called Crawford Street lying between Frances Street and Eglinton Street, and the portion of the Lilybank Road where the same will be crossed by Railway No. 2, and for a distance of 10 yards or thereabouts on each side of such crossing.

To empower the Company to acquire compulsorily or by agreement, and to enter upon, take and use temporarily or permanently, all such lands, houses and other property as may be necessary or convenient for the purposes of the railways, station, bridge, streets or roads, and other works hereinbefore mentioned, and for providing accommodation for the parties displaced thereby; which lands, houses and other property are situate in the Parish of Govan, the City Parish of Glasgow, the Barony Parish of Glasgow, and the City and Royal Burgh of Glasgow, in the Counties of Lanark and Renfrew.

To empower the Company to deviate, in the construction of the said railways, bridge, streets or roads, and other works, from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined thereon, or provided by the Bill; to cross, stop up, appropriate, alter and divert, temporarily or permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, stations, tramways, canals, basins, streams, water courses, sewers, drains, gas and water pipes, and telegraphic apparatus, in the parishes and places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter, or divert for the purposes of the said railways, station, bridge, streets or roads, and other works; to levy and recover tolls, rates and charges for the use of the said railways and station and works connected therewith, and the conveyance and accommodation of traffic thereon; and to confer, vary and extinguish exemptions from the payment of tolls, rates and charges.

To alter, as respects the exercise of the powers of compulsory purchase for the purposes of the railways, station, bridge, streets or roads, and other works before mentioned, the provisions contained in 'The Lands Clauses Consolidation (Scotland) Act, 1845,' with respect to the liability of the promoters of undertakings to take the whole of a house, building or manufactory, if they take any part thereof, and with respect to superfluous lands; and to alter the provisions of 'The Railways Clauses Consolidation (Scotland) Act, 1845,' with respect to the limits of lateral and vertical deviation, and otherwise.

To empower the Company to raise money for the purposes of the said proposed railways, station, bridge, streets or roads, and other works, by the creation and issue of Shares or Stock, on such terms and conditions, with such preferences, priorities and privileges (if any) *inter se*, and in respect of the other Shares and Stock of the Company, and subject as regards Preference Shares or Stock to such powers of redemption (by the creation and

substitution of Ordinary Shares or Stock, or otherwise) as may be considered expedient, and also by borrowing upon mortgage or cash credit; and to issue debenture stock in lieu of the money so borrowed or authorised to be borrowed; as also to apply towards the several purposes aforesaid any capital or funds belonging to or authorised to be raised by the Company, and which may not be required for the purposes for which the same were authorised to be raised.

To empower the Company on the one hand, and the Lord Provost, Magistrates, and Council of the City of Glasgow, the Board of Police of Glasgow, the Glasgow Corporation Waterworks Commissioners, the Trustees of the Clyde Navigation, the Glasgow and South-Western Railway Company for themselves and as joint owners of the Glasgow and Paisley Joint Line of Railway and of the Glasgow and Kilmarnock Joint Line of Railway, the Glasgow and Paisley Joint Line Committee, and the Glasgow and Kilmarnock Joint Line Committee respectively, or any of these parties, on the other hand, to enter into agreements with each other with respect to the construction, maintenance, management, and use of any of the said proposed railways, station, bridge, streets or roads, and other works, the execution of any of the other operations hereinbefore mentioned, the use of any of the other Railways and works belonging to the Companies above-named, jointly or separately, and any of the other purposes of the Bill, and to confirm any such agreements which may have been entered into.

To vary or extinguish all existing rights and privileges connected with the lands, houses, roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water courses, sewers, drains, gas and water pipes, telegraphic apparatus, and other property hereinbefore mentioned, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid, and to confer all powers, rights, and privileges necessary or expedient for effecting those objects, or in relation thereto.

To amend, and so far as necessary for any of the purposes aforesaid to repeal, the provisions of the several Acts hereinafter mentioned, that is to say, 'The Caledonian Railway Act, 1845,' and the several other Acts relating to the Company, and to the undertakings belonging to or held in lease or worked by them, passed respectively in the Sessions of Parliament held in the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22d, the 22d and 23d, the 23d and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32d, the 32d and 33d, the 33d and 34th, and the 35th and 36th years of the reign of her present Majesty; as also 'The Glasgow Police Act, 1866,' 'The Glasgow Corporation Gas Act, 1869,' 'The Glasgow Corporation Waterworks Act, 1855,' 'The Clyde Navigation Consolidation Act, 1858,' 'The Glasgow and South-Western Railway Consolidation Act, 1855;' the local Acts, 1 Victoria chapters 116 and 117, 3 Victoria chapter 53, 3 and 4 Victoria chapter 107, 5 Victoria (session 2) chapter 29, 8 and 9 Victoria chapter 95, 9 Victoria chapter 60, 10 and 11 Victoria chapter 169, 11 and 12 Victoria chapter 84, and 27 and 28 Victoria chapter 132, relating to the Glasgow and Paisley Joint Line of Railway;

and 'The Caledonian and Glasgow and South-Western Railways (Kilmarnock Joint Line) Act, 1869;' and all other Acts recited in any of the beforementioned Acts, or relating to or affecting the said Companies and parties, and the undertakings vested in them respectively or in the Caledonian and Glasgow and South-Western Railway Companies jointly.

And Notice is further given, that plans and sections describing the lines, situation, and levels of the railways, bridge, streets or roads, and other works proposed to be constructed as aforesaid, and the lands, houses, and other property which may be taken for the purposes thereof and of the said proposed station and other purposes of the Bill, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and ordnance or published maps with the proposed lines of Railway delineated thereon, so as to show their general course and direction, and copies of this Notice as published in the *London and Edinburgh Gazettes*, will, on or before the 30th day of November instant, be deposited for public inspection in the office at Glasgow of the principal Sheriff Clerk of the County of Lanark, and in the office at Paisley of the principal Sheriff Clerk of the County of Renfrew; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the Parishes beforementioned, and to the City and Royal Burgh of Glasgow respectively, with a copy of this Notice, will, on or before the said 30th day of November, be deposited for public inspection as follows, that is to say:—So far as respects each of the said Parishes with the Schoolmaster, or, if there be no Schoolmaster, with the Session Clerk of such Parish, at the usual place of abode of such Schoolmaster or Session Clerk, and so far as respects the said City and Royal Burgh with the Town Clerk thereof, at his office in Glasgow.

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

Dated this 12th day of November 1872.

JAMES KERR,

Glasgow.

GRAHAMES & WARDLAW,

30 Great George Street,
Westminster.

In Parliament—Session 1873.

CALEDONIAN RAILWAY

(ADDITIONAL POWERS).

(Construction of Railways, Pier, and other Works, Alteration of Road, and Acquisition of Lands in the Counties of Lanark, Forfar, Renfrew, Stirling, and Perth; Levying of Tolls and Rates thereon; Constitution of part thereof into a separate Undertaking; Additional Share and Loan Capital; Amendment of Acts.)

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

To empower the Caledonian Railway Company (hereinafter called 'the Company') to make and maintain the several Railways, Pier or Quay Alteration of Road and other Works hereinafter

described, or some of them, or some portions thereof, and all proper Stations, Sidings, Approaches, Works, and Conveniences in connection therewith respectively, that is to say:—

A Railway, hereinafter called Railway No. 1, commencing by a junction with the Motherwell Branch of the Company's Clydesdale Junction Railway at a point about 220 yards eastward from the Uddingston Station House on that Branch, and terminating by a junction with the Cleland Branch of the Company's Wishaw and Coltness Railway at a point about 660 yards, measuring along that Branch, from the turnpike road bridge over the said Wishaw and Coltness Railway near Holytown Station; which Railway No. 1, and works connected therewith, will be wholly situate in the Parish of Bothwell and County of Lanark:

A Railway, hereinafter called Railway No. 2, commencing by a junction with Railway No. 1 at a point about 320 yards southward from Mossend House, and about 180 yards north-westward from Mossend Farm Buildings, and terminating by a junction with the said Wishaw and Coltness Railway at a point about 350 yards northward from the turnpike road bridge over that Railway near Holytown Station; which Railway No. 2, and works connected therewith, will be wholly situate in the Parish of Bothwell and County of Lanark:

A Railway, hereinafter called Railway No. 3, commencing by a junction with the Motherwell Branch of the Company's Clydesdale Junction Railway at a point about 40 yards south-eastward from the Fallside Station House on that Branch, and terminating at a point about 115 yards north-westward from the Parish Church of Bothwell; which Railway No. 3, and works connected therewith, will be wholly situate in the Parish of Bothwell and County of Lanark:

A Railway, hereinafter called Railway No. 4, commencing by a junction with the Company's Muirkirk Branch at a point about 500 yards south-westward from Poniel Farm Buildings, and terminating by a junction with the Company's Lesmahagow Line at a point about 130 yards southward from the bridge carrying the Glasgow and Carlisle Turnpike Road, at a point thereon between 24 and 25 miles from Glasgow, over the said Lesmahagow Line; which Railway No. 4, and works connected therewith, will be situate in the Parishes of Douglas and Lesmahagow, and County of Lanark:

A Railway, hereinafter called Railway No. 5, commencing by a junction with the Company's Hamilton and Strathaven Railway at a point about 40 yards north-eastward from the bridge by which that Railway is carried over the public road leading from High Blantyre by Hunthill to Barnhill, and terminating by a junction with the Kilbride Extension Line of the Busby Railway Company at or near the termination of that Line at East Kilbride; which Railway No. 5, and works connected therewith, will be situate in the Parishes of Blantyre, Cambuslang, and East Kilbride, and County of Lanark:

A Railway, hereinafter called Railway No. 6, commencing by a junction with the Branch Railway authorized by and called Line No. 7 in 'The Caledonian Railway (Lanarkshire and Midlothian Branches) Act, 1866,' now in course of construction, at a point about 180 yards south-eastward from the Company's Station House at Hamilton, and terminating at a point about 470 yards southward from the house called Maryfield, near Low

Waters, on the turnpike road leading from Hamilton to Strathaven; which Railway No. 6, and works connected therewith, will be situate in the Parish of Hamilton, Burgh of Hamilton, and County of Lanark:

A Railway, hereinafter called Railway No. 7, commencing by a junction with Railway No. 6 at a point about 100 yards north-westward from the point, near the southern end of Low Waters, where the turnpike road leading from Hamilton to Strathaven is joined by the public road passing Chantinghall, Little Bent, and Ivy Grove, and terminating at a point about 40 yards southward from the said point of junction of the said roads; which Railway No. 7, and works connected therewith, will be wholly situate in the Parish of Hamilton and County of Lanark:

A Railway, hereinafter called Railway No. 8, commencing by a junction with the Company's Hamilton and Strathaven Railway at or near the bridge by which the turnpike road leading from Hamilton to Strathaven is carried over the said Hamilton and Strathaven Railway, and terminating at a point about 550 yards eastward from Wakenwee, and about 540 yards westward from Craighendhill Farm Buildings; which Railway No. 8, and works connected therewith, will be wholly situate in the Parish of Hamilton and County of Lanark:

A Railway, hereinafter called Railway No. 9, commencing by a junction with Railway No. 8 at the point hereinbefore described as the point of termination of that Railway, and terminating at a point about 500 yards southward from East Drumloch Farm Buildings; which Railway No. 9, and works connected therewith, will be situate in the Parishes of Hamilton and Glassford, and County of Lanark:

A Railway, hereinafter called Railway No. 10, commencing by a junction with the Cleland Branch of the Company's Wishaw and Coltness Railway at a point about 230 yards south-westward from Stevenston House, and terminating by a junction with the Company's Main Line of Railway from Carlisle to Glasgow at a point about 290 yards westward from the mile post thereon indicating a distance of 84 miles from Carlisle; which Railway No. 10, and works connected therewith, will be situate in the Parishes of Bothwell, Dalziel, Cambusnethan, and Carluke, and County of Lanark:

A Railway, hereinafter called Railway No. 11, commencing by a junction with Railway No. 10 at a point near the village of Carfin, about 210 yards southward from Hattonhill Farm Buildings, and terminating by a junction with the Cleland Branch of the Company's Wishaw and Coltness Railway, at a point about 210 yards westward from the turnpike road bridge over that Branch near the Newarthill Station thereon; which Railway No. 11, and works connected therewith, will be wholly situate in the Parish of Bothwell and County of Lanark:

A Railway, hereinafter called Railway No. 12, commencing by a junction with the Company's Railway leading from their Wishaw and Coltness Railway, near Holytown Station, to the Motherwell Branch of their Clydesdale Junction Railway, near Motherwell, authorized by and secondly described in 'The Caledonian Railway (Branches and Amendment) Act, 1854,' at a point about 700 yards southward from the turnpike road bridge over the said Wishaw and Coltness Railway, near Holytown Station, and terminating by a junction with the Cleland Branch of the said Wishaw and Coltness

Railway at the point hereinbefore described as the termination of Railway No. 1; which Railway No. 12, and works connected therewith, will be wholly situate in the Parish of Bothwell and County of Lanark:

A Railway, hereinafter called Railway No. 13, being an alteration and improvement of the Company's existing Railway called the Carmyllie Railway, and commencing by a junction with the Company's Dundee and Arbroath Railway at a point about 150 yards north-eastward from the junction of the said existing Carmyllie Railway with the said Dundee and Arbroath Railway, called Elliot Junction, and terminating at a point about 260 yards southward from Slade Farm Buildings; which Railway No. 13, and works connected therewith, will be situate in the Parishes of Arbirlot and Carmyllie, and County of Forfar:

A Railway, hereinafter called Railway No. 14, commencing by a junction with the Company's Glasgow Paisley and Greenock Railway, at or near the bridge carrying the road leading from the turnpike road between Port-Glasgow and Greenock to Gibshill Quarry over the said Glasgow Paisley and Greenock Railway, and terminating at a point about 80 yards northward from the tollhouse on the said turnpike road at Cappielow; which Railway No. 14, and works connected therewith, will be situate in the Parish of Greenock and the East Parish of Greenock, or one of them, the Burgh of Greenock, and County of Renfrew:

A Railway, hereinafter called Railway No. 15, commencing by a junction with the Company's Glasgow Paisley and Greenock Railway, at a point about 310 yards westward from the bridge carrying the said Glasgow Paisley and Greenock Railway over the stream called *Devol Burn*, and terminating at a point about 40 yards north-eastward from the bridge carrying the road leading from the turnpike road between Port-Glasgow and Greenock to Gibshill Quarry over the said Glasgow Paisley and Greenock Railway; which Railway No. 15, and works connected therewith, will be situate in the Parish of Greenock and the East Parish of Greenock, or one of them, and County of Renfrew:

A Railway, hereinafter called Railway No. 16, commencing by a Junction with the Company's Grangemouth Branch Railway at a point about 230 yards westward from Eastend Farm Buildings, and terminating at a point about 160 yards south-westward from the bridge over the stream called Grange Burn, near the junction of that stream with the River Carron; which Railway No. 16, and works connected therewith, will be situate in the Parishes of Falkirk, Bothkennar, and Polmont, and County of Stirling: and

A Railway, hereinafter called Railway No. 17, commencing by a junction with the Greenock and Wemyss Bay Railway at or near the mile post thereon indicating a distance of three miles from Port-Glasgow Junction, and terminating on Gourrock Pier at a point about 20 yards north-eastward from the waiting room on that pier; and also a Pier or Quay, with landing-stages, rails, and other conveniences, commencing at a point about 50 yards northward from the Junction of King Street and Shore Street, in the town of Gourrock, and terminating in the Firth of Clyde at a point about 45 yards southward from the southern end of Gourrock Pier; which Railway No. 17, and Pier or Quay, and other works connected therewith, will be situate in the Parish of Greenock, the West Parish of Greenock, the Parish of Inner-

kip and the Town of Gourrock, or some of them, in the County of Renfrew, and in the Firth of Clyde in or *ex adverso* of the Parish of Innerkip.

To empower the Company to carry the Statute Labour Road leading from the ferry over the River Clyde, called the Float or Lampits Ferry, to the Village of Pettinain, which at present is crossed on the level by the Company's Main Line of Railway from Carlisle to Edinburgh and Glasgow, over the said Main Line by a bridge; and for that purpose to alter the line and levels of the said road from a point thereon about 80 yards north-eastward from the said level crossing to a point on the said road about 430 yards south-westward from the said level crossing; and to stop up and appropriate compulsorily the site of the said existing road between the said points or some part thereof; which alteration of road and works connected therewith, and the portion of road to be stopped up and appropriated as aforesaid, will be wholly situate in the Parish of Pettinain and County of Lanark.

To empower the Company to acquire compulsorily or by agreement, and to enter upon, take and use, temporarily or permanently, all such lands, houses, and other property as may be necessary or convenient for the purposes of the several Railways, pier or quay, alteration of road and other works hereinbefore mentioned; which lands, houses, and other property are situate in the Parishes of Bothwell, Douglas, Lesmahagow, Blantyre, Cumbuslang, East Kilbride, Hamilton, Glassford, Dalziel, Cambusnethan, Carlisle, and Pettinain, and the Burgh of Hamilton, in the County of Lanark; the Parishes of Arbirlot and Carmyllie, in the County of Forfar; the Parish of Greenock, the East Parish of Greenock, the West Parish of Greenock, the Parish of Innerkip, the Burgh of Greenock, and the Town of Gourrock, in the County of Renfrew; the Firth of Clyde in or *ex adverso* of the said Parish of Innerkip; and the Parishes of Falkirk, Bothkennar, and Polmont, in the County of Stirling; or some of the said parishes and places; and also the following lands, or part thereof, and all houses and other property thereon, viz.:—

(1.) Certain land in the Parish of Pettinain and County of Lanark, extending along and on both sides of the Company's Main Line of Railway between Carlisle and Edinburgh, from a point at or near the southern end of the viaduct by which the said Main Line is carried over the River Clyde, near the Float or Lampits Ferry aforesaid, to a point about 870 yards, measuring along the said Main Line, south-eastward from the southern end of the said viaduct:

(2.) Certain land in the Parish of Hamilton and Burgh of Hamilton, in the County of Lanark, bounded on the north by Brandon Street, on the east by Quarry Street, and on the south and west by property already purchased by the Company:

(3.) Certain land in the Parish of Bothwell and County of Lanark, extending along the southern side of the Motherwell Branch of the Company's Clydesdale Junction Railway, near Uddingston Station, from the western side of the turnpike road leading from Glasgow by Uddingston to Bothwell, to the eastern side of the Statute Labour Road leading from Uddingston to Clydeneuk:

(4.) Certain land in the Parishes of Bothkennar and Polmont and County of Stirling, and in the Firth of Forth in or *ex adverso* of the said Parish of Polmont, lying along the right bank of the River Carron, between a point about 270 yards

westward from the junction of the stream called Grange Burn with the said River and a point about 300 yards south-westward from the Lighthouse at the junction of the said River with the Firth of Forth: and

(5.) Two pieces of land in the Parishes of Perth, East Church of Perth, Middle Church of Perth, West Church of Perth, and St. Paul's, and the Royal Burgh of Perth, or some or one of those places, in the County of Perth—the one of the said pieces of land lying on the western side of the lines and sidings of the Company and of the Highland Railway Company, and on the eastern side of the road leading from the Long Causeway at Dovecotland, by Wellshill Cemetery, to the turnpike road from Perth to Crieff, and extending from about 100 yards northward from the junction of the first-mentioned road with the Long Causeway to about 190 yards southward from the junction of the same road with the turnpike road leading from Perth to Crieff; and the other of the said pieces of land lying along the eastern side of the Company's Scottish North-Eastern Railway, and on the western side of the Town Lead, and extending from the road or street between High Street and Dovecotland to near the Boot of Balhousie.

To empower the Company to deviate, in the construction of the said several Railways, pier or quay, alteration of road and other works, from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined thereon, or provided by the Bill; to cross, stop up, appropriate, alter and divert, temporarily or permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water-courses, sewers, drains, gas and water pipes and telegraphic apparatus, in the parishes and places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter, or divert for the purposes of the said Railways, pier or quay, alteration of road and other works; to levy and recover tolls, rates, duties, and charges for the use of the said Railways, pier or quay and works, and the conveyance of traffic thereon, and the loading and unloading, landing and embarking of passengers, animals, goods, and minerals, as also upon vessels loaded or unloaded, or arriving at or departing from, or remaining at or otherwise making use of the said pier or quay; and to confer, vary, and extinguish exemptions from the payment of tolls, rates, duties, and charges.

To provide that the new or altered line of road hereinbefore described, and all other diverted portions of road which may be constructed by the Company under the powers of the Bill, shall, as respects tolls (where tolls are exigible on the existing roads) and in all other respects form parts of the existing roads respectively which may be altered or diverted under the said powers, and shall be maintained by the respective parties liable to maintain the said existing roads, or such other parties as shall be specified in the Bill.

To alter, as respects the exercise of the powers of compulsory purchase for the purposes of the Railways, pier or quay, alteration of road, and other works before mentioned, the provisions contained in Section 90 of 'The Lands Clauses Consolidation (Scotland) Act, 1845,' with respect to the liability of the promoters of undertakings to take the whole of a house, building, or manufactory if they take any part thereof; to alter the provisions of 'The Railways Clauses Consolidation (Scotland) Act, 1845,' with respect to the limits of

lateral and vertical deviation, and otherwise; to incorporate with the Bill, with such alterations as may be considered expedient, certain portions of 'The Harbours, Docks, and Piers Clauses Act, 1847,' and to confer upon the Company powers of management of and control over the proposed pier or quay, and works and conveniences connected therewith, and the adjacent portions of the Firth of Clyde, within limits to be specified in the said Bill, and such powers as may be necessary or convenient for the lighting, watching, regulation, and police thereof, and for securing free access for vessels thereto and right to be thereat or alongside thereof.

To empower the Company to raise money for the purposes of the said Railways, pier or quay, alteration of road, and other works, by the creation and issue of Shares or Stock, on such terms and conditions, with such preferences, priorities, and privileges (if any) *inter se*, and in respect of the other Shares and Stock of the Company, and subject, as regards Preference Shares or Stock, to such powers of redemption (by the creation and substitution of Ordinary Shares or Stock, or otherwise) as may be considered expedient, with respect to the whole or any separate portion or portions of the money so to be raised, and also by borrowing upon mortgage or cash credit, and to issue Debenture Stock in lieu of the money so borrowed, or authorized to be borrowed; as also to apply towards the several purposes aforesaid any capital or funds belonging to or authorized to be raised by the Company, and which may not be required for the purposes for which the same were authorized to be raised.

To constitute, or to empower the Company if they think fit to constitute, the proposed Railway No. 17, and the Pier or Quay and other works connected therewith, a separate undertaking of the Company; and to provide that the capital to be raised for such separate undertaking, and the monies, if any, to be borrowed by mortgage, debenture stock, or otherwise on the security thereof, and the revenues to be derived therefrom, shall be kept separate from the capital raised and to be raised for, and the monies borrowed and to be borrowed on the security of the other undertaking or undertakings of the Company; and that such separate undertaking and its capital and revenues, and the shareholders of such capital, shall not be liable for or chargeable with the mortgages, bonds, debenture stock, debts, liabilities, or engagements of the Company, issued or incurred, or which may be issued or incurred, in respect of their other undertaking or undertakings; and that the other undertaking or undertakings of the Company, and the capital and revenues thereof and the shareholders of such capital, shall not be liable for or chargeable with the mortgages, debenture stock, debts, liabilities, or engagements which may be issued or incurred in respect of such separate undertaking; and that the profits of the said separate undertaking shall belong to the shareholders thereof, and that such shareholders shall not be entitled as such to participate in the profits of any other undertaking or undertakings of the Company.

To authorize the Company, and the subscribers to the capital of the said separate undertaking, to make and carry into effect agreements with respect to the construction, maintenance, and working of the said Railway No. 17, and the Pier or Quay and other works connected therewith, and as to the application of the capital and revenues of the said separate undertaking, and to provide for carrying

such agreements into effect, and to confirm all or any such agreements which may have been entered into.

To vary or extinguish all existing rights and privileges connected with the lands, houses, roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water-courses, sewers, drains, gas and water pipes, telegraphic apparatus, and other property hereinbefore mentioned, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid; and to confer all powers, rights, and privileges necessary or expedient for effecting those objects or in relation thereto.

To amend, and so far as necessary for any of the purposes aforesaid to repeal, the provisions of the several Acts hereinafter mentioned, that is to say:— 'The Caledonian Railway Act, 1845,' and the several other Acts relating to the Company, and to the undertakings belonging to or held in lease or worked by them, passed respectively in the Sessions of Parliament held in the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, 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 35th and 36th years of the reign of Her present Majesty; 'The Caledonian Railway (Greenock and Gourock Extensions) Act, 1866,' 'The Caledonian Railway (Abandonment, etc.) Act, 1869,' 'The Clyde Lighthouses Act, 1871,' 'The Clyde Navigation Consolidation Act, 1868,' 'The Local and Personal Act, 47 George III, session 2, chapter 45; and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting the Company or the said undertakings, the Harbour of Gourock, the Clyde Lighthouses, the Clyde Navigation, or the Lanarkshire Statute Labour Roads.

And Notice is further given, that plans and sections describing the lines, situation, and levels of the said Railways, Pier or Quay, alteration of Road, and other Works proposed to be constructed as aforesaid, and the lands, houses, and other property which may be taken for the purposes thereof, and plans describing the other lands, houses, and property in respect of which compulsory powers for the acquisition thereof are proposed to be applied for as aforesaid, together with Books of Reference to the said several plans, containing the names of the Owners or Reputed Owners, Lessees or Reputed Lessees, and Occupiers of such lands, houses, and other property, and Ordnance or Published Maps, with the proposed lines of Railway delineated thereon, so as to show their general course and direction, and copies of this notice, as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November instant, be deposited for public inspection in the offices at Glasgow, Hamilton, Airdrie, and Lanark respectively of the principal Sheriff-Clerk of the County of Lanark; in the offices at Dundee and Forfar respectively of the principal Sheriff-Clerk of the County of Forfar; in the offices at Paisley and Greenock respectively of the principal Sheriff-Clerk of the County of Renfrew; in the offices at Stirling and Falkirk respectively of the principal Sheriff-Clerk of the County of Stirling; and in the office at Perth of the principal Sheriff-Clerk of the County of Perth; and that a copy of so much of the said Plans, Sections, and

Books of Reference as relates to each of the Parishes before mentioned, and to the Royal Burgh of Perth, and to the portions of the Firths of Clyde and Forth in or *ex adverso* of the Parishes of Innerkip and Polmont as aforesaid respectively, with a copy of this Notice, will, on or before the said 30th day of November, be deposited for public inspection as follows, that is to say:—So far as respects each such Parish, and the portion of Firth, if any, in or *ex adverso* thereof as aforesaid, with the Schoolmaster, or if there be no Schoolmaster, with the Session-clerk of such Parish, at the usual place of abode of such Schoolmaster or Session-clerk; and so far as respects the Royal Burgh of Perth, with the Town-clerk of that Burgh at his office in Perth.

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

Dated this twelfth day of November 1872.

JAMES KERR,
Glasgow.

GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

In Parliament—Session 1873.

CALEDONIAN RAILWAY.

(CARSTAIRS AND LARBERT JUNCTION RAILWAY.)

(Construction of Railway from the Caledonian Railway Company's Main Line near Cobinshaw Reservoir, to their Scottish Central Line near Larbert, with Branches, in the Counties of Edinburgh, Linlithgow, Stirling, and Lanark; levying of Tolls thereon; Additional Share and Loan Capital; Amendment of Acts.)

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

To empower the Caledonian Railway Company (hereinafter called 'the Company') to make and maintain the several Railways hereinafter described, or some of them, or some portions thereof, and all proper stations, sidings, approaches, works and conveniences in connection therewith respectively, that is to say:—

A Railway, hereinafter called Railway No. 1, commencing by a junction with the Company's Main Line of Railway leading from Carlisle to Edinburgh, at a point about 280 yards south-westward from the Company's engine and tank house at Cobinshaw Reservoir, and terminating by a junction with the Company's Scottish Central Railway, at a point near the southern end of the viaduct by which the said Scottish Central Railway is carried over the River Carron near Larbert; which Railway No. 1, and works connected therewith, will be situate in the Parish of West Calder, in the County of Edinburgh; the Parishes of Whitburn, Livingston, Bathgate, and Torphichen, and the Town of Bathgate, in the County of Linlithgow; and the Parishes of Muiravonside, Polmont, and Falkirk, and the Burgh of Falkirk, in the County of Stirling:

A Railway, hereinafter called Railway No. 2, commencing by a junction with Railway No. 1, at a point about 170 yards south-westward from Bathgate Academy, and terminating by a junction

with the Company's Cleland and Midcalder Line, at or near the western end of the viaduct by which that line is carried over the stream called Murieston Water; which Railway No. 2, and works connected therewith, will be situate in the Parishes of Bathgate and Livingston, and the Town of Bathgate, in the County of Linlithgow; and the Parishes of West Calder and Midcalder, in the County of Edinburgh:

A Railway, hereinafter called Railway No. 3, commencing by a junction with Railway No. 1, at a point about 270 yards south-westward from Nether Longford farm buildings, and terminating by a junction with the Company's Cleland and Midcalder Line, at a point about 210 yards south-westward from the signal house, at the western junction with that line of the Company's loop line, called Railway No. 6 in 'The Caledonian Railway (Cleland and Midcalder Railway and Branches) Act, 1865;' which Railway No. 3, and works connected therewith, will be wholly situate in the Parish of West Calder and County of Edinburgh:

A Railway, hereinafter called Railway No. 4, commencing by a junction with Railway No. 1, at a point about 380 yards westward from Muirhousedykes Mains farm buildings, and terminating by a junction with the Company's Cleland and Midcalder Line, at the point hereinbefore described as the termination of Railway No. 3; which Railway No. 4, and works connected therewith, will be wholly situate in the Parish of West Calder and County of Edinburgh:

A Railway, hereinafter called Railway No. 5, commencing by a junction with Railway No. 1, at a point about 160 yards south-westward from the farm buildings of Westfield, near the Company's Grangemouth Branch Railway, and terminating by a junction with that Branch Railway, at a point about 390 yards westward from Wester Newlands farm buildings; which Railway No. 5, and works connected therewith, will be wholly situate in the Parish of Falkirk and County of Stirling:

A Railway, hereinafter called Railway No. 6, commencing by a junction with Railway No. 1, at a point about 460 yards north-westward from the swing bridge by which the North British Railway Company's Stirlingshire Midland Junction Railway is carried over the Company's Forth and Clyde Navigation, and terminating by a junction with the Railway leading from the said Stirlingshire Midland Junction Railway, near Camelon, to Carron Iron Works, at a point about 380 yards northward from Merchiston Hall; which Railway No. 6, and works connected therewith, will be situate in the Parish of Falkirk and Burgh of Falkirk, or one of them, in the County of Stirling:

A Railway, hereinafter called Railway No. 7, commencing by a junction with Railway No. 1, at a point about 300 yards north-westward from the bridge by which the North British Railway Company's Stirlingshire Midland Junction Railway is carried over the turnpike road leading from Camelon to Larbert, and terminating by a junction with the Company's Scottish Central Railway, at a point about 200 yards north-eastward from the northern end of the tunnel in which the said Scottish Central Railway is carried under the Company's Forth and Clyde Navigation; which Railway No. 7 will be wholly situate in the Parish of Falkirk and County of Stirling:

A Railway, hereinafter called Railway No. 8, commencing by a junction with the Company's Wilsontown Branch, at a point about 220 yards

westward from the houses of Lower Haywood, and terminating by a junction with Railway No. 1, at a point about 360 yards south-westward from Mossend farm buildings, on the side of the road leading from those farm buildings, past Doveridge, to Baad's Mill Bridge; which Railway No. 8, and works connected therewith, will be situate in the Parish of Carnwath in the County of Lanark, and the Parish of West Calder in the County of Edinburgh: and

A Railway, hereinafter called Railway No. 9, commencing by a junction with Railway No. 8, at a point about 260 yards south-eastward from the farm buildings of Doveridge aforesaid, and terminating by a junction with the Company's Cleland and Midcalder Line, at or near the accommodation bridge under the said line, near the eastern junction with that line of the Company's loop line called Railway No. 6 in 'The Caledonian Railway (Cleland and Midcalder Railway and Branches) Act, 1865;' which Railway No. 9, and works connected therewith, will be wholly situate in the Parish of West Calder, in the County of Edinburgh.

To empower the Company to acquire, compulsorily, or by agreement, and to enter upon, take and use, temporarily or permanently, all such lands, houses, and other property as may be necessary or convenient for the purposes of the several railways and other works hereinbefore mentioned; which lands, houses, and other property are situate in the Parishes of West Calder and Midcalder, in the County of Edinburgh; the Parishes of Whitburn, Livingston, Bathgate, and Torphichen, and the town of Bathgate, in the County of Linlithgow; the Parishes of Muiravonside, Polmont, and Falkirk, and the Burgh of Falkirk, in the County of Stirling; and the Parish of Carnwath, in the County of Lanark.

To empower the Company to deviate, in the construction of the said several Railways and other works, from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined thereon, or provided by the Bill; to cross, stop up, appropriate, alter and divert, temporarily or permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water-courses, sewers, drains, gas and water pipes, and telegraphic apparatus, in the parishes and places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter, or divert for the purposes of the said Railways and other works; to levy and recover tolls, rates and charges for the use of the said Railways and works, and the conveyance of traffic thereon; and to confer, vary and extinguish exemptions from the payment of tolls, rates and charges.

To provide that all diverted portions of road which may be constructed by the Company under the powers of the Bill, shall, as respects tolls (where tolls are exigible on the existing roads), and in all other respects form parts of the existing roads respectively which may be altered or diverted under the said powers, and shall be maintained by the respective parties liable to maintain the said existing roads, or such other parties as shall be specified in the Bill.

To alter, as respects the exercise of the powers of compulsory purchase for the purposes of the Railways and other works before mentioned, the provisions contained in Section 90 of 'The Lands Clauses Consolidation (Scotland) Act, 1845,' with respect to the liability of the promoters of under-

takings to take the whole of a house, building or manufactory, if they take any part thereof; and to alter the provisions of 'The Railways Clauses Consolidation (Scotland) Act, 1845,' with respect to the limits of lateral and vertical deviation, and otherwise.

To empower the Company to raise money for the purposes of the said Railways and other works, by the creation and issue of Shares or Stock, on such terms and conditions, with such preferences, priorities and privileges (if any) *inter se*, and in respect of the other Shares and Stock of the Company, and subject as regards Preference Shares or Stock to such powers of redemption (by the creation and substitution of Ordinary Shares or Stock, or otherwise) as may be considered expedient, and also by borrowing upon mortgage or cash credit; and to issue Debenture Stock in lieu of the money so borrowed, or authorized to be borrowed; as also to apply towards the several purposes aforesaid any capital or funds belonging to or authorized to be raised by the Company, and which may not be required for the purposes for which the same were authorised to be raised.

To vary or extinguish all existing rights and privileges connected with the lands, houses, roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water courses, sewers, drains, gas and water pipes, telegraphic apparatus, and other property hereinbefore mentioned, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid, and to confer all powers, rights and privileges necessary or expedient for effecting those objects, or in relation thereto.

To amend, and so far as necessary for any of the purposes aforesaid to repeal, the provisions of the several Acts hereinafter mentioned, that is to say, 'The Caledonian Railway Act, 1845,' and the several other Acts relating to the Company, and to the undertakings belonging to or held in lease or worked by them, passed respectively in the Sessions of Parliament held in the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22d, the 22d and 23d, the 23d and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32d, the 32d and 33d, the 33d and 34th, and the 35th and 36th years of the Reign of Her present Majesty; and any other Acts recited in any of the before mentioned Acts, or relating to or affecting the Company or the said undertakings.

And Notice is further given, that plans and sections describing the lines, situation and levels of the said Railways and other works proposed to be constructed as aforesaid, and the lands, houses and other property which may be taken for the purposes thereof, together with books of reference to the said plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses and other property, and ordnance or published maps with the proposed lines of Railway delineated thereon, so as to show their general course and direction, and copies of this notice as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November instant, be deposited for public inspection, in the office at Edinburgh of the principal Sheriff-Clerk of the County of Edinburgh; in the office at Linlithgow of the principal Sheriff-Clerk of the County of Linlithgow; in the offices at Stir-

ling and Falkirk respectively of the principal Sheriff-Clerk of the County of Stirling; and in the offices at Glasgow and Lanark respectively of the principal Sheriff-Clerk of the County of Lanark; and that a copy of so much of the said plans, sections and books of reference as relates to each of the Parishes before-mentioned, with a copy of this Notice, will, on or before the said 30th day of November, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of such Parish, at the usual place of abode of such Schoolmaster or Session-Clerk.

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

Dated this twelfth day of November 1872.

JAMES KERR,
Glasgow.

GRAHAMES & WARDLAW,
30, Great George Street,
Westminster.

In Parliament—Session 1873.

CALEDONIAN AND SOLWAY JUNCTION RAILWAY COMPANIES.

(Purchase of portion of Solway Junction Railway by Caledonian Railway Company; Vesting of same, and of Rights and Powers connected therewith, in that Company; Disposal of Price thereof; Tolls; Arrangements between Caledonian and Solway Junction Railway Companies; Alteration of Rights of Shareholders and of Mortgagees and other Creditors of last-named Company; Power to Caledonian Railway Company to raise additional Share and Loan Capital; Reduction of Share and Loan Capital of Solway Junction Railway Company; Amendment of Acts.)

NOTICE is Hereby Given, That Application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for the purposes following, or some of them; that is to say:—

To carry into effect the sale by the Solway Junction Railway Company (hereinafter called 'the Solway Company') to the Caledonian Railway Company (hereinafter called 'the Caledonian Company'), and the purchase by the Caledonian Company from the Solway Company, of that portion of the Solway Company's undertaking lying north of the Solway, between Annan and the Kirtlebridge Junction of the Caledonian Railway, and the Stations, Works, and Lands connected therewith, in pursuance of, and conformably to, or with any modification of the Heads of Agreement between the said Companies, dated the 22d day of March 1867, and confirmed by and set forth in a schedule to 'The Caledonian Railway (Abandonment, etc.) Act, 1869.'

To provide for the payment of the price of the said portion of Line and Works and Lands connected therewith to the Solway Company, or for the division and apportionment of such price among the holders of Mortgages and Debenture Stock issued by that Company, and the Creditors in respect of Land Claims and other Creditors of the said Company, or the persons liable for such Mortgages, Debenture Stock, and Land Claims and other debts and liabilities incurred by or on behalf

of the said Company, or some of the said parties, in such manner as shall be prescribed by or under the provisions of the said Bill, or for the payment of such price into the Court of Chancery in England, and the disposal thereof in such manner as shall be directed by that Court, or for the disposal of the said price in such other manner as shall be provided by the said Bill; and for the transference to, and vesting in, the Caledonian Company of the said portion of Line and Works and Lands connected therewith, freed and disburdened of the said price, and of the Mortgages and Debenture Stock issued, and of the Land Claims and other debts and liabilities incurred by the Solway Company, or otherwise affecting the same.

To empower the said Companies to enter into arrangements and agreements with each other, with respect to the amount and payment or disposal of the said price, and the transference of the said portion of Line and Works and Lands connected therewith as aforesaid; and with respect to the joint or separate use by the Caledonian Company of such other portions of the Lines, Stations, and Works of the Solway Company as shall be agreed upon, and the terms of, and consideration for, such use; and to confirm any such arrangements and agreements which may have been entered into.

To empower the Caledonian Company to levy the Tolls, Rates, and Charges authorized by the Acts relating to the Solway Company, in respect of the use of the portion of Line and Works connected therewith to be transferred as aforesaid, and the conveyance of Traffic thereon, and to exercise in respect of the said portion of Line and Works and Lands connected therewith all the other powers, rights, and privileges vested in the Solway Company under those Acts; or to alter the said Tolls, Rates, and Charges, and empower the Caledonian Company to levy other Tolls, Rates, and Charges; and to confer, vary, and extinguish exemptions from the payment of Tolls, Rates, and Charges.

To empower the Caledonian Company to raise money for the purposes aforesaid by the creation and issue of Shares or Stock, on such terms and conditions, with such preferences, priorities, and privileges (if any) *inter se*, and in respect to the other Shares and Stock of that Company, and subject as regards Preference Shares or Stock to such powers of redemption (by the creation and substitution of ordinary shares or stock, or otherwise) as may be considered expedient, and also by borrowing upon Mortgage in addition to the sums authorized to be borrowed by the said Companies respectively, or in lieu of part of the sums authorized to be borrowed by the Solway Company, and to empower the Caledonian Company to issue Debenture Stock in lieu of the money so borrowed or authorized to be borrowed, and to apply towards the purposes of the Bill any capital or funds belonging to or authorized to be raised by them which may not be required for the purposes for which the same were authorized to be raised; as also, if thought expedient, to reduce the share and loan capital of the Solway Company.

To vary and extinguish the rights, privileges, and priorities, or some of them, of the holders of Ordinary and Preference Shares and Stock in the Solway Company, and of Mortgages and Debenture Stock issued, and of land claims and other debts and liabilities incurred by that Company or on their behalf, and all other rights and privileges which might in any manner interfere with any of the objects aforesaid; and to confer all rights and

privileges necessary or expedient for effecting the said objects, or in relation thereto.

To amend, and so far as necessary for any of the aforesaid purposes to repeal, the provisions of the several Acts hereinafter mentioned, or some of them, and of the Agreements confirmed thereby; that is to say:—‘The Solway Junction Railway Act, 1864;’ ‘The Solway Junction Railway (Deviation) Act, 1865;’ ‘The Solway Junction Railway (Capital) Act, 1866;’ ‘The Solway Junction Railway Act, 1867;’ ‘The Caledonian Railway (Abandonment, etc.) Act, 1869;’ and ‘The Caledonian Railway (Additional Powers) Act, 1870;’ as also ‘The Caledonian Railway Act, 1845;’ and the several other Acts relating to the Caledonian Company, and to the undertakings belonging to or held in lease or worked by them, passed respectively in the sessions of Parliament held in the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22d, the 22d and 23d, the 23d and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32d, the 32d and 33d, the 33d and 34th, and the 35th and 36th years of the reign of Her present Majesty, and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting the before-mentioned Companies, parties, and undertakings, or any of them.

And Notice is given, that printed Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 13th day of November 1872.

JAMES KERR,
219 Hope Street, Glasgow.

C. & H. & R. TAHOURDIN,
1 Victoria Street, Westminster.

GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

GLASGOW AND SOUTH-WESTERN RAILWAY.

(STOBCROSS RAILWAY.)

Power to the Glasgow and South-Western Railway Company to Construct Railways from the City of Glasgow Union Railway to Stobcross, and to raise additional Capital for that purpose; Purchase of Lands by Compulsion or Agreement; Levying of Tolls, Rates, etc.; Powers to the Midland Railway Company to subscribe and to raise Money; Powers to make agreements with the Midland, the City of Glasgow Union, North British, and Caledonian Railway Companies, and the Trustees of the Clyde Navigation, or some of them; Provision for Transfer of Powers of Act to City of Glasgow Union Railway Company; Alteration of Line and Levels of part of Tramway authorized by ‘The Clyde Navigation (Stobcross Dock) Act, 1870;’ Amendment of Acts.)

NOTICE is Hereby Given, That Application is intended to be made, to Parliament in the ensuing Session by the Glasgow and South-Western Railway Company, hereinafter called

‘the Company,’ for an Act to effect the purposes following, or some of them; that is to say:

To authorize the Company to make and maintain the Railways and Works hereinafter mentioned, or some or one of them, together with all necessary and convenient Stations, Approaches, Viaducts, Bridges, Roads, Communications, Sewers, and other Works and Conveniences connected therewith; that is to say:

No. 1. A Railway commencing by a Junction with the Railway authorized by the ‘City of Glasgow Union Railway Act, 1864;’ and therein sixthly described, at or near a house numbered 19 in Saint Enoch Square, in the City (of Glasgow) Parish, belonging to the City of Glasgow Union Railway Company, and terminating by a Junction with the Railway now in course of construction, authorized by ‘The Edinburgh and Glasgow Railway (Extensions) Act, 1864;’ and therein fifthly described, and forming part of the Stobcross Undertaking of the North British Railway Company, at a point within the Stobcross Station ground, 50 yards or thereabouts, measuring in a westerly direction from the south-west corner of the premises, numbered 316 Stobcross Street, occupied by Colin Robert Black and others, in the Barony Parish; which intended Railway and Works will be situate within the parishes and places following, viz.: City (of Glasgow) and Barony Parishes, and Royal Burgh of Glasgow, in the County of Lanark.

No. 2. A Railway commencing by a Junction with the said intended Railway No. 1, near the eastern side of Grace Street, at a point 67 yards or thereabouts, measuring in a northerly direction from the eastern corner of Grace Street and Stobcross Street, and terminating at a point within the Station now in course of construction at Stobcross, 60 yards or thereabouts, measuring in a south-westerly direction from the western end of Saint Vincent Crescent, and 70 yards, or thereabouts, measuring in a southerly direction from the northern corner of the said Station at Kelvinhaugh Street; which intended Railway and Works will be situate wholly within the Barony Parish and County of Lanark.

No. 3. A Railway commencing by a Junction with the said intended Railway No. 1, near the east side of Elliot Street, within the premises situated between Elliot Street and Port Street, and numbered 58 to 80 Port Street, and occupied by Alexander Chaplin and Company, at a point, 61 yards, or thereabouts, measuring in a northerly direction, from the north side of Stobcross Street, and terminating by a Junction with the Tramway on the north side of the River Clyde, authorized by ‘The Clyde Navigation (Stobcross Dock) Act, 1870;’ and therein fourthly described, at a point thereon 96 yards, or thereabouts, measuring in a westerly direction from the north-east corner of the yard attached to Finnieston House, at the junction of Finnieston Street and Stobcross Street; which intended Railway and Works will be situate wholly within the Barony Parish and County of Lanark.

No. 4. A Railway commencing by a Junction with the said intended Railway No. 3, near the south-west corner of the Free Church

School, numbered 15 Grace Street, at a point 35 yards, or thereabouts, measuring in a north-westerly direction from the west corner of Grace Street and Stobcross Street, and terminating by a junction with the Tramway on the north side of the River Clyde, authorized by 'The Clyde Navigation (Stobcross Dock) Act, 1870,' and therein fourthly described, at a point thereon, 125 yards, or thereabouts, measuring in a southerly direction from the north-east corner of the yard attached to Finnieston House at the junction of Finnieston Street and Stobcross Street; which intended Railway and Works will be situate wholly within the Barony Parish and County of Lanark.

To enable the Company or the Trustees of the Clyde Navigation to deviate and alter in the manner shown on the plans and sections hereinafter mentioned the authorized line and levels of the Tramway on the North side of the River Clyde, authorized by 'The Clyde Navigation (Stobcross Dock) Act, 1870,' and therein fourthly described, between the point of junction of that Tramway with the said intended Railway No. 3, in the Barony Parish and County of Lanark, and a point 80 yards or thereabouts, measuring in a westerly direction along the authorized line of the said Tramway, from the point of junction of the said Tramway with the said intended Railway No. 4, in the Barony Parish and County of Lanark: which deviation or alteration will be wholly situate in the Barony Parish and County of Lanark, and to enable or require the Trustees of the Clyde Navigation to abandon so much of their authorized Tramway as will be rendered unnecessary by the formation of the said deviation:

And it is proposed by the intended Act to take and confer on the Company the powers and to provide for the purposes hereinafter mentioned, or some of them; that is to say:

To deviate laterally from the Lines of the intended Railways and Works to the extent shown on the plans hereinafter mentioned, and to deviate vertically from the levels shown on the Sections hereinafter mentioned:

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

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

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

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

To levy tolls, rates, duties, and charges upon or

in respect of the use of the intended Railways and Works, and for the conveyance of passengers, animals, and goods thereon, and upon the Railways, Tramways, Stations, and Works hereinafter mentioned belonging to other Companies or bodies; to vary the tolls now authorized to be taken on the last-mentioned Railways, Tramways, Stations, and Works; to confer exemptions from the payment of such several tolls, rates, duties, and charges, and to confer, vary, or extinguish other rights or privileges:

To authorize the Company to raise additional capital for the purposes of the intended Act by the creation and issue of new shares or stock, with such guarantee or preference and other privileges, if any, as may be thought expedient, or by borrowing on mortgage, or by one or other of those means, and to issue debenture stock in lieu of the amount so borrowed or authorized to be borrowed, and to exercise all other usual and necessary powers for carrying into effect the objects of the intended Act:

To provide that the capital to be raised by the Company for the purposes of the intended Act and the moneys to be borrowed on mortgage or raised, by debenture stock, and the revenues to be derived from the intended Railways and works, may be kept separate from the other capital and revenues of the Company; and to provide for the keeping of separate accounts, and all other such matters as may be necessary or proper with reference thereto:

To authorize the Midland Railway Company to subscribe and contribute to the capital to be raised for the purposes of the intended Act, and to take and hold shares in such capital, and for that purpose to raise money by the creation and issue of new shares or stock in their undertaking, with such guarantee or preference, and other privileges, if any, as may be thought expedient, or by borrowing on mortgage, or by one or other of these means, and to issue debenture stock in lieu of the amount so borrowed or authorized to be borrowed:

To authorize the Company and the Midland Railway Company to make and carry into effect agreements with respect to the construction, maintenance, and working of the said Railways and works, and as to the application of the capital and revenues thereof, and to provide for carrying such agreements into effect, and to confirm all or any such agreements as have been, or may be, entered into prior to the passing of the intended Act; and to enable the Company and the Midland Railway Company to grant, secure, and attach to the shares or stock to be created for the purposes of the intended Railways and works, such fixed preferential or guaranteed dividend as they may think fit, and to provide for the payment of such preferential or guaranteed dividend:

To authorize the Company and the Midland Railway Company or either of them on the one hand, and the City of Glasgow Union Railway Company, the North British Railway Company, the Caledonian Railway Company, and the Trustees of the Clyde Navigation, or any of them, on the other hand, either solely or jointly, to enter into arrangements or agreements with respect to the forwarding, transmission, interchange, and working of traffic passing over the respective Railways or Tramways of the Company and the above-named Companies, and Trustees, and the stations, works, and conveniences connected therewith respectively, or any of them, or any part thereof, and the fixing, collecting, and apportionment of the tolls or profits arising therefrom, and

to enable the said Companies and Trustees, or any of them, to apply any portion of their income or capital to the purposes of any such arrangements or agreements, and to confirm any agreements with reference to the matters aforesaid, or any of them, made or to be made prior to the passing of the intended Act:

To provide for the transfer of all or some of the powers, rights, and privileges to be conferred on the Company by the intended Act to the City of Glasgow Union Railway Company, and to vest the same in that Company, and to enable that Company to make and maintain the Railways to be authorized by the intended Act, and, in the event of such transfer and vesting as aforesaid, to enable the Company and the North British Railway Company and the Midland Railway Company respectively to subscribe to and hold shares in the undertaking of the City of Glasgow Union Railway Company, and to apply any portion of their existing capital and funds towards the purposes of such subscription, or to raise additional capital by the creation and issue of new shares or stock, with such guarantee or preference and other privileges, if any, as may be thought expedient, or by borrowing on mortgage, or by one or other of those means, and to issue debenture stock in lieu of the amount so borrowed or authorized to be borrowed:

To enable the Company and the Trustees of the Clyde Navigation to enter into and carry into effect arrangements and agreements with each other, and with the owners, lessees, and occupiers of the lands and property affected by the alteration or deviation of the Tramway, belonging to the said Trustees, with reference to such alteration or deviation, and to the construction and cost thereof:

To vary or extinguish all rights and privileges which would interfere with or prevent the execution of the purposes of the intended Act, or any of them, and to confer all powers, rights, and privileges which may be necessary for carrying the same into effect.

To alter, amend, enlarge, or repeal, so far as may be necessary for the purposes of the said intended Act, the several Acts following, or one of them, relating to the Glasgow and South-Western Railway Company and their undertaking (namely): 'The Glasgow and South-Western Railway Consolidation Act, 1855,' and the several Acts relating to the Glasgow and South-Western Railway Company and the undertakings belonging to or held in lease by them, passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 22d, the 22d and 23d, the 23d and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32d, the 32d and 33d, the 33d and 34th, the 34th and 35th, and the 35th and 36th years of the reign of Her present Majesty:

Also, the following Acts, or some of them, relating to or affecting the Midland Railway Company, local and personal Acts 7 and 8 Vict. caps. 18 and 59; 8 and 9 Vict. caps. 38, 49, 56, 90, and 181; 9 and 10 Vict. caps. 51, 102, 156, 157, 163, 208, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict. caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vict. caps. 21, 88, and 131; 14 and 15 Vict. caps. 57, 88, and 113; 16 Vict. cap. 33; 16 and 17 Vict. cap. 108; 19 and 20 Vict. cap. 54; 22 and 23 Vict. caps. 40, 130, and 136; 23 and 24 Vict. caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict. caps. 57, 106, and 139; 25 and 26 Vict. caps. 81, 90, 91, and

173; 26 and 27 Vict. caps. 74, 82, 182, and 183; 27 and 28 Vict. caps. 164, 230, 231, and 245; 28 and 29 Vict. caps. 98, 327, 335, and 359; 29 and 30 Vict. caps. 90, 175, 191, 192, 196, 223, 294, 298, 315, and 351; 30 and 31 Vict. caps. 27, 170, 185, and 207; 31 and 32 Vict. caps. 43 and 49; 32 and 33 Vict. caps. 25, 83, and 115; 33 and 34 Vict. cap. 63; 34 and 35 Vict. caps. 11, 39, 86, and 192; and 35 and 36 Vict. caps. 118 and 140.

Also the following Acts relating to the City of Glasgow Union Railway Company and their undertaking, namely, 27th and 28th Vict. cap. 286; 28th and 29th Vict. cap. 247; 30th and 31st Vict. cap. 166; 32d and 33d Vict. cap. 81; 34th and 35th Vict. cap. 126; and 35th and 36th Vict. cap. 115.

Also, the several Acts following, or some of them, relating to the North British Railway Company and their undertaking (that is to say): local and personal Acts 49 Geo. III. cap. 83; 54 Geo. III. cap. 138; 57 Geo. III. cap. 56; 59 Geo. III. cap. 59; 1 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 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. 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. cap. 135; 34 and 35 Vict. caps. 106 and 123; and 35 and 36 Vict. caps. 46 and 123; and all other Acts (if any) relating to the North British Railway Company; Acts relating to the Devon Valley Railway Company, 21st and 22d Vict. cap. 122; 24th and 25th Vict. cap. 200; 26th and 27th Vict. cap. 124; 29th and 30th Vict. caps. 277 and 326; 31st and 32nd Vict. cap. 2; and all other Acts (if any) relating to the Devon Valley Railway Company; the Acts 20th Geo. II. cap. 17; 16th Geo. III. cap. 16; 42d Geo. III. cap. 27; 51st Geo. III. cap. 15; 55th Geo. III. cap. 97; 59th Geo. III. cap. 103; 5th Geo. IV. cap. 109; 6th Geo. IV. cap. 183; 7th and 8th Geo. IV. cap. 93; 11th Geo. IV. and 1st Will. IV. cap. 119; 1st and 2d Will. IV. cap. 46; 4th and 5th Will. IV. cap. 81; 6th and 7th Will. IV. and 1st Vict. caps. 59, 61, and 109; 6th and 7th Vict. caps. 83

and 84 (and the Acts therein recited); and 19th Vict. cap. 11; Acts relating to the Bathgate Railway Company, 9th and 10th Vict. cap. 332; 10th and 11th Vict. cap. 246; 11th and 12th Vict. caps. 116 and 160; 33d and 34th Vict. cap. 91; and all other Acts (if any) relating to the Edinburgh and Bathgate Railway Company; 'Glasgow Corporation Waterworks Act, 1855;' the Acts 16th and 17th Vict. cap. 119; and 23d and 24th Vict. cap. 134; 25th and 26th 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., 16th and 17th Vict. cap. 118; 18th and 19th Vict. cap. 153; 23d and 24th Vict. cap. 134; and 25th and 26th 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 20th and 21st Vict. cap. 14; and 24th and 25th Vict. cap. 114, relating to the Peebles Railway Company; 'The Saint Andrews Railway Act, 1851;' the Act relating to the Glasgow and Milngavie Junction Railway Company, 24th and 25th Vict. cap. 198; the Acts relating to the Blane Valley Railway Company, 24th and 25th Vict. cap. 248; 28th and 29th Vict. cap. 356; and 33d and 34th Vict. cap. 78; Acts relating to the Perth General Railway Station, 28th and 29th Vict. caps. 252 and 253; 'The Burntisland Harbour and Dock Act, 1866;' Acts relating to the Solway Junction Railway Company, 27th and 28th Vict. cap. 158; 28th and 29th Vict. cap. 186; 29th and 30th Vict. cap. 243; and 30th and 31st Vict. cap. 116; Acts relating to the Trustees of the Clyde Navigation, 21st and 22d Vict. cap. 149, and the provisions unrepealed of the Acts referred to in the Schedule to that Act; 27th and 28th Vict. cap. 248; 31st and 32d Vict. cap. 124; Acts relating to the Ardmore Harbour; 29th and 30th Vict. cap. 337; and 31st and 32d Vict. cap. 147; 'The Scottish North-Eastern Railway Act, 1863;' 'The Caledonian and Scottish North-Eastern Railways Amalgamation Act, 1866;' 'The Broxburn Railway Act, 1867;' 'The Dundee Sea Wall, Esplanade, and Street Act, 1868;' 'The Bo'ness and Grangemouth Railway Act, 1866;' 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.

Also the following Acts, or some of them, relating to the Caledonian Railway Company: 'The Caledonian Railway Act, 1845,' and the several other Acts relating to the Caledonian Railway Company and the undertakings amalgamated with or held in lease by them, passed respectively in the 9th and 10th, the 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st, the 21st and 22d, the 22d and 23d, the 23d, the 23d and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32d, the 32d and 33d, the 33d and 34th, the 34th and 35th, and the 35th and 36th years of the reign of Her present Majesty.

Also 'The Clyde Navigation Consolidation Act, 1858,' 'The Clyde Navigation (Glasgow Harbour) Tramways Act, 1864,' 'The Clyde Navigation

(Stobcross Dock) Act, 1870,' 'The Glasgow Police Act, 1866,' and 'The Glasgow Street Tramways Act, 1870.'

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

Duplicate plans and sections, describing the lines and levels of the intended Railways and Works, and also of the proposed alteration or deviation of the line and levels of the Tramway authorized by 'The Clyde Navigation (Stobcross Dock) Act, 1870,' and the lands and property which will or may be required to be taken for the purposes thereof; together with Books of Reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, as also a published map with the lines of the proposed Railways delineated thereon, and a copy of this Notice as published in the *Edinburgh Gazette*, will be deposited for public inspection on or before the 30th day of November 1872, in the office of the principal Sheriff Clerk of the County of Lanark, at Glasgow; and a copy of so much of the said plans, sections, and books of reference as relates to each of the above-mentioned parishes and to the Royal Burgh of Glasgow, together with a copy of this Notice, will, on or before the said 30th day of November 1872, be deposited for public inspection with the Schoolmaster, or, if there be no Schoolmaster, with the Session Clerk of each of such parishes respectively, at the place of abode of such Schoolmaster or Session Clerk, and also with the Town Clerk of such Royal Burgh, at his office in Glasgow.

Printed Copies of the Bill for the intended Act will be deposited on or before the 21st of December 1872 in the Private Bill Office of the House of Commons.

Dated 14th November 1872.

THOMAS BRUNTON, 16 Bridge Street, Glasgow.	} Solicitors for the Bill.
M'GRIGOR, DONALD, & CO., 136 Saint Vincent Street, Glasgow.	
MARTIN & LESLIE, 27 Abingdon Street, Westminster, Parliamentary Agents.	

In Parliament—Session 1873.

GLASGOW (CITY) UNION RAILWAY.

(Construction of Railway to join Railway from Glasgow to Coatbridge; Purchase of Lands by compulsion or agreement; Levying of Tolls, Rates, etc.; Extension of Time for purchase of Lands and completion of Works authorized by the Acts relating to the City of Glasgow Union Railway Company, or some of them; Additional Lands; Powers to Glasgow and South-Western and North British Railway Companies to increase their Subscriptions to the City of Glasgow Union Railway Company, and to raise Money; Power to North British Railway Company to guarantee interest on Shares or Stock created or to be created to meet the cost of portions of the Company's undertaking; Consolidation, Alteration and Confirmation of Agreements be-

tween the Company, the Glasgow and South-Western Railway Company, the North British Railway Company, and other Persons, or some of them, in reference to their rights in or obligations to the Company; Consolidation of Provisions of Acts relating to the Company, or some of them; Amendment of Acts.)

NOTICE is Hereby Given, That Application is intended to be made to Parliament in the ensuing session by the City of Glasgow Union Railway Company (hereinafter called 'the Company'), for an Act to authorize the following purposes, or some of them (that is to say):—

To enable the Company to make and maintain the Railway hereinafter mentioned, with all proper stations, works, approaches, and conveniences connected therewith, viz. :—

A Railway, commencing by a junction with the Deviation Railway authorized by 'The City of Glasgow Union Railway Act, 1867,' and therein firstly described at a point thereon fifty-five yards or thereabouts, measuring in a southerly direction, from the south-western corner of the enclosure wall of the Alexandra Park, fronting the new roadway designated the Alexandra Parade, in the Parish of Springburn, and terminating by a junction with the Railway from Glasgow to Coatbridge, known as the Coatbridge Undertaking of the North British Railway Company, at a point thereon four hundred and fifty yards or thereabouts, measuring in an easterly direction along the centre line of the said Railway from Glasgow to Coatbridge, from the centre of the bridge carrying the same over the turnpike road leading from Glasgow to Coatbridge, near Parkhead Forge, in the Barony Parish, which intended Railway and Works will be situate within the Parishes of Springburn and Barony, or one of them, in the County of Lanark.

To enable the Company to deviate laterally from the lines of the said intended Railway to the extent shown on the plans, and also to deviate vertically from the levels shown on the sections, both hereinafter mentioned.

To enable the Company to purchase and take by compulsion for the purposes aforesaid, or any of them, lands, houses, and other property, to vary or extinguish all existing rights and privileges connected with the lands, houses, and property so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended Railway and Works, or any of them, and to confer other rights and privileges, and also to cross, alter, divert, or stop up such highways, turnpikes, or other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters and water-courses, as it may be necessary or expedient to cross, alter, divert, or stop up for the purpose of making, maintaining, or using the said intended Railway, or any of the works, approaches, stations, or conveniences connected therewith.

To enable the Company to purchase and take by compulsion or agreement for the general purposes of the undertaking, the additional lands, houses, and other property situate between Stockwell Street and St. Enoch Square, in the City Parish and Royal Burgh of Glasgow and County of Lanark, described and shown in and upon the plans hereinafter mentioned; to vary or extinguish all existing rights and privileges connected with such lands, houses, and property, or which would in any

manner prevent or interfere with the execution, construction, maintenance, or use of the said undertaking; and to confer other rights and privileges :

To extend the time limited by the 'City of Glasgow Union Railway Act, 1864,' by 'The City of Glasgow Union Railway Act, 1865,' by 'The City of Glasgow Union Railway Act, 1867,' by 'The City of Glasgow Union Railway Act, 1871,' and by a warrant granted by Order of the Board of Trade dated twenty-fifth August, one thousand eight hundred and sixty-nine, for the purchase by compulsion of the lands, houses, and buildings, or some of them, required for the purposes of the undertakings, or some of them, by the Acts relating to the Company, or some of them, authorized; and also for the construction and completion of the said undertakings, or some of them.

To enable the Company to raise and apply to the purposes of the intended Act, or any of them, the capital, or portions of the capital, which they are authorized to raise by 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;' 'The City of Glasgow Union Railway Act, 1871;' and 'The City of Glasgow Union Railway Act, 1872.'

To enable the Company to levy tolls, rates, and charges upon or in respect of the said intended Railway and Works, and for the conveyance of passengers, animals, goods, and minerals thereon, to alter or vary the tolls, rates, and charges now authorized to be taken on the Railways of the Company, and to confer, vary, or extinguish exemptions from the payment of such several tolls, rates, and charges, and to confer, vary, or extinguish other rights and privileges :

To authorize and require the Glasgow and South-Western Railway Company and the North British Railway Company to increase their subscriptions and contributions to the Capital and undertaking of the Company; to take and hold additional Shares or Stock in such capital and undertaking; and for those purposes to authorize those Companies respectively to raise money by the creation and issue of new Shares or Stock in their respective undertakings, with or without a guarantee or preference or priority in payment of Dividend, and such other privileges, if any, as may be thought expedient; or by borrowing on Mortgage or Debenture, or by the issue of Debenture Stock, or to authorize them to apply to such purpose any capital or funds belonging to them respectively, or under the control of their respective Directors.

To authorize the North British Railway Company to guarantee and secure to the Shares or Stock created or to be created in the Capital of the Company for the purposes of the Company's undertaking other than the St. Enoch Station, the Branch Railways forming accesses thereto, and the College Station, a perpetual fixed preferential Dividend at a rate not exceeding five pounds per centum per annum : and to provide for the payment thereof out of such funds as may be prescribed by the intended Act.

To ratify and confirm any Agreement or Agreements which have been or which may be made between the Company, the Glasgow and South-Western Railway Company, and the North British Railway Company, or some of those Companies, in reference to all or any of the purposes hereinbefore mentioned.

To alter and amend, and, if needful, to consoli-

date the provisions of the several existing Agreements, or some of them, between the Company, the Glasgow and South-Western Railway Company, and the North British Railway Company, or between any two of them, or any person or persons with respect to the Company or its affairs, or the rights or liabilities of the said other Companies, or any other person or persons in or connected with the undertaking of the Company, and to ratify and confirm any new or further Agreement between the said Companies and persons, or any of them, having reference to any of the matters aforesaid.

To alter and amend, and, if need be, to consolidate the provisions of the several Acts of Parliament relating to the Company.

To vary or extinguish any rights or privileges which would in any manner impede or interfere with the objects of the intended Act; and to confer other rights and privileges.

And powers will be taken, in so far as may be necessary, for all or any of the purposes aforesaid, or for the other purposes of the said intended Act, to alter, amend, enlarge, or repeal the several Acts following, or some of them, relating to the Company and their undertaking, viz.:—27 and 28 Vict., cap. 286; 28 and 29 Vict., cap. 247; 30 and 31 Vict., cap. 166; 32 and 33 Vict., cap. 81; 34 and 35 Vict., cap. 126; and 35 and 36 Vict., cap. 115.

Also the several Acts following, or some of them, relating to the Glasgow and South-Western Railway Company and their undertaking, that is to say:—‘The Glasgow and South-Western Railway Consolidation Act, 1855,’ and the several other Acts relating to the Glasgow and South-Western Railway Company, and the undertakings belonging to or held in lease by them, 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, the 34th and 35th, and the 35th and 36th years of the reign of Her present Majesty.

Also the several Acts following, or some of them, relating to the North British Railway Company, or the undertaking or Companies amalgamated therewith, that is to say:—Local and personal Acts 49 Geo. III. cap. 83; 54 Geo. III. cap. 138; 57 Geo. III. cap. 56; 59 Geo. III. cap. 59; 1 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 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. 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. cap. 135; 34 and 35 Vict. caps. 106 and 123; and 35 and 36 Vict. caps. 46 and 123; and all other Acts (if any) relating to the North British Railway Company; Acts relating to the Devon Valley Railway Company, 21st and 22d Vict. cap. 122; 24th and 25th Vict. cap. 200; 26th and 27th Vict. cap. 124; 29th and 30th Vict. caps. 277 and 326; 31st and 32d Vict. cap. 2; and all other Acts (if any) relating to the Devon Valley Railway Company; the Acts 20th Geo. II. cap. 17; 16th Geo. III. cap. 16; 42d Geo. III. cap. 27; 51st Geo. III. cap. 15; 55th Geo. III. cap. 97; 59th Geo. III. cap. 103; 5th Geo. IV. cap. 109; 6th Geo. IV. cap. 183; 7th and 8th Geo. IV. cap. 93; 11th Geo. IV. and 1st Will. IV. cap. 119; 1st and 2d Will. IV. cap. 46; 4th and 5th Will. IV. cap. 81; 6th and 7th Will. IV. and 1st Vict. caps. 59, 61, and 109; 6th and 7th Vict. caps. 83 and 84 (and the Acts therein recited); and 19th Vict. cap. 11; Acts relating to the Bathgate Railway Company, 9th and 10th Vict. cap. 332; 10th and 11th Vict. cap. 246; 11th and 12th Vict. caps. 116 and 160; 33d and 34th Vict. cap. 91; and all other Acts (if any) relating to the Edinburgh and Bathgate Railway Company; ‘Glasgow Corporation Water Works Act, 1855,’ the Acts 16th and 17th Vict. cap. 119; and 23d and 24th Vict. cap. 134; 25th and 26th 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.: 16th and 17th Vict. cap. 118; 18th and 19th Vict. cap. 153; 23d and 24th Vict. cap. 134; and 25th and 26th 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 20th and 21st Vict. cap. 14; and 24th and 25th Vict. cap. 114, relating to the Peebles Railway Company; ‘The Saint Andrews Railway Act, 1851,’ the Act relating to the Glasgow and Milngavie Junction Railway Company, 24th and 25th Vict. cap. 198; the Acts relating to the Blane Valley Railway Company, 24th and 25th Vict. cap. 248; 28th and 29th Vict. cap. 356; and 33d and 34th Vict. cap. 78; Acts relating to the Perth General Railway Station, 28th and 29th Vict. caps. 252 and 253; ‘The Burntisland Harbour and Dock Act, 1866,’ Acts relating to the Solway Junction Railway Company, 27th and 28th Vict. cap. 158; 28th and 29th Vict. cap. 186; 29th and 30th Vict. cap. 243; and 30th and 31st Vict. cap. 116; Acts relating to the Trustees of the Clyde Navigation, 21st and 22d Vict. cap. 149, and the provisions unrepealed of the Acts referred to in the Schedule to that Act; 27th and 28th Vict. cap. 248; 31st and 32d Vict. cap. 124; Acts relating to the Ardmore Harbour, 29th and 30th Vict. cap. 337; and 31st and 32d Vict. cap. 147; ‘The Scottish North-Eastern Railway Act, 1863,’ ‘The Caledonian and Scottish North-Eastern Railways Amalgamation Act, 1866,’ ‘The Broxburn Railway Act,

1867; 'The Dundee Sea Wall, Esplanade, and Street Act, 1868;' 'The Bo'ness and Grange-mouth Railway Act, 1866;' and the several other Acts recited in such Acts or any of them, and now in force; and any other Act or Acts in relation to the North British Railway Company, or to any Railway forming part of their system of Railways, or to any Company or body who or whose property and interests may be affected by the provisions of the said intended Act.

Also, 'The Glasgow Police Act, 1866.'

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

Duplicate Plans and Sections, describing the lines and levels of the said intended Railway and works, and the lands and property which may be required to be taken for the purposes of the intended Act, together with Books of Reference to such Plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, as also published maps with the said intended Railway delineated thereon, and a copy of this Notice, as published in 'The Edinburgh Gazette,' will be deposited for public inspection on or before the 30th November 1872, in the office at Glasgow of the principal Sheriff-Clerk for the County of Lanark; and a copy of so much of the said plans, sections, and book of reference as relates to the several parishes in which any such lands and property are situate, and to the Royal Burgh of Glasgow, together with a copy of this Notice, will, on or before the 30th November 1872, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such parish, at his place of abode, and with the Town-Clerk of such Royal Burgh at his office in Glasgow.

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

Dated this 14th day of November 1872.

M'GRIGOR, DONALD, & CO.,
136 Saint Vincent Street, Glasgow,
Solicitors for the Bill.

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

In Parliament—Session 1872.

ALLOA JUNCTION RAILWAY.

(Incorporation of Company; Construction of Railway and Stations; Purchase of Lands by Compulsion or Agreement; Levying of Tolls, Rates, etc.; Powers to the North British, Caledonian, and Glasgow and South-Western Railway Companies to subscribe and to raise Money; Powers to, and Working Traffic and other Agreements with the North British, Caledonian, Glasgow and South-Western, and City of Glasgow Union Railway Companies; Amendment of Acts, &c.)

NOTICE is Hereby Given, That Application is intended to be made to Parliament in the

ensuing Session for an Act to effect the purposes following, or some of them, viz.:—

To incorporate a Company, hereinafter called 'The Company,' with all or some of the powers following, viz. To make and maintain the Railway hereinafter mentioned, together with all necessary stations, approaches, viaducts, bridges, roads, communications, sewers, and other works and conveniences connected therewith (that is to say):

A Railway, commencing by a junction with the Main Line of the Scottish Central Section of the Caledonian Railway, at a point 50 yards or thereabouts, measuring in a north-westerly direction along the rails of the said last-mentioned Railway from the mile or distance post situate on the western side of that Railway, indicating the distance of $112\frac{1}{2}$ miles from Carlisle, and terminating by a junction with the Stirling and Dunfermline Railway of the North British Railway Company at a point 380 yards or thereabouts, measuring in an easterly direction along the rails of the last-mentioned Railway from the mile or distance post situate on the northern side of that Railway indicating the distance of 6 miles from Stirling, which Railway will pass from, in, through, or into the parish of St. Ninians, in the County of Stirling, and the parish of Alloa, in the County of Clackmannan, or one of them.

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

To deviate laterally from the line of the intended Railway and works, to the extent shown on the plans hereinafter mentioned, and to deviate vertically from the levels shown on the sections hereinafter mentioned.

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

To purchase and take, by compulsion or agreement, lands and buildings for the purposes of the intended Act, and to vary or extinguish all rights and privileges connected with such lands and buildings, which would in any manner impede or interfere with the construction, maintenance, or use of the intended Railway, Stations, or Works:

To vary or alter the provisions of 'The Lands Clauses Consolidation (Scotland) Act, 1845,' and to provide that it shall not be necessary for the Company to purchase the whole of any house or other building or manufactory when part only is required for the purposes of the intended Act:

To levy tolls, rates, duties, and charges upon or in respect of the intended Railway, Stations, Buildings, Works, and for the conveyance of passengers, animals and goods thereon, and upon the Railways, Stations and Works hereinafter mentioned belonging to other Companies or bodies; to confer exemption from the payment of such several tolls, rates, and duties, and to confer, vary or extinguish other rights or privileges:

To authorize the North British Railway Company, the Caledonian Railway Company, and the Glasgow and South-Western Railway Company, or any one or more of those Companies respectively by themselves, or others on their behalf, to sub-

scribe and contribute to the capital and undertaking of the Company, to take and hold shares in such capital and undertaking, and in respect of such contribution or shares to appoint Directors of the Company, and to vote at meetings of the Company, and for those purposes to authorize the said Companies, or any one or more of them, to raise money by the creation and issue of new shares or stock in their respective undertakings, with or without such guarantee or preference, or priority in payment of dividend and other privileges, if any, as may be thought expedient, or by borrowing on mortgage or bond, or by one or other of those means, and to fund or issue debenture stock in lieu of the amount so borrowed or authorized to be borrowed :

To empower the Company, on the one part, and the North British Railway Company, the Caledonian Railway Company, and the Glasgow and South-Western Railway Company, or any of them, on the other part, to enter into arrangements or agreements with respect to the construction, maintenance, management, working, or use of the Railway, Stations, Buildings, or Works to be authorized by the intended Act, or any of them, or any part thereof, and with respect to the interchange of traffic passing over the respective Railways of the Company and the above named Companies, or any of them, or any part thereof, and the fixing, collecting, and apportionment of the tolls or profits arising therefrom, and to enable the said Companies, or any of them, to apply any portion of their income or capital to the purposes of any such arrangements or agreements :

To make provision for facilitating the interchange and transmission of traffic from, to, and over the intended Railway, and the Railways belonging to the City of Glasgow Union, the North British, the Caledonian, and the Glasgow and South-Western Railway Companies respectively, or any of them, and for securing through booking and through invoicing, through trains, and through rates, from, to, and over the said Railways respectively, or any of them ; also for fixing and ascertaining and settling the tolls, rates, and charges to be levied or charged, and other terms and conditions to be imposed for or in respect of any of the purposes aforesaid, and to make such alterations and reductions in the tolls, rates, and charges at present authorized to be levied or charged upon the Railways of the said last-named Companies, or any of them, as may be necessary, and to authorize the Company, and the said last-named Companies, 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.

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

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

To alter, amend, enlarge, or repeal the several Acts following relating to the Caledonian Railway Company : 'The Caledonian Railway Act, 1845,' and the several other Acts relating to the Caledonian Railway Company and the undertakings belonging to, amalgamated with, or held in lease by them, passed respectively in the 9th and 10th, the 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, the 34th and 35th, and the 35th and 36th years of the reign of Her present Majesty :

Also, the Scottish Central Consolidation Act, 1859, and the Acts therein named and referred to, in so far as not repealed :

Also, the several Acts following, or some of them, relating to the North British Railway Company, or the undertaking, or Companies amalgamated therewith (that is to say) : local and personal Acts 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 such 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 such 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, 328, 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. cap. 135 ; 34th and 35th Vict. caps. 106 and 123 ; and 35th and 36th Vict. caps. 46 and 123 ; and all other Acts (if any) relating to the North British Railway Company ; Acts relating to the Devon Valley Railway Company, 21st and 22nd Vict. cap. 122 ; 24th and 25th Vict. cap. 200 ; 26th and 27th Vict. cap. 124 ; 29th and 30th Vict. caps. 277 and 326 ; 31st and 32nd Vict. cap. 2 ; and all other Acts (if any) relating to the Devon Valley Railway Company ; the Acts 20th Geo. II. cap. 17 ; 16th Geo. III. cap. 16 ; 42nd Geo. III. cap. 27 ; 51st Geo. III. cap. 15 ; 55th Geo. III. cap. 97 ; 59th Geo. III. cap. 103 ; 5th

Geo. IV. cap. 109; 6th Geo. IV. cap. 183; 7th and 8th Geo. IV. cap. 93; 11th Geo. IV. and 1st Will. IV. cap. 119; 1st and 2nd Will. IV. cap. 46; 4th and 5th Will. IV. cap. 81; 6th and 7th Will. IV. and 1st Vict. caps. 59, 61, and 109; 6th and 7th Vict. caps. 83 and 84 (and the Acts therein recited); and 19th Vict. cap. 11; Acts relating to the Bathgate Railway Company, 9th and 10th Vict. cap. 332; 10th and 11th Vict. cap. 246; 11th and 12th Vict. caps. 116 and 160; 33rd and 34th Vict. cap. 91; and all other Acts (if any) relating to the Edinburgh and Bathgate Railway Company; 'Glasgow Corporation Water Works Act 1855'; the Acts 16th and 17th Vict. cap. 119; and 23rd and 24th Vict. cap. 134; 25th and 26th 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. 16th and 17th Vict. cap. 118; 18th and 19th Vict. cap. 153; 23rd and 24th Vict. cap. 134; and 25th and 26th 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 20th and 21st Vict. cap. 14; and 24th and 25th Vict. cap. 114, relating to the Peebles Railway Company; 'The Saint Andrews Railway Act 1851'; the Act relating to the Glasgow and Milngavie Junction Railway Company, 24th and 25th Vict. cap. 198; the Acts relating to the Blane Valley Railway Company, 24th and 25th Vict. cap. 248; 28th and 29th Vict. cap. 356; and 33rd and 34th Vict. cap. 78; Acts relating to the Perth General Railway Station, 28th and 29th Vict. caps. 252 and 253; 'The Burntisland Harbour and Dock Act 1866'; Acts relating to the Solway Junction Railway Company, 27th and 28th Vict. cap. 158; 28th and 29th Vict. cap. 186; 29th and 30th Vict. cap. 243; and 30th and 31st Vict. cap. 116; Acts relating to the Trustees of the Clyde Navigation, 21st and 22nd Vict. cap. 149; and the provisions unrepealed of the Acts referred to in the Schedule to that Act; 27th and 28th Vict. cap. 248; 31st and 32nd Vict. cap. 124; Acts relating to the Ardmore Harbour, 29th and 30th Vict. cap. 337; and 31st and 32nd Vict. cap. 147; 'The Scottish North-Eastern Railway Act 1863'; 'The Caledonian and Scottish North-Eastern Railways Amalgamation Act 1866'; 'The Broxburn Railway Act 1867'; 'The Dundee Sea Wall, Esplanade, and Street Act 1868'; 'The Bo'ness and Grangemouth Railway Act 1866'; and the several other Acts recited in such Acts or any of them, and now in force; and any other Act or Acts in relation to the North British Railway Company, or to any Railway forming part of their system of Railways, or to any Company or body who or whose property and interests may be affected by the provisions of the said intended Act:

Also, the several Acts following, or some of them, relating to the Glasgow and South-Western Railway Company, and their undertaking—that is to say, 'The Glasgow and South-Western Railway Consolidation Act, 1855,' and the several other Acts relating to the Glasgow and South-Western Railway Company and their undertaking, passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 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, the 34th and 35th, and the 35th and 36th years of the reign of Her present Majesty:

Also, the several Acts following, or some of them, relating to the City of Glasgow Union Railway Company, and their undertaking—that is to say, 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,' 'The City of Glasgow Union Railway Act, 1871,' and 'The City of Glasgow Union Railway Act, 1872.'

Also 'The Alloa Harbour Consolidation Act, 1872.'

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

Plans and sections, in duplicate, describing the lines and levels of the said intended Railway and Works, and the lands and property which may be required to be taken for the purposes thereof; together with Books of Reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, as also an ordnance or published map with the line of the proposed Railway delineated thereon, will be deposited for public inspection on or before the 30th day of November, 1872, in the office of the principal Sheriff-Clerk for the County of Clackmannan, at Alloa; and in the offices of the principal Sheriff-Clerk for the County of Stirling, at Stirling and Falkirk; and a copy of so much of the said plans, sections, and Books of Reference as relates to each of the several parishes before specified, will, on or before the said 30th day of November, 1872, be deposited for public inspection with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of each of such parishes respectively, at the place of abode of such Schoolmaster or Session-Clerk, and all said Deposits will be accompanied by a copy of this Notice.

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

Dated 14th November, 1872.

M'GRIGOR, DONALD, & CO.,
136, St. Vincent Street, Glasgow,
Solicitors for the Bill.

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

MONTROSE LINKS.

Vesting South Links in Town Council; Sale, Feuing, or Leasing of South Links; Appropriation of Lands; and other Purposes.

NOTICE is Hereby Given, That Application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to confer the powers and effect the purposes hereinafter mentioned, or some of them:—

To transfer to and vest in the Provost, Magistrates, and Council of the Royal Burgh of Montrose for the time being (hereinafter called 'the Town Council') for behoof of the Community of the said Burgh, the Lands and Property hereinafter described and known as the South Links in the Parish of Montrose, and Royal Burgh of Montrose, and County of Forfar, and the absolute and exclusive ownership and right of property in and over the said Lands and Property (hereinafter called 'the South Links') situate within the following limits, that is to say, Commencing at a point on the east side of the Montrose Branch of the Caledonian Railway, two hundred feet or thereabouts south-west from the south side of the Bridge over the said Railway at the Diamond Hill, and thence proceeding eastwards in a straight line to a point about sixty feet from high water mark of ordinary spring tides; thence south-west along a line about sixty feet distant from high water mark to a point one hundred feet or thereabouts north of the west side of the Lower Lighthouse, thence westward to a point one hundred and sixty feet or thereabouts west of the north-west corner of the New Lifeboat House; thence northward from the said last-mentioned point in a straight line along the east boundary of the ground belonging to William Mitchell to the north side of Cobden Street; thence westward along the north side of Cobden Street to a point in the line of the east boundary wall of the yard belonging to or leased by Robert Millar & Sons; thence northward along a line in continuation of the said east boundary to the south wall of Panmure Barracks grounds; thence eastward along the south side of the said Barracks grounds to the south-east corner of the same; thence northward and westward along the east and north boundary wall of the said Barracks grounds to a point in the said wall where the east boundary of the ground belonging to the Montrose Harbour Trustees joins the same (or about two hundred and sixty feet from the north-east corner of the said Barracks grounds); thence northward along the said east boundary of the property of the said Harbour Trustees to a point fifty feet or thereabouts south-east of the present fence of the said Railway; thence north-east from the said last-mentioned point, along a line about fifty feet distant from the said fence of the said Railway, being the south-east side of the road formed or about to be formed on the south-east side of the said Railway to the point of commencement.

To authorise the Town Council, from time to time, to sell, feu, or lease the South Links, or any part thereof, at such Times, and in such Lots or Divisions, and in Perpetuity or for such Periods and for such Prices, Feu-Duties, or Rents, and on such Terms and Conditions as they may think fit; and to provide for the Application or Investment of the Prices, Feu-Duties, and Rents to be received by the Town Council for or in respect of the sale, feuing, or leasing of the South Links.

To authorise the Town Council, from time to time, to appropriate and take and to add to the ground in the North Links, now used as a Common and for golfing and other public purposes, such parts as they think fit of the lands of Southfield and Seafield, and other lands situate in or near to the North Links, or any of them, now belonging to the Town Council, and occupied by their lessees or tenants.

To vary or extinguish all existing Rights and Privileges of the Burgesses or Inhabitants of the said Burgh or other persons in, over, or connected

with the South Links, or the said lands, and all other Rights and Privileges which would prevent or interfere with the sale, feuing or leasing of the South Links or the appropriation and use of the said lands, 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 describing the situation and limits of the South Links, and the Lands which will or may be sold, feued or leased, or appropriated and used under the powers and for the purposes of the said Bill, with a Book of Reference to such Plans, containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the South Links and of such Lands, and a Copy of this Notice as published in the Edinburgh Gazette, will, on or before the 30th day of November 1872, be deposited with the Principal Sheriff-Clerk of the County of Forfar at his Office in Forfar, and with the Schoolmaster or if there be no Schoolmaster with the Session-Clerk of the Parish of Montrose, at his residence, and with the Town Clerk of the Burgh of Montrose at his Office in Montrose.

Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December 1872.

Dated this 11th day of November 1872.

MYERS & WILLS, Montrose,
Solicitors for the Bill.

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

In Parliament—Session 1873.

GLASGOW SUBWAY.

Incorporation of a Company for Constructing and Maintaining a Subway under the River Clyde, to commence on the North Side of the River Clyde and Harbour of the City of Glasgow, at or near Anderston Quay, and to terminate on the South Side of the River Clyde and Harbour of the City of Glasgow, at or near Springfield Quay.

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 incorporating a Company, and to enable the Company so to be incorporated (hereinafter called 'the Company') to construct and maintain a Subway under the River Clyde, with all necessary shafts, approaches, works, and conveniences, to commence on the North Side of the River Clyde and Harbour of the City of Glasgow, at or near Anderston Quay, and the south-west corner of Clyde Street; in the Barony Parish of Glasgow and County of Lanark, and to terminate on the South Side of the River Clyde and Harbour of the City of Glasgow, at or near the east end of Springfield Quay, and the north end of Springfield Lane, in the Parish of Govan and County of Lanark.

The Bill will authorise the Company to lay down, construct, and maintain the Subway in and under the said River Clyde, and Harbour of the City of Glasgow, and under Lands, Streets, Roads, Lanes, Quays, and Buildings, and to alter and interfere with, temporarily and otherwise, Gas, Water, and other Pipes, and Sewers and Drains, in and under the same, or any of them, and also to

deviate laterally and vertically from the line and levels of the Subway; to purchase lands, houses, buildings, erections, properties, and interests, compulsorily and by agreement or otherwise, and to levy tolls, rates, and charges; and the Bill will vary and extinguish all rights and privileges which would interfere with its objects, and it will incorporate with itself 'The Companies Clauses Consolidation (Scotland) Act, 1845,' 'The Companies Clauses Act, 1863,' and 'The Lands Clauses Consolidation Acts' of 1845, 1860, and 1869.

Duplicate Plans and Sections of the proposed Subway, and showing the lands, houses, buildings, erections, and other properties required, together with a Book of Reference to the Plans, and a copy of this Notice, as published in the Edinburgh Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Principal Sheriff Clerk for the County of Lanark, at his office in Glasgow, and on or before the same day a copy of so much of the said plans, sections, and Book of Reference as relates to the aforementioned works, together with a copy of this Notice, as published in the Edinburgh Gazette, will be deposited for public inspection with the Schoolmasters, or, if there be no Schoolmasters, with the Session Clerks of the Barony Parish of Glasgow and the Parish of Govan respectively, at the usual places of abode of such Schoolmasters or Session Clerks, and also with the Town Clerk of the City or Royal Burgh of Glasgow, at his office in Glasgow.

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 next.

Dated the Fifteenth day of November 1872.

ARGLES & RAWLINS,

85, Gracechurch Street in the City of London,
Solicitors for the Bill.

DYSON & CO.,

24, Parliament Street in the City of Westminster,
Parliamentary Agents.

IRVINE HARBOUR.

Amendment or Repeal and Consolidation of Act and Provisional Orders; Construction of New Works; Rates; Borrowing Money; 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 objects, or some of them:—

To amend 'The Irvine Harbour Improvement Order, 1867,' confirmed by 'The Pier and Harbour Orders Confirmation Act, 1867 (No. 2),' and the 'Irvine Harbour Order, 1870,' confirmed by 'The Pier and Harbour Orders Confirmation Act, 1870 (No. 2),' or to repeal the said Provisional Orders or either of them, in whole or in part, and to consolidate and re-enact the provisions thereof with such alterations and additional powers and provisions as may be necessary or expedient.

To provide for the appointment, election, and incorporation of Trustees of the Harbour of Irvine (hereinafter called 'the Trustees'), and to transfer to and vest in the Trustees the whole Harbour undertaking, quays, wharves, lands, property, funds, and estate heritable and moveable, real and personal belonging to and held by

the Irvine Harbour Trustees incorporated by 'The Irvine Harbour Improvement Order, 1867,' (hereinafter called 'the existing Trustees'), and all the powers, rights, privileges and authorities conferred on and exercised by the existing Trustees under the 'Irvine Harbour Orders, 1867 and 1870,' subject to the debts, obligations and liabilities on and affecting the Harbour and the rates and revenues thereof.

To make and maintain the Works hereinafter described at and in connection with the Harbour, or some of them:

1. A cut or channel for the River Irvine, commencing at a point on that River four hundred and eighty-four yards or thereabouts north-westward from the north-east corner of the north boundary wall of the Shipbuilding Yard belonging or reputed to belong to Margaret Auld and Janet or Jessie Rose, and lately occupied by the Irvine Shipbuilding Company, and terminating at or near the junction of the River Garnock with the River Irvine.
2. A Tidal Basin or Wet Dock, commencing at or near the east end of the New Wharf, and extending in an easterly direction for a distance of four hundred and seventeen yards or thereabouts, and terminating three hundred yards or thereabouts south-westward from the north-east corner of the north boundary wall of the said shipbuilding yard; with a quay wall extending from the commencement of the intended Tidal Basin or Wet Dock on the north side of the Harbour to or near to the junction of the River Garnock with the River Irvine.
3. A Wet Dock, to be situate between the intended cut or channel and the intended Tidal Basin or Wet Dock, commencing one hundred and sixty yards or thereabouts northward from the east end of the New Wharf, and extending in an easterly direction four hundred and seventeen yards or thereabouts, and terminating one hundred and seventy-seven yards or thereabouts south-westward from the north-east corner of the north boundary wall of the said shipbuilding yard.

And all necessary embankments, piers, wharfs, quays, walls, roads, accesses, works, and conveniences connected with the several works above described; which intended works will be situate in the parishes of Irvine, Stevenston, and Dundonald, in the County of Ayr, and in the Royal Burgh of Irvine, or some of them.

To divert the waters of the River Irvine and the River Garnock, or either of them, into the intended cut or channel; and to stop up the existing channel of the River Irvine from the commencement of the intended cut or channel to the termination of the intended Tidal Basin or Wet Dock, and to appropriate and use the solum and banks of the existing channel for the purposes of the Harbour or such other purposes as the Trustees may consider expedient, or to sell and dispose of the same or any part thereof in such manner, at such times, and on such terms as the Trustees may think fit; and to define and extend the limits of the Harbour.

To purchase and acquire, compulsorily or by agreement, lands and houses for the purposes of the intended works and of the Bill, and to cross, stop up, divert, or alter temporarily or permanently roads, streets, passages, streams,

sewers, and water and gas pipes within the Parishes and Burgh above mentioned.

To authorise the Trustees to make and enter into agreements with any Railway Company, or the Promoters or Provisional Directors of any Railway Company, with respect to the accommodation to be given at the Harbour to the traffic of such Company, and the works to be constructed for that purpose, and the payment or compensation to be made for such accommodation and works, and to confirm any such agreements which have been or may be made with respect to these matters.

To continue or to alter the existing rates leviable at the Harbour under the authority of the 'Irvine Harbour Orders, 1867 and 1870,' or either of them; or to repeal the said rates in whole or in part, and to levy new or increased rates on and in respect of vessels entering, leaving, or using the Harbour, and animals, fish, and goods shipped, unshipped, or transhipped in the Harbour, and in respect of the Works and conveniences made and provided or to be made and provided by the Trustees; and to confer, vary, or extinguish exemptions from the payment of such existing or new rates.

To authorise the Trustees to borrow money for the purposes of the intended works, and the general purposes of their undertaking, on the security of the rates leviable under the authority of the said Provisional Orders, or either of them, or of the Bill and of their undertaking, lands, property and revenues; and to authorise the Magistrates and Council of the Burgh of Irvine to advance and lend money to the Trustees, and to borrow money for that purpose on the security of the lands, property, and revenues of the said Magistrates and Council, or of the said Burgh.

To amend or repeal, so far as may be necessary for the objects of the Bill, an Act passed in the seventh year of the reign of King George the Fourth, Chapter 107, intituled 'An Act for widening and improving the Bridge of Irvine, for making streets communicating thereto, and for more effectually enlarging, deepening, improving, and maintaining the Harbour of Irvine, in the County of Ayr.'

To vary or extinguish all rights and privileges which would prevent or interfere with the execution of the objects of the Bill, and to confer all powers, rights, and privileges which may be necessary for carrying the same into effect.

Plans and Sections describing the intended works and the lands and houses which will or may be taken for the purposes thereof or of the Bill, with a Book of Reference to such Plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, and a copy of this Notice as published in the Edinburgh Gazette, will, on or before the thirtieth day of November 1872, be deposited with the principal Sheriff-Clerk of the County of Ayr, at his offices in Ayr and Kilmarnock, and with the Schoolmaster, or if there be no Schoolmaster with the Session Clerk, of each of the Parishes of Irvine, Stevenston, and Dundonald, at his residence, and with the Town-Clerk of the Burgh of Irvine, at his office in Irvine.

Copies of the Bill will be deposited in the

Private Bill Office of the House of Commons on or before the twenty-first day of December 1872.

Dated this 14th day of November 1872.

DAVID GRAY,

Town-Clerk, Irvine.

LOCH & MACLAURIN,

8 Great George Street, Westminster.

INDIAN MEDICAL SERVICE.

NOTICE is hereby given that an Examination of Candidates for sixteen appointments as Assistant Surgeons in Her Majesty's Indian Medical Service will be held in London in February 1873.

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

(Signed) T. T. PEARS, Major-General,
Military Secretary.

Military Department, India Office,
11th November 1872.

JAMES KANE, Butter and Egg Merchant, Well Street, Calton, Glasgow, has granted a Trust Deed for behoof of Creditors. All haying Claims against him are requested to lodge the same, duly vouched, with, and all indebted to him are required to make payment of their accounts to, the Subscriber, on or before 10th December next.

JAMES MITCHELL, L.A., Trustee.

49 Virginia Street, Glasgow.

NOTICE.

To the Creditors and other Persons interested in the Succession of the Deceased THOMAS HUTCHESON, of Wester Cally, near Blairgowrie.

ALEXANDER HUTCHESON, of Coldsides, Glenisla, in the County of Forfar, having been appointed by the Court of Session Judicial Factor on the Estate of the said deceased Thomas Hutcheson, under the Act 19 and 20 Vict. cap. 79, sect. 164, requires all the lawful Creditors of the said Thomas Hutcheson, and other persons interested in his Estate, to lodge with the Judicial Factor, or with his Agents, A. & R. Robertson, Solicitors, Blairgowrie, within four months after the date of this Notice, a statement of their Claims as Creditors of the said deceased, or as otherwise interested in his Estate, with such vouchers or other written evidences as they may have to found upon in support of their Claims, in order to the same being considered and reported upon by the Judicial Factor.

ALEX. HUTCHESON, of Coldsides, Glenisla.

November 19, 1872.

JOHN LYON, Cashier, No. 24, Greenside Place, Edinburgh, Trustee on the Sequestrated Estate of Mrs. CATHERINE FORRESTER or MURDOCH, Baker and Confectioner, Baker Street and Murray Place, Stirling, hereby intimates that the Commissioners have postponed a Dividend till the recurrence of another statutory period.

JOHN LYON, Trustee.

Edinburgh, November 22, 1872.

JOHN CHRISTIE, Solicitor in Banff, Trustee on the Sequestrated Estate of HUGH STEWART, Wholesale Glass and China Merchant, Keith, hereby intimates that the Commissioners have audited the accounts of his intromissions to the 8th instant, postponed declaration of a Dividend till next statutory period, and dispensed with circulars to the Creditors.

J. CHRISTIE, Trustee.

Banff, November 18, 1872.

THE Estates of WILLIAM NEILSON DICKSON, Yarn Merchant and Agent in Glasgow, were Sequestered on the 20th day of November 1872, by the Court of Session.

The first Deliverance is dated the 29th day of October 1872.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Friday the 29th day of November 1872, 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 20th day of March 1873.

The Sequestration has been remitted to the Sheriff of Lanarkshire.

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

J. & R. D. Ross, W.S.,
38, Frederick Street, Edinburgh, Agents.

THE Estates of LAURENCE SOMERS, sometime Timber Merchant, West Russell Street, Glasgow, and Ockenden Road, London, and thereafter carrying on business as a General Merchant in Mitchell Street, Glasgow, under the Name of PHIPPS & COMPANY, of which Firm he is the sole Partner, as such Partner and as an Individual, were Sequestered on the 21st day of November 1872, by the Sheriff of Lanarkshire.

The first Deliverance is dated 21st day of November 1872.

The Meeting to elect a Trustee and Commissioners is to be held at twelve o'clock noon on Monday the 2d day of December 1872, within the Faculty Hall, Saint George's Place, Glasgow.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 21st day of March 1873.

A Warrant of Protection has been granted to the Bankrupt.

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

GAVIN HAMILTON, Agent,
73, West Nile Street, Glasgow.

THE Estates of WILLIAM CLARK, Cattle Agent, residing at 287, Duke Street, Glasgow, were Sequestered on the 20th November 1872, by the Sheriff of the County of Lanark.

The first Deliverance is dated the 20th November 1872.

The Meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Monday the 2d day of December 1872, 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 20th day of March 1873.

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

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

WRIGHT, JOHNSTON, & MACKENZIE,
150, St. Vincent Street, Glasgow,
Agents.

THE Estates of ALEXANDER GUTHRIE, lately residing at Rephad, near Stranraer, in the County of Wigton, were Sequestered on 20th November 1872, by the Court of Session.

The first Deliverance is dated 23d October 1872.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Friday the 29th day of November 1872, within the King's Arms Hotel, Stranraer.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 21st day of March 1873.

The Sequestration has been remitted to the Sheriff Court of Wigtonshire.

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

DUNDAS & WILSON,
C.S., Agents.
16, St. Andrew Square, Edinburgh.

THE Estates of GEORGE ROBERT ROSS, sometime Farmer at Nigg, Parkhill, in the County of Ross, now deceased, were Sequestered on the 22d day of November 1872, by the Court of Session.

The first Deliverance is dated the 31st day of October 1872.

The Meeting to elect the Trustee and Commissioners is to be held within the Commercial Hotel, Invergordon, on Friday the 29th day of November 1872, at two o'clock afternoon.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 22d day of March 1873.

The Sequestration is remitted to the Sheriff of the County of Ross.

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

MELVILLE & LINDSAY,
W.S., Agents.
Edinburgh, 110, George Street,
November 22, 1872.

THE Estates of JAMES M'PHERSON & SON, Shipbuilders in Perth, as a Company, and James M'Pherson and John M'Pherson, both residing in Perth, the Individual Partners of that Company, as Partners, and as Individuals, were Sequestered by the Sheriff of Perthshire.

The first Deliverance the 19th November 1872.

The Meeting to elect a Trustee and Commissioners is to be held at 12 o'clock noon, on Saturday the 30th day of November 1872, within the Solicitors' Library, County Buildings, Perth.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 19th March 1873.

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

ALEX. WILSON, Solicitor, Perth,
Agent.

THE Estates of ANDREW BROWN, sometime residing at Kings Mills, Windygate, Fife, now at Duddingstone near Edinburgh, were Sequestered on the 19th November 1872, by the Court of Session.

The first Deliverance is dated 19th November 1872.

The Meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Saturday the 30th November 1872, within Kay's Hotel, Lothian Road, Edinburgh.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 19th March 1873.

The Sequestration has been remitted to the Sheriff of Edinburghshire; and a Warrant of Protection granted to the Bankrupt, until the Meeting for election of Trustee.

Mr. John David Low, residing in Glenogle Terrace, Edinburgh, has been appointed Judicial Factor *ad interim* on the Estate.

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

J. M. MACQUEEN, S.S.C., Agent,
18, St. Andrew Square, Edinburgh.

NOTICE is hereby given that the Sheriff of the County of Lanark has, on considering a Petition by John Anderson, Corn Factor, Hope Street, Glasgow, for Sequestration of the Estates of HENRY FOTHERINGHAM, Grain Merchant, Claythorn Street, Glasgow, granted Warrant for citing him to appear in Court on an *inducias* of ten days from the date of such citation, if made personally or at a dwelling-house or place of business, and of twenty-one days, if made edictally, to show cause why Sequestration of his Estates should not be awarded.

BROWN & DUNLOP, Writers, Glasgow,
Agents.

Glasgow, November 20, 1872.

SEQUESTRATION of WILLIAM WRIGHT,
Merchant, Sinclairtown, Kirkcaldy.

GEORGE CUMMING, Merchant, Dundee, has been elected Trustee on the Estate; and John Samuel Bradford, China Merchant, Dundee, William Cleghorn, Merchant, Dundee, and Andrew Jolly, China Merchant, Leslie, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, Cupar, on Tuesday the third day of December next, at ten o'clock forenoon. The Creditors will meet in the Tontine Hotel, Cupar, on Thursday, the 12th day of December 1872, at two o'clock afternoon.

GEORGE CUMMING.

Dundee, November 20, 1872.

SEQUESTRATION of the deceased GEORGE HALL,
Potato Dealer, Dunbar.

GEORGE STEEL, Grain Merchant in Montrose, has been elected Trustee on the Estate; and William Mitchell, Manure Manufacturer in Montrose, William Hadden, Writer, Haddington, and James Watson, Writer's Clerk in Haddington, have been elected Commissioners, but the two latter have declined to accept. The Creditors will meet in the Commercial Hotel, Brechin, on Tuesday the 3d day of December next, at two o'clock afternoon, when, by appointment of the Sheriff of Haddington, two new Commissioners will be elected in room of the said William Hadden and James Watson.

GEORGE STEEL, Trustee.

Montrose, November 19, 1872.

SEQUESTRATION of CHARLES GREEN, Cement
Merchant, carrying on business at No. 41 Leith Walk,
Leith, and at No. 121 Princes Street, Edinburgh.

THOMAS STEVEN LINDSAY, Accountant, Edinburgh, has been elected Trustee on the Estate, and James Mason, S.S.C., Edinburgh, Claudius Lassen, Merchant, Leith, and Andrew Millar Mitchell, Grocer, Castle Street, Edinburgh, have been elected Commissioners. The Examination of the Bankrupt will take place in the Bankruptcy Court Room, Sheriff Court House, George IV. Bridge, Edinburgh, on Friday the 29th day of November 1872, at twelve o'clock noon. The Creditors will meet in Dowell's Rooms, No. 18, George Street, Edinburgh, on Monday the 9th day of December next, at one o'clock afternoon.

THOMAS S. LINDSAY, Trustee.

36, Hanover Street, Edinburgh,
November 21, 1872.

SEQUESTRATION of HUGH PATON ROSS, Builder
in Dunoon.

JAMES KELSO, Accountant in Greenock, has been elected Trustee on the Estate; and Archibald Oswald, Grocer and Wine Merchant in Dunoon, James Ferguson, Grocer, Tea and Wine Merchant there, and James Mitchell, Draper there, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, Inveraray, on Wednesday the 27th November 1872, at four o'clock afternoon. The Creditors will meet in the Writing Chambers of the said James Kelso, No. 13, William Street, Greenock, on Friday the 6th day of December next, at ten o'clock forenoon.

JAMES KELSO, Trustee.

Greenock, November 20, 1872.

SEQUESTRATION of JAMES GIBSON, Junior, News
Agent, Fruit Merchant and Confectioner in Mauchline
and in Ayr.

WILLIAM WALLACE, Accountant in the Commercial Bank of Scotland in Mauchline, has been elected Trustee on the Estate; and John Richmond, Labourer, Kilwinning, and William M'Crinde, Partner of the Firm of Robert Foote & Company, Tea, Coffee and Spice Merchants, Nicholson Street, Glasgow (the whole Creditors who had claimed on said Sequestered Estate at the date of the Meeting for the election of Trustee and Commissioners) have been elected Commissioners.

The Examination of the Bankrupt will take place in the Sheriff Court House, Kilmarnock, on Wednesday the 27th day of November current, at eleven o'clock forenoon. The Creditors will meet in the Writing Office of John Bryce Clark, Solicitor, Mauchline, upon Thursday the 5th day of December 1872, at eleven o'clock forenoon.

W. WALLACE, Trustee.

Mauchline, November 20, 1872.

SEQUESTRATION of JAMES FAULDS WILLIAM-
SON, Property and Commission Agent in Glasgow.

JAMES GIRDWOOD, Accountant, Glasgow, has been elected Trustee on the Estate; and Charles Knight Rutherglen, Accountant and Property Agent, Glasgow, James Laird residing in Hospital Street, Glasgow, and Andrew Wilson Faulds, Merchant, 11, Union Street, Glasgow, have been elected Commissioners. The Examination of the Bankrupt will take place within the Sheriff's Chambers, County Buildings, Wilson Street, Glasgow, on Tuesday the 26th day of November current, at twelve o'clock noon. The Creditors will meet within the Chambers of the Trustee, 28, Bath Street, Glasgow, on Thursday the fifth day of December next, at twelve o'clock noon.—Of all which notice is hereby given, in terms of the Statute.

JAMES GIRDWOOD, Trustee.

Glasgow, November 19, 1872.

In the Sequestration of the Estates of JAMES DUTHIE or DUFF, Farmer, Nether Handwick, Glen of Ogilvie, Glamis.

THE Trustee on said Estate hereby intimates that William Shiress, Solicitor, Brechin, as Mandatory for John Gordon, James Gordon, George Duncan, and William Whitson, Trustees and Executors of the late William Hunter, formerly Tenant at Waterhead, has been duly elected a Commissioner on said Estate, in room and place of the said William Shiress, whose former Mandate has fallen by the death of the said William Hunter. Further, that the Commissioners have audited his accounts, brought down to 4th instant, postponed the declaration of a Dividend, and dispensed with circulars to the Creditors.

WILLIAM GORDON, Trustee.

Forfar, November 19, 1872.

SEQUESTRATION of the deceased WILLIAM
ALLARDYCE, Merchant in Aberdeen, and sole Part-
ner of the ABERDEEN BRICK & TILE COMPANY, carrying
on business at Clayhills, Aberdeen.

ROBERT FLETCHER, Accountant in London, hereby calls a Meeting of Creditors, to be held within the Writing Rooms, 34 Marischal Street, Aberdeen, of Clark & Morice, Advocates in Aberdeen, on the 16th day of December, 1872, at twelve o'clock noon, to consider an application to be made for his discharge as Trustee.

ROBERT FLETCHER, Trustee.

SEQUESTRATION of NIVEN & HYSLOP, Skinners in
Langholm, as a Company, and of Adam Niven and
James Hyslop, Skinners there, the Individual Partners
of that Company, as Partners thereof, and as Indi-
viduals.

HUGH DOBIE, Writer in Langholm, Trustee on the said Sequestered Estates, hereby calls a Meeting of the Creditors, to be held within the Writing Chambers of Craig & Geddes, Solicitors, 8, English Street, Dumfries, on Monday the 16th day of December 1872, at two o'clock afternoon, to consider as to an application to be made for his discharge.

HUGH DOBIE, Trustee.

Langholm, November 21, 1872.

SEQUESTRATION of the Rev. ROBERT BURNS
THOMSON, Minister of the Parish of Spott; near
Dunbar.

THE Trustee hereby calls a General Meeting of Creditors, to be held within Dowell's Rooms, No. 18, George Street, Edinburgh, on Friday the 29th November 1872, at two o'clock afternoon, to consider and instruct the Trustee as to realizing the Bankrupt's interest in certain Trust Funds, and other matters.

JAMES HALDANE, Trustee.

24, St. Andrew Square, Edinburgh,
November 20, 1872.

JOHN CHISHOLM, Merchant in Stornoway, Trustee on the Sequestrated Estate of the deceased **JOHN NICOLSON**, Merchant and Fishcurer in Stornoway, hereby calls a General Meeting of the Creditors, to be held within the Writing Chambers of William Ross, Esq., Solicitor, Stornoway, on Wednesday the 18th day of December next, at twelve o'clock noon, to consider as to an application to be made by him for his discharge as Trustee.

JOHN CHISHOLM, Trustee.

Stornoway, November 18, 1872.

SEQUESTRATION of WILLIAM ECCLESFIELD, Fruit Merchant in Leith, as an Individual, and as a Partner of the late Firms of **W. ECCLESFIELD & COMPANY**, Fruit Merchants, Leith, and **H. MOHRING & COMPANY**, Grocers and Spirit Merchants there.

THE Commissioner has audited my accounts in terms of the statute, and postponed the declaration of a Dividend.

I hereby call a Meeting of the Creditors, to be held within my Chambers, No. 5, St. Andrew Square, Edinburgh, on Monday, 2d December next, at two o'clock afternoon, to elect two Commissioners on the Estates.

HENRY BADGE, Trustee.

Edinburgh, November 22, 1872.

ARCHIBALD POLLOCK, Accountant in Glasgow, Trustee on the Sequestrated Estate of **THOMAS RENISON**, Ship and Insurance Broker, Glasgow, an Individual Partner of the Firm of Cree, Renison & Company, Ship and Insurance Brokers, Glasgow, as such Partner, and as an Individual, hereby calls a General Meeting of the Creditors, to be held in the Trustee's Chambers, 161 Hope Street, Glasgow, on Monday 2d December 1872, at twelve o'clock noon, to consider, and if approved to resolve, that the Estate ought to be wound up under a Deed of Arrangement, and to authorize the necessary steps to be taken for that purpose.

ARCH. POLLOCK, Trustee.

Glasgow, November 20, 1872.

WILLIAM JOHNSTON, Accountant, Glasgow, Trustee on the Sequestrated Estate of **ANDREW MACLACHLAN**, Boot and Shoe Merchant in Greenock, hereby intimates that at the Second General Meeting of Creditors, held on 18th instant, the Bankrupt made an offer of Composition on his debts as at the date of his Sequestration, with security; and also to pay or provide for the expenses attending the Sequestration and the remuneration to the Trustee; and that the Creditors present unanimously entertained said offer for consideration. Notice is hereby given that another General Meeting of the Creditors will be held within the Office of Messrs. Lewis & Fyfe, Writers, No. 1, Bank Street, Greenock, on Thursday the 12th day of December next, at twelve o'clock noon, for the purpose of finally deciding on the said offer and security.

WM. JOHNSTON, Trustee.

70, George Square, Glasgow,
November 20, 1872.

In the Sequestration of the deceased **JOHN DUNCAN**, Merchant, Manufacturer, and Spinner in Dundee, who carried on business in Dundee in his own Name and also under the Firm or Designation of **JOHN DUNCAN & COMPANY**, Merchants, Manufacturers, and Spinners in Dundee.

THOMAS SHERRER ROSS, Merchant, Dundee, Trustee, hereby gives notice that an equalizing and also a third and final Dividend will be paid within his Office, 12, Cowgate, Dundee, upon the 7th day of January 1873.

T. S. ROSS, Trustee.

Dundee, November 21, 1872.

SEQUESTRATION of HOULDEN BROTHERS, Stationers and Dealers in Fancy Goods, Nos. 9 and 11, and 37 and 39, Nicolson Street, Edinburgh, as a Company, and of John Houlden, residing at No. 45, George

Square, Edinburgh, William Reeves Houlden, residing there, and Henry Houlden, also residing there, the Individual Partners of that Company, as such Partners and as Individuals.

THE Trustee hereby intimates that an equalizing and second and final Dividend will be paid on the Company's Estate, on the 4th day of January next, at his Chambers, No. 47, North Hanover Street, Edinburgh.

PETER COUPER, Trustee.

Edinburgh, November 22, 1872.

JAMES THOMSON, Accountant, Glasgow, Trustee on the Sequestrated Estates of the **BRIDGETON SILK SPINNING COMPANY**, No. 65 John Street, Bridgeton, Glasgow, and James Burrow, sometime residing at No. 127 Alexandra Terrace, Bridgeton, Glasgow, now or lately a Prisoner in the Prison of Glasgow, the only known Partner of said Company; as such, and as an Individual, hereby intimates that, on and after Monday the 6th day of January 1873, an equalizing and a second and final Dividend will be paid to those Creditors whose claims have been admitted.

JAMES THOMSON, Trustee.

70 George Square,
Glasgow, November 21, 1872.

SEQUESTRATION of DAVID ROBERTSON, Iron Merchant and Metal Broker in Glasgow, and carrying on business there under the Firm of **DAVID ROBERTSON & COMPANY**, of which he is the sole Partner, as Licensees and Manufacturers of Fire Extinguishers.

ARCHIBALD POLLOCK, Accountant in Glasgow, Trustee on the Estate, hereby intimates that his account of intromissions with the funds of the Estate, brought down to 2d instant, has been audited by the Commissioners, who have postponed declaring a Dividend till next statutory period.

ARCH. POLLOCK, Trustee.

Glasgow, November 21, 1872.

SEQUESTRATION of ALEXANDER FORBES, Farmer, residing at Kirktown, in the Parish of Drumblade and County of Aberdeen.

THE Commissioners have audited my accounts, brought down to the 12th instant, postponed declaration of a Dividend till the recurrence of the next statutory period, and have dispensed with circulars to the Creditors.

JOHN MILNE, Trustee.

Dukewell, November 20, 1872.

SEQUESTRATION of ARTHUR HARRY METEYARD, Boot and Shoe Manufacturer, 82, Cowcaddens Street, Glasgow.

ARCHIBALD POLLOCK, Accountant in Glasgow, Trustee on the Estate, hereby intimates that his account of intromissions with the funds of the Estate, brought down till 2d instant, has been audited by the Commissioners, who have postponed declaring a further dividend till next statutory period.

ARCH. POLLOCK, Trustee.

Glasgow, November 21, 1872.

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 intromissions, brought down to the 11th instant, has been audited by the Commissioners, who have postponed the declaration of a second Dividend until the recurrence of another statutory period, and dispensed with sending circulars to the Creditors.

GEORGE MILNE, Trustee.

Aberdeen, November 21, 1872.

SEQUESTRATION of JOHN ALAN M'DONALD, lately residing at No. 8, Trinity Crescent, Edinburgh, now of No. 16, Rankeillor Street, Edinburgh.

MY accounts to 19th instant have been audited, a Dividend has been postponed, and circulars to the Creditors dispensed with.

ALEX. W. ROBERTSON, Trustee.

Edinburgh, November 21, 1872.

NOTICE.

THE Subscriber ceased, on 31st December 1870, to be a Partner of the Company carrying on business as Engineers, Iron Founders, and Shipbuilders in Greenock, under the Firm of CAIRD & COMPANY, by retiring from the same.

Greenock, November 2, 1872.

JAMES MILLER.

WM. M'CLURE, Writer, Greenock, Witness.

GEORGE WILSON, Druggist, Greenock, Witness.

NOTICE.

THE Business of the late Peter Duncan, in Manchester and Dundee, is now carried on by Messrs. James Duncan Young and Walter Stuart, under the Firm of PETER DUNCAN & COMPANY. The deceased's Representatives have no concern therein.

J. & J. OGILVIE & REID,
Solicitors, Dundee,
Agents of Trustees of PETER DUNCAN.
November 16, 1872.

J. D. YOUNG.
November 16, 1872.

JOHN MOSSES, Law-Clerk, No. 3
New Inn Entry, Dundee,
Witness to the Signatures of J.
& J. Ogilvie & Reid, and J.
D. Young.

GEO. HANTON, Law-Clerk, No. 3
New Inn Entry, Dundee,
Witness to the Signatures of J. &
J. Ogilvie & Reid, and J. D.
Young.

WALTER STUART.

November 18, 1872.

WILLIAM COLLINGR, 15 Church Street,
Witness.

JAMES JACKSON, 3 Winwright Street,
Witness.

NOTICE OF DISSOLUTION.

THE Copartnership of JOHNSTON & KENNEDY, Engineers, 61, Duke Street, Glasgow, of which the Subscribers are the only Partners, was this day DISSOLVED by mutual consent. John Wight, C.A., 150 Hope Street, Glasgow, has been appointed to receive and discharge all debts due to or by the said Firm.

Glasgow, November 19, 1872.

ALEXR. M. JOHNSTON.

RO. L. GEMMEL, Clerk, 150, Hope
Street, Glasgow, Witness.

JAS. R. CLARK, Clerk, 150 Hope
Street, Glasgow, Witness.

Witnesses to the Signature of Alexander M.
Johnston.

JAMES KENNEDY.

RO. L. GEMMEL, Clerk, 150, Hope
Street, Glasgow, Witness.

W. BUCHANAN, Clerk, 150, Hope
Street, Glasgow, Witness.

Witnesses to the Signature of James Kennedy.

NOTICE.

THE Copartnership carrying on business as Woollen and General Drapers in Kinross, under the Firm of A. & J. CAMPBELL, of which the Subscribers are the sole Partners, was this day DISSOLVED by mutual consent. All debts due to and by the Company will be received and paid by the Subscriber, Andrew Campbell.

ANDREW CAMPBELL.

JAMES CAMPBELL.

JAMES HONEYMAN, Writer, Kinross,
Witness.

JAS. WATT, Apprentice to said Andw.
Campbell, Witness.

Kinross, 8th November 1872.

THE Subscribers, the sole Partners of the Firm of M'KENZIE & BILSLAND, Bakers, Greenhill Loaf Factory, 8 Greenhill Street, Anderston, Glasgow, hereby intimate that the said Partnership was DISSOLVED, as at the 9th day of November 1872, by mutual consent.

With reference to the above, William Bilsland begs to intimate that he will carry on the Business in the same Premises, in his own name, and is authorized to uplift all debts due to, and discharge all debts due by, the aforesaid Firm.

ARCHD. BILSLAND M'KENZIE.

JAMES W. KIRKHAM, Witness.

JAMES SHAW, Witness.

WILLIAM BILSLAND.

JOHN CAMERON, Witness.

DUNCAN M'CALLUM, Witness.

NOTICE.

THE Firm of ECKERSLEY & LAVERICK, Engineers and Millwrights, Leith Walk, Edinburgh, of which the Subscribers are the sole Partners, was this day DISSOLVED by mutual consent.

The Subscriber, John Laverick, who is hereby authorized to settle all accounts due to and by the said Firm, will still carry on business on his own behoof, in the Premises formerly occupied by the Firm.

Edinburgh, 15th November 1872.

JAMES ECKERSLEY.

JOHN LAVERICK.

JOHN HALL, S.S.C., Edinburgh,
Witness.

T. G. PATERSON, 63 George Street, Edinburgh,
Witness.

WILLIAM BLAIR, Spirit Dealer's Assistant, residing in Glasgow, and presently a Prisoner in the Prison of Glasgow, has presented a Petition to the Sheriff of the County of Lanark, craving Liberation, Interim Protection, and Decree of Cessio Bonorum; and all his Creditors are hereby required to appear within the Sheriff's Chambers, County Buildings, Glasgow, on Monday 23rd December next, at twelve o'clock noon, when he will appear for Examination.

JOHN DUNBAR, Agent.

ROBERT MARTIN, Hairdresser, sometime carrying on business at 4, Eglinton Lane, Glasgow, and presently a Prisoner in the Prison of Glasgow for Civil Debt, 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 attend within the Sheriff's Chambers, County Buildings, Wilson Street, Glasgow, on the 24th day of December next, at twelve o'clock noon, when he will appear for Examination.

ROBERT MARTIN.

Glasgow, November 21, 1872.

JOHN LEDINGHAM, sometime Flesher in Rothney Village, in the Parish of Premnay and County of Aberdeen, now Prisoner in the Prison of Aberdeen, has presented a Petition to the Sheriff of Aberdeen and Kincardine, for Liberation, Interim Protection, and Decree of Cessio Bonorum; and all his Creditors are hereby required to appear within the Sheriff Court House at Aberdeen, on Monday the 23rd day of December next, at twelve o'clock noon, when he will appear for Examination.

C. B. DAVIDSON,
Advocate in Aberdeen,
Agent for Petitioner.

3, Union Terrace, Aberdeen,
November 20, 1872.

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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