



The Edinburgh Gazette.

Published by Authority.

FRIDAY, NOVEMBER 22, 1878.

FOREIGN OFFICE, October 5, 1878.

THE Queen has been graciously pleased to appoint Frederick Stacey, Esq., now British Vice-Consul at Santa Martha, to be Her Majesty's Consul at Sabanilla.

WAR OFFICE, November 14, 1878.

The Queen has been graciously pleased to give orders for the appointment of Sir Richard Wallace, Bart., one of Her Majesty's Commissioners for the Paris Universal Exhibition of 1878, to be an Ordinary Member of the Civil Division of the Second Class, or Knights Commanders of the Most Honourable Order of the Bath.

CIVIL SERVICE COMMISSION,

November 18, 1878.

The Civil Service Commissioners hereby give notice, that at an Open Competitive Examination for one Third Class Clerkship in the Solicitor's Office of the Inland Revenue Department in Edinburgh, held on the 29th of October 1878, and following days, under the Special Regulations dated 31st May 1878, and published in the London Gazette of the same date, the

undermentioned Candidate obtained the first place:—

Boyd, Thomas John

BANKRUPTS

FROM THE LONDON GAZETTE.

BANKRUPTCIES ANNULLED.

William Maitland, of 25 Conduit Street, Regent Street, Middlesex, military and general outfitter.

Frederick Day Latham, of Dunstable, Bedford, late coal merchant, but now out of business.

Charles Edward Mangles, Lieutenant in Her Majesty's 40th Regiment of Foot.

BANKRUPTCIES AWARDED.

James Morton, of 204 West George Street, Glasgow, and Elderslie House, Renfrewshire, and the Victoria Hotel, Euston Square, Middlesex, and Alexander Taylor, also of 204 West George Street, Glasgow, and Wellfield House, Partick Hill, Glasgow, both merchants, trading under the style or firm of James Morton & Co., and carrying on business at 8 George Yard, Lombard Street, London.

Robert Squire James, of Lower Burtley Farm, Witley, Surrey, farmer and iron dealer.

William Henry Sellers, of Burnley Road, Crawshaw-booth, Lancaster, wholesale and retail wine and spirit dealer and outdoor beerseller.

Mark Anthony Savage, of 34 Ryehill, Newcastle-upon-Tyne, Northumberland, surgeon and doctor in medicine.

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 1878.

| | QUANTITIES IMPORTED INTO— | | | | QUANTITIES EXPORTED FROM THE UNITED KINGDOM. | | |
|--|---------------------------|-----------|-----------|---------------------|--|-----------------------|-----------------|
| | England. | Scotland. | Ireland. | The United Kingdom. | British. | Colonial and Foreign. | Total Exported. |
| | Cwt. | Cwt. | Cwt. | Cwt. | Cwt. | Cwt. | Cwt. |
| Wheat | 621,615 | 95,537 | 99,947 | 817,099 | 34,523 | 5,554 | 40,077 |
| Barley | 181,215 | 1,013 | ... | 182,228 | 387 | 3,589 | 3,976 |
| Oats | 234,569 | 3,000 | ... | 237,569 | 497 | 743 | 1,240 |
| Rye | 3,321 | ... | ... | 3,321 | ... | ... | ... |
| Pease | 29,628 | 5,721 | ... | 35,349 | 182 | ... | 182 |
| Beans | 15,867 | 12,142 | ... | 28,009 | ... | 111 | 111 |
| Indian Corn | 267,551 | 23,735 | 75,213 | 366,499 | ... | 7,418 | 7,418 |
| Buckwheat | 992 | ... | ... | 992 | ... | ... | ... |
| Bere or Bigg | ... | ... | ... | ... | ... | ... | ... |
| Total of Corn (exclusive of Malt) } | 1,354,758 | 141,148 | 175,160 | 1,671,066 | 35,589 | 17,415 | 53,004 |
| | Cwt. | Cwt. | Cwt. | Cwt. | Cwt. | Cwt. | Cwt. |
| Wheatmeal or Flour | 84,503 | 73,386 | ... | 157,889 | 1,357 | 1,224 | 2,581 |
| Barley Meal | ... | ... | ... | ... | ... | ... | ... |
| Oat Meal | 1,972 | 853 | ... | 2,825 | 674 | ... | 674 |
| Rye Meal | 90 | ... | ... | 90 | ... | ... | ... |
| Pea Meal | ... | ... | ... | ... | ... | ... | ... |
| Bean Meal | ... | ... | ... | ... | ... | ... | ... |
| Indian Corn Meal... | 270 | ... | ... | 270 | ... | ... | ... |
| Buckwheat Meal ... | ... | ... | ... | ... | ... | ... | ... |
| Total of Meal... | 86,835 | 74,239 | ... | 161,074 | 2,031 | 1,224 | 3,255 |
| Total of Corn and Meal (exclusive of Malt) } | 1,441,593 | 215,387 | 175,160 | 1,832,140 | 37,620 | 18,639 | 56,259 |
| | Quarters. | Quarters. | Quarters. | Quarters. | Quarters. | Quarters. | Quarters. |
| Malt (entered by the Quarter)..... } | ... | ... | ... | ... | 1,647 | ... | 1,647 |

Statistical Department, Custom-house, London,
November 18, 1878.

S. SELDON,
Principal.

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure, as received from the Inspectors and Officers of Excise, in the Week ended 16th November 1878, conformably to the Act of the 27th and 28th Victoria, cap. 87.

| | | | | QUANTITIES SOLD. | | AVERAGE PRICE. | |
|------------|-----|-----|-----|------------------|------|----------------|----|
| | | | | Qrs. | Bus. | s. | d. |
| Wheat ... | ... | ... | ... | 54,740 | 3 | 40 | 7 |
| Barley ... | ... | ... | ... | 80,434 | 1 | 39 | 4 |
| Oats ... | ... | ... | ... | 3,239 | 5 | 21 | 3 |

Statistical and Corn Department, Board of Trade,
November 16, 1878.

R. GIFFEN,
Comptroller of Corn Returns.

COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1874 to 1877.

| Corresponding Week in | QUANTITIES SOLD. | | | | | | AVERAGE PRICE. | | | | | |
|--------------------------|------------------|------|---------|------|-------|------|----------------|----|---------|----|-------|----|
| | WHEAT. | | BARLEY. | | OATS. | | WHEAT. | | BARLEY. | | OATS. | |
| | Qrs. | Bus. | Qrs. | Bus. | Qrs. | Bus. | s. | d. | s. | d. | s. | d. |
| 1874 | 58,655 | 0 | 98,147 | 6 | 3,601 | 3 | 43 | 5 | 42 | 6 | 27 | 11 |
| 1875 | 40,283 | 5 | 78,366 | 6 | 1,978 | 7 | 47 | 0 | 38 | 3 | 25 | 8 |
| 1876 | 49,586 | 2 | 93,931 | 1 | 3,636 | 1 | 48 | 1 | 39 | 3 | 25 | 5 |
| 1877 | 40,970 | 3 | 87,103 | 2 | 4,283 | 6 | 51 | 8 | 43 | 8 | 24 | 9 |

R. GIFFEN,

Comptroller of Corn Returns.

Statistical and Corn Department, Board of Trade,
November 16, 1878.

In Parliament—Session 1879.]

CALEDONIAN RAILWAY.

(Extension of Time for Acquisition of certain Lands, and Completion of certain Works, in the County of Lanark; Abandonment of certain authorised Works in the Counties of Lanark and Edinburgh; Alteration of Statutory Provisions with respect to Appointment of Joint Committee for Management and Maintenance of certain Portions of the Undertaking of the Portpatrick Railway Company; Confirmation of Agreement between the Trustees of the Harbour of Dundee, the Commissioners of Police for the Burgh of Dundee, and the Caledonian Railway Company, with respect to certain Lands and Streets at Dundee; 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 (hereinafter called 'the Bill') for the purposes following, or some of them, that is to say—

To extend the time limited by the Caledonian Railway (Additional Powers) Act, 1875 (hereinafter called 'the Act of 1875'), for making and completing the Railway in the Parish of Govan and County of Lanark, authorised by and called 'Railway No. 1' in that Act, commencing by a junction with the Polloc and Govan Line of the Caledonian Railway Company (hereinafter called 'the Company'), and terminating by a junction with a Railway authorised to be formed by the Company and the Glasgow and South-Western Railway Company jointly, near the southern end of the Goods Shed at the Glasgow South Side Station, and the Works connected with the said authorised Railway No. 1.

To extend the respective periods limited by the Caledonian Railway (Additional Powers) Act, 1876 (hereinafter called 'the Act of 1876'), for making and completing the following Railways authorised by that Act, and the Works connected therewith respectively, and for the compulsory purchase of lands for the purposes thereof, viz.—

1. The Railway in the Parishes of Cadder, Maryhill, and Barony of Glasgow, in the County of Lanark, called in the Act of 1876 'Railway No. 1,' commencing by a junction with the Company's Railway from Buchanan Street, Glasgow, to Coatbridge, and terminating on the lands of Hamiltonhill, in so far as the said authorised Railway No. 1 is not required to be abandoned by the Caledonian Railway (Additional Powers) Act, 1878 (hereinafter called 'the Act of 1878'):
2. The Railway in the Parishes of Maryhill, Barony of Glasgow, Springburn, Shettleston, Old Monkland, and Cambuslang, in the County of Lanark, called in the Act of 1876 'Railway No. 2,' commencing by a junction with the said Railway from Buchanan Street, Glasgow, to Coatbridge, and terminating by a junction with the Company's Clydesdale Junction Railway:
3. The Railway in the Parishes of Springburn, Barony of Glasgow, and Maryhill, in the County of Lanark, called in the Act of 1876 'Railway No. 3,' commencing by a junction with the said Railway No. 2 authorised by that Act, and terminating by a junction with the Company's Railway from Milton Junction to Saint Rollox: and
4. The Railway in the Parish of Old Monkland and County of Lanark, called in the Act of 1876 'Railway No. 4,' commencing by a junction with the said Railway No. 2 authorised by that Act, and terminating by a junction with the Company's Rutherglen and Coatbridge Branch.

To authorise the Company to abandon the construction of the following Railways authorised by the Caledonian Railway (Wilsonstown and West Calder Junction) Act, 1873 (hereinafter called 'the Act of 1873'), and the Works connected therewith respectively, the time for completing which was extended by the Act of 1876, viz.—

1. The Railway in the Parish of Carnwath, in the County of Lanark, and the Parish of West Calder, in the County of Edinburgh, called in the Act of 1873 'Railway No. 8,' commencing by a junction with the Company's

Wilsontown Branch, and terminating near Doveridge; and

2. The Railway in the Parish of West Calder, in the County of Edinburgh, called in the Act of 1873 'Railway No. 9,' commencing at the termination of the said Railway No. 8 authorised by that Act, and terminating by a junction with the Company's Cleland and Midcalder Line;

And to repeal the provisions of the Act of 1873 and the Act of 1876, imposing penalties upon the Company in the event of the said Railways No. 8 and No. 9 not being completed and opened for public traffic within the period limited by the Act of 1873, as extended by the Act of 1876.

To alter the provisions of the Girvan and Portpatrick Junction Railway Act, 1872 (hereinafter called 'the Girvan Act of 1872'), with respect to the mode of appointment of the Joint Committee called in that Act 'the Portpatrick and Girvan Joint Committee,' and to provide that, during the continuance of the Working Agreement between the Company and the Portpatrick Railway Company, dated the 17th day of October and 30th day of November, 1864, those members of the said Joint Committee who, by the said Act, are directed to be appointed and may be removed by the Board of Directors of the Portpatrick Railway Company, shall be appointed and may be removed by the Board of Directors of the Company.

To confirm an Agreement, dated the 16th and 29th days of July and 5th day of August 1878, entered into between the Trustees of the Harbour of Dundee of the first part, the Commissioners of Police for the Burgh of Dundee, and Thomas Thornton, their clerk, as representing them, of the second part, and the Company, of the third part, with respect to certain lands and streets at Dundee, and to authorise the said parties respectively to expend their funds for the purposes of the said Agreement.

To vary or extinguish all existing rights and privileges which might interfere with any of the objects of the Bill, and to confer all powers, rights, and privileges necessary or expedient for effecting the said objects, or in relation thereto.

To amend, and so far as necessary to repeal, some of the powers and provisions of the Act of 1873, the Act of 1875, the Act of 1876, the Act of 1878, the Caledonian Railway Act, 1845, and the several other Acts relating to the Company, and to the undertakings belonging to and held in lease and worked by them; as also of the Girvan and Portpatrick Junction Railway Act, 1865, the Girvan and Portpatrick Junction Railway Act, 1870, the Girvan Act of 1872, the Girvan and Portpatrick Junction Railway Act, 1873, the Girvan and Portpatrick Junction Railway Act, 1875, the Girvan and Portpatrick Junction Railway Act, 1877, the Portpatrick Railway Act, 1857, the Portpatrick Railway Act (No. 1), 1864, the Portpatrick Railway (Steamboats) Act, 1864, the Portpatrick Railway Act, 1877, and the Glasgow and South-Western Railway Consolidation Act, 1855, and any other Acts relating to the Girvan and Portpatrick Junction Railway Company, the Portpatrick Railway Company, or the Glasgow and South-Western Railway Company, and their respective undertakings; as also of the Dundee Harbour and Tay Ferries Act, 1873, the Dundee Harbour Consolidation Act, 1875, the Dundee Police and Improvement Act, 1871, the Dundee Street Tramways, Turnpike Roads, and Police Act, 1878, and the General

Police and Improvement (Scotland) Act, 1862, and any other Acts relating to the Harbour of Dundee, the Streets of that Burgh, the Trustees of the said Harbour, and the Commissioners of Police for the said Burgh.

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 13th day of November, 1878.

JAMES KERR,

Glasgow.

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

In Parliament—Session 1879.]

AYR HARBOUR.

Construction of Slip Dock, and Relative Works, Roads of Access and Wharves, Drawbridge or Swingbridge across Entrance to Wet Dock, Sheds, Warehouses, Offices, Hydraulic Machinery, Cranes, Lines of Rails, Sidings and Junctions; Deviation and Abandonment of Authorised Ayr Dock Line No. 1 of Glasgow and South-Western Railway Company; Arrangements with that Company; Sanction of Wet Dock as Constructed, and Application of Funds thereto; Extension and Definition of Limits of Harbour; Powers to Borrow Additional Money, to Acquire Lands, and to Levy Additional Rates, Rents, and Charges; Alteration of Existing Rates, Rents, and Charges; Amendment and Incorporation 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 (hereinafter called 'the Bill') for the objects and purposes following, or some of them, that is to say,

To authorise the Ayr Harbour Trustees (hereinafter called 'the Trustees') to make and maintain the following works, or some of them, in connection with the Harbour of Ayr (hereinafter called 'the Harbour'), and all necessary and proper approaches and other works and conveniences relative thereto, viz. :—

A Slip Dock, commencing at a point in the River Ayr near the southern bank of that river, and about fifty yards northward from the Lifeboat-house at the Harbour, and terminating at a point about ninety yards north-westward from the dwelling-house called Cromwell Cottage, with a drawbridge or swingbridge across the same near the Lifeboat-house, and ways, rails, an engine-house and hydraulic machinery, and with power to dredge and deepen the river opposite the entrance to the said Slip Dock, from the point of commencement thereof to a point about one hundred yards northward from such point of commencement.

A Road of Access and Wharf along and adjoining the North Quay of the Harbour, and along and adjoining the Quay on the eastern side of the entrance to the existing Wet Dock at the Harbour, commencing at or near the junction of York Street with North Harbour Street, and terminating at or near the eastern side of the entrance gates of the said Wet Dock; and a Branch Road of Access, commencing by a junction with the proposed road of access and wharf above described,

at a point about ninety yards southward from the hydraulic engine-house belonging to the Trustees, and terminating by a junction with the said proposed road of access and wharf at a point about thirty yards southward from the termination thereof above described; and

A Drawbridge or Swingbridge across the entrance to the said Wet Dock, at or near the dock gates thereof.

To authorise the Trustees to take and acquire, compulsorily or by agreement, the lands, houses, and other property required for and in connection with the said several proposed works, including the lands, houses, and other property lying around the said proposed Slip Dock and around and between the said proposed road of access and wharf and the said proposed branch road of access.

All which proposed works, and the lands, houses, and other property which may be taken as aforesaid, will be and are situate in the Parish of Newton-upon-Ayr, the Parish of Ayr, the Royal Burgh of Ayr, the Municipal and Parliamentary Burgh of Ayr, and the Burgh of Barony of Newton-upon-Ayr, in the County of Ayr, and the waters adjoining thereto.

To authorise the Trustees to erect sheds, warehouses, offices, workshops, hydraulic machinery, and cranes, and to lay down wharves, lines of rails, sidings, and other works and conveniences within the parishes and places and waters hereinbefore mentioned, upon and around the existing and proposed docks, quays, and other portions of the Harbour, and to make junctions between the said lines of rails and sidings and the Ayr Dock Lines Nos. 1, 2, 3, and 4, authorised by the Glasgow and South-Western Railway Act, 1878 (hereinafter called 'The Railway Act of 1878') to be formed by the Glasgow and South-Western Railway Company (hereinafter called 'The Railway Company'), and with the hereinafter proposed deviation of the said Ayr Dock Line No. 1, and with any other lines of railway which may hereafter be formed to the Harbour.

To authorise and require the Railway Company to make and maintain, or to empower the Trustees to make and maintain at the expense of the Railway Company, a Deviation of the said authorised Ayr Dock Line No. 1, commencing at the authorised point of commencement of that line, as shown on the amended plans referred to in the Railway Act of 1878, and terminating at a point about twenty-five yards eastward from the authorised termination of the said line as shown on the said amended plans, all in the Parish of Newton-upon-Ayr, Municipal and Parliamentary Burgh of Ayr, Burgh of Barony of Newton-upon-Ayr, and County of Ayr; and to abandon the said authorised line.

To apply to the said proposed Deviation all the powers and provisions which by the Railway Act of 1878 are made applicable to the Ayr Dock line No. 1, authorised by that Act.

To authorise the Trustees and the Railway Company to enter into agreements and arrangements with each other with respect to the said proposed deviation and abandonment, and to the use of any rails, sidings, or other works which may be formed by the Trustees in connection with the said several Ayr Dock Lines and the said proposed deviation; and to confirm any such agreements and arrangements that may have been entered into.

To legalise the Wet Dock at the Harbour and works connected therewith, as constructed by the

Trustees, and the application to the purposes thereof of the funds already raised and expended thereon, and which may be hereafter raised by the Trustees; and to apply to that dock and the works connected therewith all the powers and provisions of the Ayr Harbour Act, 1855, the Ayr Harbour Amendment Act, 1866, and the Ayr Harbour Amendment Act, 1873 (hereinafter called 'The Harbour Acts'), and of the Railway Act of 1878, which would have been applicable thereto if the same had been constructed wholly in the manner and within the limits prescribed by the Ayr Harbour Amendment Act, 1866, or some of the said powers and provisions.

To extend and define the limits of the Harbour with respect to conservancy, levying of rates, rents, and charges, and otherwise, and the limits to which the provisions of the Harbour Acts shall be applicable, which will include all the works and lands already formed, acquired, or reclaimed, and which may hereafter be formed, acquired, or reclaimed by the Trustees; and also the waterway of the River Ayr between the highest point to which spring tides flow at the lower weir near the Ayr Mills and the sea; and the land on each side of that portion of the said river, which is situate between the new bridge of Ayr and the sea, to the extent of one hundred yards or thereabouts measured landward from the centre of the river; and also the sea shore and sea in front of the said several lands, and of the mouth of the said river, from a point about six hundred yards westward from the south pier-head at the mouth of the said river to a point about six hundred yards north-westward from the point where the road called Saltpans Road joins the sea shore; or so much of the lands and waters within the said limits as will be prescribed by the Bill; all within the Parishes of Ayr, Newton-upon-Ayr, and Saint Quivox, the Royal Burgh of Ayr, the Municipal and Parliamentary Burgh of Ayr, and the Burgh of Barony of Newton-upon-Ayr, or some of them, all in the County of Ayr, and the waters adjoining thereto.

To authorise the Trustees to borrow additional money on mortgage or cash credit on the security of the rates, rents, and charges leviable under the Harbour Acts, or under the Bill, or on the undertaking of the Trustees, or any part thereof; to apply to the purposes of the Bill any funds which may be in their hands; to take and acquire lands, houses, and other property compulsorily or by agreement for the purposes of the Bill; to deviate in the construction of the proposed 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 on the said plans and provided by the Bill; to cross, stop up, appropriate, alter and divert, temporarily and permanently, so far as necessary or expedient for the purposes of the Bill, any roads, streets, lanes, passages, railways, tramways, quays, watercourses, sewers, drains, gas and water pipes, and telegraphic apparatus; to let on lease, or otherwise, the said proposed Slip Dock, works and land connected therewith, and any of the sheds, warehouses, offices, and other works and conveniences at the Harbour; to levy rates, rents, and charges for the use of the proposed slip dock, drawbridges or swingbridges, wharves, sheds, warehouses, offices, workshops, hydraulic machinery, cranes, lines of rails, sidings, and other works and conveniences, for supplying and discharging ballast, for towage, and for the use of storage ground, and other rates, rents, and charges; to alter the existing rates, rents, and

charges leviable under the Harbour Acts; to confer, vary, and extinguish exemptions from the payment of such several rates, rents, and charges; to confer all powers, rights, and privileges necessary or expedient for effecting the objects of the Bill or in relation thereto; and to vary or extinguish all rights and privileges which might impede or interfere with these objects.

To amend and repeal some of the powers and provisions of the Harbour Acts, the Railway Act of 1878, the Glasgow and South-Western Railway Consolidation Act, 1855, and the other Acts relating to the Railway Company and their undertaking; the Ayrshire Roads Act, 1847, the Ayr Burgh Act, 1873, the Ayr Bridge Act, 1877; and any other Acts relating to the Harbour, and to the Royal Burgh of Ayr, the Municipal Burgh of Ayr, and the roads, streets, and bridges therein; and to incorporate with the Bill, with such alterations as may be provided therein, all or some of the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, the Lands Clauses Consolidation Acts Amendment Act, 1860, the Railways Clauses Consolidation (Scotland) Act, 1845, the Railways Clauses Act, 1863, and the Harbours Docks and Piers Clauses Act, 1847, and in particular to amend the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to taking the whole of any house, building, or manufactory where part only is required for the purpose of the Bill; and the provisions of the Railways Clauses Act, 1863, with respect to protection of navigation; and the provisions of the Harbours Docks and Piers Clauses Act, 1847, with respect to the levying of rates before the completion of the works, so far as these provisions may be incorporated with the Bill.

Plans describing the lines and situation of the Slip Dock, Roads of Access and Wharf, Drawbridges or Swingbridges, and Deviation of the Ayr Dock Line No. 1, proposed to be constructed as aforesaid, and the lands, houses, and other property which may be taken as aforesaid, and Sections describing the levels of the said proposed works, 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 Maps with the proposed deviation of the Ayr Dock Line No. 1 delineated thereon, so as to show its general course and direction, and copies of this notice as published in the Edinburgh Gazette, will, on or before the 30th day of November instant, be deposited for public inspection in the Office at Ayr of the Principal Sheriff Clerk of the County of Ayr; and copies of so much of the said Plans, Sections, and Books of Reference as relates to each of the parishes of Ayr and Newton-upon-Ayr, and to the Royal Burgh of Ayr respectively, with a copy of this notice, will, on or before the said 30th day of November, be deposited for public inspection with the Session Clerk of each of the said parishes, at his residence, and with the Town Clerk of the said Royal Burgh, at his Office in Ayr.

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 Thirteenth Day of November 1878.

JOHN POLLOCK,
Secretary to the Ayr Harbour Trustees.

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

In Parliament—Session 1879.]

FORTH BRIDGE RAILWAY.

(Extension of Time for Compulsory Purchase of Lands, &c., and Construction and Completion of Works, Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following, purposes—that is to say:—

(1.) To extend the respective periods limited by 'The Forth Bridge Railway Act, 1873,' and 'The Forth Bridge Railway Act, 1876,' for the Compulsory Purchase of Lands and Houses, and for the Construction and Completion of the Railways, Bridge, and Works authorised by 'The Forth Bridge Railway Act, 1873.'

(2.) To vary and extinguish all rights and privileges which would interfere with the objects and purposes of the proposed Bill, and so far as necessary to repeal, alter, and amend 'The Forth Bridge Railway Act, 1873;' 'The Forth Bridge Railway Act, 1876;' 'The North British (Fife Railways) Act, 1876;' and 'The Forth Bridge Railway Act, 1878.'

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 Fourth Day of November 1878.

MILLAR, ROBSON, & INNES, Edinburgh,
Solicitors for the Bill.

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

In Parliament—Session 1879.]

GIRVAN AND PORTPATRICK JUNCTION RAILWAY.

(Power to Raise further Money by Borrowing and by Creation and Issue of New Shares or Stocks; Repeal of certain Existing Powers to Raise Money so far as not exercised; Repeal and Amendment of Acts; 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 (hereinafter called 'the Bill') to effect all or some of the following purposes, that is to say:—

To empower the Girvan and Portpatrick Junction Railway Company (hereinafter called the Company) to raise further money for the purpose of making payment to the Portpatrick Railway Company of the purchase price of the portions or sections of the Portpatrick Railway, mentioned in the Girvan and Portpatrick Junction Railway Act, 1872, or of one of such portions or sections provided to be paid by the Company to the Portpatrick Railway Company as the condition of their becoming joint-owners, with the Portpatrick Railway Company, of the said portions, or sections, or one of them, and also of the purchase price provided to be paid by the Company to the Portpatrick Railway Company under the Portpatrick Railway Act, 1877, as the condition of their becoming joint-owners, with the Portpatrick Railway Company, of the East Pier of Stranraer, and works and conveniences connected therewith,

and also for the other purposes of the undertaking of the Company, including the providing of rolling stock and plant, and to empower the Company to raise such money by borrowing and by the creation and issue of Debenture Stock, and by the creation and issue of new shares or stock, with or without a guaranteed or preferential dividend, or other rights or privileges attached thereto, in preference to the existing Preference and Ordinary Shares or Stocks, or by one or more of such means as may be authorised or provided by the Bill.

To repeal the powers, or some of the powers, of raising money conferred by the Girvan and Portpatrick Junction Railway Act, 1872, in so far as the same have not been exercised.

To authorise the creation and issue of Debenture Stock in respect of any monies authorised to be borrowed by the Acts after mentioned relating to the Company or any of them.

To vary and extinguish any existing rights, powers, and privileges which would or might in any respect interfere with or prevent the execution of any of the purposes of the Bill.

To repeal, or 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 relating to the Company, or some of them, that is to say, 'The Girvan and Portpatrick Junction Railway Act, 1865;' 'The Girvan and Portpatrick Junction Railway Act, 1870;' 'The Girvan and Portpatrick Junction Railway Act, 1872;' 'The Girvan and Portpatrick Junction Railway Act, 1873;' 'The Girvan and Portpatrick Junction Railway Act, 1875;' and 'The Girvan and Portpatrick Junction Railway Act, 1877.'

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 11th day of November 1878.

MILLAR, ROBSON, & INNES, Edinburgh,
Solicitors.

WILLIAM ROBERTSON,
45 Parliament Street, Westminster,
Parliamentary Agent.

In Parliament—Session 1879.]

NORTH BRITISH RAILWAY

(GENERAL POWERS).

(New Railway, Pier, and Works in the Parish of Cardross, County of Dumbarton, in connection with the North British (Dumbarton and Helensburgh) Railway; Consequential Provisions as to Tolls, Purchase of Land, &c.; Stopping-up of Road; as to Superfluous Lands; Consolidation of the Company's Ordinary Stocks; Increase of Capital; Confirmation of Agreements with respect to the Railway at Dundee belonging to the Harbour Trustees and worked by the Caledonian Railway Company, and with respect to carrying a Water Pipe across the Tay Bridge; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorise the North British Railway Company (hereinafter called 'the Company') to make and maintain the Railway and

works following, or some of them, with all proper approaches, stations, buildings, works, and conveniences connected therewith respectively (that is to say):

A Railway to be wholly situated in the parish of Cardross in the county of Dumbarton commencing by a junction with the North British (Glasgow Dumbarton and Helensburgh) Railway, at a point thereon thirty three yards or thereabouts eastward of the centre of the bridge carrying the turnpike road leading from Cardross Village to Helensburgh over the North British (Glasgow Dumbarton and Helensburgh) Railway, and terminating by a junction with the last-mentioned Railway at a point thereon three hundred and fifty yards or thereabouts eastward of Ferry House, at Camis Eskin.

A pier or jetty and wharf commencing at a point in the parish of Cardross and county of Dumbarton one hundred and thirteen yards or thereabouts south-east of Craigendoran Farm Steading, and terminating at a point in the soil or bed of the Firth of Clyde, in or adjoining the said parish three hundred and twenty-five yards or thereabouts south-westward of the said Farm Steading of Craigendoran, which intended pier and works will pass from, through, or into, or be situate within the parish of Cardross and county of Dumbarton, and the soil or bed of the Firth of Clyde, in or adjoining the said parish.

And it is proposed to take powers of lateral and vertical deviation from the line and levels of the proposed works, as shown on the plans and sections hereinafter referred to, within the limits usually authorised, or as may be prescribed by the intended Act; and to repeal or alter for the purposes of the intended Act certain of the provisions of the Railways Clauses Consolidation (Scotland) Act 1845, relating to the limits of lateral and vertical deviation, also to authorise the Company to purchase, by compulsion or agreement, lands and buildings, or rights or easements in, over, upon, or in connection with lands and buildings, in the parish and places aforesaid for the purposes of the intended Railway, Pier and works, or any of them:

And it is proposed to stop up and discontinue as a public highway the road in the parish of Cardross and county of Dumbarton leading from the Dumbarton and Helensburgh Turnpike to the Ferry House at Camis Eskin, and to extinguish or provide for the extinguishment of all rights of way over the said road:

And it is proposed to authorise the Company to levy tolls, rates, duties, and charges, to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish, exemptions from payment of tolls, rates, duties, and charges, and to stop up, alter, or divert, temporarily or permanently, so far as may be necessary or convenient for the intended Railway and works, or any of them, or otherwise for the purposes of the intended Act, any turnpike or other roads and highways, railways, tramways, sidings, passages, and places, bridges, rivers, streams, canals, waters, water-courses (natural or artificial), sewers, mains, pipes, buildings, telegraphic wires and apparatus, and works of every description which it may be necessary or convenient to stop up, alter, or divert, for any of the purposes of the intended Act, and to make and maintain shafts or openings from the surface of any street, road, or place to any Railway

constructed or to be constructed beneath the surface, and to underpin or otherwise secure or strengthen houses or buildings near the Railway, and not intended to be taken for the purposes thereof:

And it is proposed in the said intended Act to extend the time within which the Company are required to dispose of superfluous lands:

And it is proposed to authorise and provide for the consolidation into one or more classes of stock of the Edinburgh and Glasgow ordinary stock and the general ordinary stock of the Company, and to authorise the creation by the Company of all such guaranteed, preference, or ordinary shares or stock as may be requisite for carrying into effect all or any of the purposes of the intended Act, and to raise more money for the purposes of the Act and the general purposes of the Company's undertaking, by the creation of guaranteed, preference, lien, ordinary, or debenture shares or stock, and by mortgage or bond, and to vary and extinguish all rights and privileges which would or might hinder or prevent any of the objects of the intended Act being fully effected, and to confer other rights and privileges.

And it is proposed to sanction, and confirm, and provide for the carrying into full and complete effect by the parties thereto respectively the following Agreements, or one of them, with such alterations therein and additions thereto as Parliament may require, or as may be thought expedient by the parties to the said Agreements respectively (that is to say):

1. An Agreement dated the eighteenth day of March and eighteenth day of April, one thousand eight hundred and seventy-eight, between the Trustees of the Harbour of Dundee of the first part, the Company of the second part, and the Caledonian Railway Company of the third part, with respect to the shifting or altering the position of certain lines of Railway at Dundee belonging to the parties to the Agreement, or some of them, and to arrangements consequent thereon:
2. An Agreement dated the twenty-third day of October, one thousand eight hundred and seventy-eight, and subsequent dates, between the Company and the Dundee Water Commissioners, with respect to the laying of a water pipe across the Tay Bridge for supplying with water Newport and the adjoining districts:

And to authorise the parties to the said Agreements to enter into other Agreements for varying, supplementing, or otherwise in relation to the said first-mentioned Agreements, and the objects proposed to be thereby effected, and to confirm and provide for carrying into effect any of such subsequent Agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed by the intended Act to repeal, alter, or amend certain of the provisions of all or some of the Acts hereinafter mentioned, that is to say:—'The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act 1862,' and the several other Acts following relating to the Company, and to the undertakings belonging to, amalgamated with, or held on lease by or vested in or worked or authorised to be worked by the Company (that is to say): Acts passed in the Sessions of Parliament held respectively in the 49th, the 54th, the 57th, and the 59th years of the reign of King George

the Third; the 2nd, the 4th, the 5th, the 7th, the 10th, and the 11th years of the reign of King George the Fourth; the 1st, 3rd, 4th, 4th and 5th, 5th and 6th, the 6th and 7th, and the 7th years of the reign of King William the Fourth; the 2nd and 3rd, the 4th and 5th, the 6th and 7th, the 7th and 8th, the 9th, the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th, the 12th and 13th, the 14th, the 14th and 15th, the 15th, the 15th and 16th, the 16th and 17th, the 17th, the 17th and 18th, the 18th and 19th, 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, 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, the 35th and 36th, the 36th and 37th, the 37th and 38th, the 38th and 39th, the 39th and 40th, the 40th and 41st, and the 41st and 42nd years of the reign of her present Majesty; 'The Caledonian Railway Act 1845,' and the several other Acts relating to the Caledonian Railway Company, and to the undertakings belonging to, or held on lease, or otherwise vested in, or worked or used 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, the 35th and 36th, the 36th and 37th, the 37th and 38th, the 38th and 39th, the 39th and 40th, and the 41st and 42nd years of the reign of Her present Majesty; also 'The Dundee Sea Wall, Esplanade, and Street Act 1868,' 'The Dundee Harbour Consolidation Act 1875,' 'The Dundee Police and Improvement Act 1871,' 'The Dundee Street Tramways, Turnpike Roads, and Police Act 1878,' the Acts 6th Geo. IV. cap. 183, and 7th Will. IV. cap. 59; 'The Dundee Harbour and Tay Ferries Act 1873,' and all other Acts relating to the Town and Harbour of Dundee; the Local Acts 32nd and 33rd Vict. cap. 46; 34th and 35th Vict. cap. 9; 35th and 36th Vict. cap. 10; and 37th and 38th Vict. cap. 165, relating to the Dundee Water Commissioners; and any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the Company, the Caledonian Railway Company, the Trustees of the Harbour of Dundee, the Dundee Water Commissioners, or any of them; or any other Company or body who, or whose undertaking, property, or interests, may be affected by any of the powers or provisions of the intended Act:

And Notice is hereby also given, that a plan and section in duplicate, relating to the said Railway, Pier and works, a book of reference to such plan, and, in the case of the Railway, a published map with the line of Railway delineated thereon, showing its general course and direction, will be deposited with the principal sheriff-clerk of the county of Dumbarton, at his office in Dumbarton, and that copies of so much of the plan, section, and book of reference as relates to any parish or extra-parochial place will be deposited, in the case of a parish, with the session-clerk of such parish, or in the case of an extra-parochial place, with the session-clerk of some parish adjoining

thereto, at the usual place of abode of such session-clerk; and that all such deposits will be made before the first day of December, one thousand eight hundred and seventy-eight, and will be accompanied by a copy of this Notice; and that printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the twenty-first day of December, one thousand eight hundred and seventy-eight.

Dated this 12th day of November 1878.

ADAM JOHNSTONE,

1 Register Place, Edinburgh,
Solicitor for the Bill.

SHERWOOD & CO.,

7 Great George Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1879.]

NORTH BRITISH RAILWAY

(CALEDONIAN RAILWAY, DUNDEE, ARBROATH, &C.)

(Joint Ownership; Powers, &c. to Caledonian and North British Railway Companies with respect to Caledonian Railway with its Branches between Dundee and the North British Arbroath and Montrose Railway; Running Powers and Facilities to North British Railway Company; Consequential Provisions as to Capital; Joint Committees, Tolls, &c.; Power to make Agreements; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to transfer to and vest in or authorise and provide for the transfer to and vesting in the Caledonian Railway Company and the North British Railway Company (hereinafter called 'the two Companies'), jointly and equally, upon such terms and conditions as may have been or may be agreed upon between the two Companies, or as may be set forth and prescribed in the intended Act, or as may be settled by arbitration or otherwise, as provided for by the intended Act, all the interests, rights, uses, powers, duties, and liabilities granted to or imposed upon the Caledonian Railway Company by any Act or Acts of Parliament or otherwise, with respect to all or part of the line of Railway between Dundee and the authorised terminus near Arbroath of the North British Arbroath and Montrose Railway, together with the branches from the Dundee and Arbroath Railway to Broughty Castle and to the Carmyllie Quarries (which line of Railway and branches are worked by and commonly reputed or known as part of the undertaking of the Caledonian Railway Company), including the Railway at Dundee between Trades Lane and Carolina Port, belonging to the Trustees of the Harbour of Dundee, and all stations upon or belonging to or connected with the said line of Railway and branches, and all lands, approaches, sidings, buildings, works, and conveniences upon or belonging to or worked or used in connection with the said several stations respectively; all which said line of Railway and branches, stations, lands, approaches, sidings, buildings, works, and conveniences are hereinafter referred to and included in the expression 'Dundee and Arbroath and Montrose Railway;' and amongst the powers so to be vested in the two Companies jointly are powers to maintain, control, manage, work, and use the Dundee and

Arbroath and Montrose Railway, and to levy tolls, rates, duties, and charges in respect thereof:

And it is proposed by the intended Act to transfer to and vest in, or authorise and provide for the transfer to and vesting in the two Companies jointly and equally, upon such terms and conditions as aforesaid, so many and such parts of the Dundee and Arbroath and Montrose Railway as belong to the Caledonian Railway Company otherwise than on lease:

And it is proposed to amend the provisions of 'The Caledonian and Scottish North-Eastern Railways Amalgamation Act, 1866,' enacted in favour of the North British Railway Company, and especially those which provide for running powers and facilities, and to extend and make the same applicable to so many and such parts (if any) of the Dundee and Arbroath and Montrose Railway as the said provisions do not or may not at present extend or apply to, or otherwise to authorise the North British Railway Company to run over and use, with their engines, carriages, and servants, and to work and use, the Dundee and Arbroath and Montrose Railway, and every or any part or parts thereof, and to have, use and enjoy facilities or advantages for the collection, delivery, transfer, and transmission of traffic of every description at, to, from, and over the Railways, stations and works of the Caledonian Railway Company, or leased, worked, or used by them, or commonly deemed or reputed part or parts of the undertaking of the Caledonian Railway Company, or any part or parts of such Railways, stations and works, by through invoicing, through booking, or any other ways or means, upon such terms and conditions as may have been or may be agreed upon between the two Companies, or otherwise set forth, prescribed or provided for as hereinbefore mentioned:

And it is proposed to authorise the two Companies, in such proportions and upon such conditions as may have been or may be agreed upon between them, or as may be set forth, prescribed or provided for as aforesaid, to supply all necessary funds for all or any of the purposes of the intended Act, and to apply to those purposes or any of them their existing funds and any moneys which they may have power to raise, and to raise more money in their respective undertakings by the creation of ordinary, preference or guaranteed shares or stock, or by mortgage or otherwise:

And it is proposed to authorise the two Companies to appoint a joint committee or joint committees, with such powers, rights, and authorities as may be proper or expedient for carrying into effect all or any of the objects of the intended Act, and to levy tolls, rates, and charges, to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges:

And it is proposed to authorise the two Companies to enter and carry into effect agreements between themselves with respect to all or any of the objects of the intended Act, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act, and to vary or extinguish all rights and privileges which might in any way prevent the accomplishment of all or any of the objects of the intended Act, and to confer other rights and privileges:

And it is proposed to repeal, alter, or amend all or some of the provisions of the several Acts of Parliament following, or some of them (that is to say): 'The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgama-

tion Act, 1862,' and the several other Acts following relating to the North British Railway Company and to the undertakings belonging to, amalgamated with, or held on lease by, or vested in or worked or authorised to be worked by, that Company (that is to say): Acts passed in the Sessions of Parliament held respectively in the 49th, the 54th, the 57th, and the 59th years of the reign of King George the Third; the 2nd, the 4th, the 5th, the 7th, the 10th, and the 11th years of the reign of King George the Fourth; the 1st, 3d, 4th, 5th and 6th, 5th and 6th, 6th and 7th, and the 7th years of the reign of King William the Fourth; the 2d and 3d, the 4th and 5th, the 6th and 7th, the 7th and 8th, the 9th, the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th, the 12th and 13th, the 14th, the 14th and 15th, the 15th, the 15th and 16th, the 16th and 17th, the 17th, the 17th and 18th, the 18th and 19th, 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, 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 32d and 33d, the 33d and 34th, the 34th and 35th, the 35th and 36th, the 36th and 37th, the 37th and 38th, the 38th and 39th, the 39th and 40th, the 40th and 41st, and the 41st and 42nd years of the reign of Her present Majesty; also the local Acts 6th William the Fourth, cap. 32, 5th Victoria (sess. 2), cap. 83; 9 and 10 Victoria, cap. 133; 11 and 12 Victoria, chapters 129 and 154; 13 and 14 Victoria, cap. 39; and 14 and 15 Victoria, cap. 63, relating to the Dundee and Arbroath Railway, and the local Acts 6 and 7 William the Fourth, cap. 34; 3 and 4 Victoria, cap. 14; 9 and 10 Victoria, cap. 78; and 11 and 12 Victoria, cap. 54, relating to the Arbroath and Forfar Railway; 'The Scottish North-Eastern Railway Act, 1863; 'The Scottish North-Eastern (Purchase of Carmyllie Railway) Act, 1865; also the Acts 34 and 35 Victoria, cap. 123; 35 and 36 Victoria, cap. 46; 37 and 38 Victoria, cap. 109; and 40 Victoria, cap. 23, relating to the North British, Arbroath, and Montrose Railway Company; 'The Caledonian Railway Act, 1845; and the several other Acts relating to the Caledonian Railway Company; and to the undertakings belonging to or held in lease or otherwise vested in or worked or used 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, the 35th and 36th, the 36th and 37th, the 37th and 38th, the 38th and 39th, the 39th and 40th, and the 41st and 42d years of the reign of Her present Majesty; also 'The Dundee Police and Improvement Act, 1871; 'The Dundee Street Tramways Turnpike Roads and Police Act, 1873; 'The Dundee Harbour Consolidation Act, 1875; the Acts 6th George the Fourth, cap. 183, and 7th William the Fourth, cap. 59; 'The Dundee Harbour and Tay Ferries Act, 1873; and all other Acts relating to the Town and Harbour of Dundee; and any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the

Dundee and Arbroath Railway and the Arbroath and Forfar Railway, or either of them, the two Companies, or either of them, or any other Company or body who or whose property and interests may be affected by any of the powers or provisions of the intended Act:

Printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December 1878.

Dated November 12th, 1878.

ADAM JOHNSTONE,
1 Register Place, Edinburgh,
Solicitor for the Bill.

SHERWOOD & CO.,
7 Great George Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1879.]

NORTH BRITISH AND BOTHWELL RAILWAY COMPANIES.

(Vesting of Glasgow, Bothwell, Hamilton, and Coatbridge Railway Company in North British Railway Company by Amalgamation, Sale, &c., and Consequential Provisions as to Capital, Tolls, &c.; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to amalgamate or authorise the amalgamation of the Glasgow, Bothwell, Hamilton, and Coatbridge Railway Company (hereinafter called 'the Bothwell Company') with the North British Railway Company (hereinafter called 'the North British Company'), and to vest or authorise the transfer to and vesting in the North British Company of the undertaking, railways, works, lands, buildings, plant, and other property, powers, rights, privileges, and authorities of the Bothwell Company, or held by or in trust for them, by the said amalgamation or by purchase on such terms and conditions as are set forth and specified in a certain agreement dated the 11th and 13th days of November 1878, and made between the North British Company of the one part and the Bothwell Company of the other part, or as may be set forth and specified in any other agreement which may hereafter, before the passing of the intended Act, be made between the said two Companies, with or without any qualifications, additions, or amendments, or upon such other terms and conditions as may be mutually agreed upon between the said two Companies.

And it is proposed by the intended Act to authorise the North British Company to convert the shares of the Bothwell Company into lien stock, and to create such lien and other stock of the North British Company, and to raise such sums of money by the creation of ordinary or preference shares or stock, or by mortgage or otherwise, as they may require to give full effect to the proposed amalgamation or vesting, and to provide for the efficient maintenance and working by the North British Company of the undertaking of the Bothwell Company, and to confer all such other powers and authorities upon the said Companies respectively, and to enact all such other provisions as are usual, necessary, proper, or convenient for enabling the intention of the parties to be carried into full and complete effect; and it is proposed to confirm the said agreement, and to authorise

the said Companies to enter into other agreements, and to confirm any such other agreements as may have been entered into prior to the passing of the intended Act. And it is further proposed to confirm any agreement between the Bothwell Company and the owners of the Rosehall Railway which they have been authorised to make, and which may be entered into prior to the passing of the said intended Act.

And it is proposed to authorise the North British Company to levy tolls, rates, duties, and charges, to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and to vary or extinguish all rights and privileges, which would or might prevent or impede the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

And it is proposed to repeal, alter or amend all or some of the provisions of the several Acts of Parliament following, or some of them (that is to say):—The North British Edinburgh Perth and Dundee and West of Fife Railways Amalgamation Act 1862, and the several other Acts following relating to the North British Railway Company, and to the undertakings belonging to, amalgamated with, or held on lease by, or vested in, or worked, or authorised to be worked by that Company (that is to say): Acts passed in the Sessions of Parliament held respectively in the 49th, the 54th, the 57th, and the 59th years of the reign of King George the Third; the 2nd, the 4th, the 5th, the 7th, the 10th, and the 11th years of the reign of King George the Fourth; the 1st, 3rd, 4th, 4th and 5th, 5th and 6th, 6th and 7th, and the 7th years of the reign of King William the Fourth; the 2nd and 3rd, the 4th and 5th, the 6th and 7th, the 7th and 8th, the 9th, the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th, the 12th and 13th, the 14th, the 14th and 15th, the 15th, the 15th and 16th, the 16th and 17th, the 17th, the 17th and 18th, the 18th and 19th, 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, 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, the 35th and 36th, the 36th and 37th, the 37th and 38th, the 38th and 39th, the 39th and 40th, the 40th and 41st, and the 41st and 42nd years of the reign of Her present Majesty; also the Glasgow Bothwell Hamilton and Coatbridge Railway Act 1874, and any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the said Companies, or either of them, or any other Company or body who or whose property and interests may be affected by any of the powers or provisions of the intended Act.

Printed Copies of the Bill, for effecting the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December 1878.

Dated November 15th, 1878.

ADAM JOHNSTONE,

1 Register Place, Edinburgh.

H. & R. LAMOND,

93 West Regent Street, Glasgow,
Solicitors for the Bill.

SHERWOOD & CO.,

7 Great George Street, Westminster,
Parliamentary Agents.

ALLOA RAILWAY.

(Incorporation of Company; Construction of Railway: Purchase of Lands by Compulsion or Agreement; Levying of Tolls, Rates, &c.; Powers to the North British and Caledonian Railway Companies to Subscribe and to Raise Money; Powers to, and Working Traffic and other Agreements with those 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 South Alloa Branch of the Scottish Central Section of the Caledonian Railway, at a point 10 yards or thereabouts, measured in a southerly direction along the rails of that Branch, from the mile or distance post situate on the western side of that Branch, indicating the distance of 3 miles from Alloa Junction, and terminating in a piece of vacant ground in the town of Alloa, on the west side of the private road leading from Craigward Place to Bass Crest Brewery, at a point 67 yards or thereabouts, measured in a southerly direction, from the south-east corner of the said Brewery; which Railway will pass from, in, through, or into, or be situate within the parishes of Airth and St. Ninians, in the County of Stirling, and the parish of Alloa, in the County of Clackmannan, or one or some of them.

To construct wharves, sidings, bridges, stations, goods depots, 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, 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 or Works :

To vary or alter the provisions of Section 90 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, pontages and charges upon or in respect of the intended Railway and 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 authorise the North British Railway Company and the Caledonian Railway Company, or either of those Companies respectively by themselves, or others on their behalf, to subscribe and contribute to the capital and undertaking of the Company, to take and hold shares in such capital and undertaking, and in respect of such contribution or shares to appoint Directors of the Company, and to vote at meetings of the Company, and for those purposes to authorise the said Companies, or either 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 authorised to be borrowed:

To empower the Company, on the one part, and the North British Railway Company and the Caledonian Railway Company, or either 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 and Works to be authorised 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 either 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 either 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 North British and the Caledonian Railway Companies respectively, or either 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 authorised to be levied or charged upon the Railways of the said last-named Companies, or either of them, as may be necessary; and to authorise the Company and the said last-named Companies, or either of them, from time to time to enter into agreements with respect to all or any of the matters aforesaid, and to confirm any such agreements as have been or may be entered into prior to the passing of the said intended Act:

To authorise the Company and the said last-named Companies, or either 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 either 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 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, held in lease or worked 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, the 35th and 36th, the 36th and 37th, the 37th and 38th, the 38th and 39th, the 39th and 40th, the 40th and 41st, and the 41st and 42nd years 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 undertakings or Companies belonging to, amalgamated with, or held in lease, or vested in, or worked, or authorised to be worked by them (that is to say): Acts passed in the Sessions of Parliament held respectively in the 49th, the 54th, the 57th, and the 59th years of the reign of King George the Third; the 2nd, the 4th, the 5th, the 7th, the 10th, and the 11th years of the reign of King George the Fourth; the 1st, 3rd, 4th, 4th and 5th, 5th and 6th, 6th and 7th, and the 7th years of the reign of King William the Fourth; the 2nd and 3rd, the 4th and 5th, the 6th and 7th, the 7th and 8th, the 9th, the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th, the 12th and 13th, the 14th, the 14th and 15th, the 15th, the 15th and 16th, the 16th and 17th, the 17th, the 17th and 18th, the 18th and 19th, 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, 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, the 35th and 36th, the 36th and 37th, the 37th and 38th, the 38th and 39th, the 39th and 40th, the 40th, the 40th and 41st, and the 41st and 42nd years of the reign of Her present Majesty:

Also, 'The Alloa Harbour Consolidation Act, 1872,' 'The South Alloa Dock Act, 1873,' and 'The South Alloa Dock Act, 1876:'

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 map with the line of the proposed Railway delineated thereon, will be deposited for public inspection on or before the 30th day of November 1878, 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 1878, be deposited for public inspection with the Session-Clerk of each of such parishes respectively, at the place of abode of such Session-Clerk, and all such 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 1878.

M'GRIGOR, DONALD, & CO.,
172 St. Vincent Street, Glasgow,
JAMES MOIR,
20 Bank Street, Alloa,
Solicitors for the Bill.

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

In Parliament—Session 1879.]

GLASGOW DISTRICT TRAMWAYS.

(To incorporate a Company to lay down and work Tramways in Glasgow and the Suburbs thereof; Power to make Agreements with, and powers to purchase, and other powers to the Lord Provost, Magistrates, and Council of the City of Glasgow, the Board of Police of Glasgow, the Glasgow Tramway and Omnibus Company (Limited), or some or one of them, and other Companies, Street Authorities, and Public Bodies; Power to levy Tolls; Provisions as to interchange of Traffic with other Tramways and Railways; Amendment of Acts; Amendment of Memorandum and Articles of Association of the Glasgow Tramway and Omnibus Company (Limited); and other Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to effect all or some of the purposes following (that is to say):—

To incorporate a Company (hereinafter referred to as 'the Company'), to make, form, lay down, maintain, and work the several Tramways hereinafter described, or some or one of them, or some part or parts thereof, with all necessary and proper rails, plates, chairs, sleepers, works, and conveniences connected therewith (that is to say):—

A Tramway No. 1, and a Tramway No. 1A, commencing respectively in the Pollokshaws Road, in the Parish of Govan, by junctions with the existing Tramways of the Corporation of Glasgow,

at the termination of those Tramways, and thence passing respectively in a south-westerly direction along Pollokshaws Road and Maxwell Street, and terminating respectively in Pollokshaws Road, in the Parish of Eastwood,—Tramway No. 1 by a junction with Tramway No. 1A at a point fifty-five yards or thereabouts, measured in a north-easterly direction, from the centre of the circular Toll House at or near the intersection of Cross Street and Pollokshaws Road,—and Tramway No. 1A at a point twenty-five yards or thereabouts, measured in a north-easterly direction, from the centre of the said Toll House.

A Tramway No. 1B, wholly situate in Pollokshaws Road, in the Parish of Govan, commencing by a junction with Tramway No. 1A at a point eighteen yards or thereabouts, measured in a south-westerly direction, from the commencement of that Tramway hereinbefore described, and terminating by a junction with Tramway No. 1, at a point forty-six yards or thereabouts, measured in a south-westerly direction, from the commencement of that Tramway hereinbefore described.

A Tramway No. 1C, wholly situate in Pollokshaws Road, in the Parish of Cathcart, commencing by a junction with Tramway No. 1A at a point one hundred and twelve yards or thereabouts, measured in a north-easterly direction, from the Toll House situate at the west corner of the Kilmarnock Road at its junction with Pollokshaws Road, and terminating in Pollokshaws Road by a junction with Tramway No. 1 at a point eighty-four yards or thereabouts, measured in a north-easterly direction, from the last-mentioned Toll House.

A Tramway No. 2, and a Tramway No. 2A, commencing respectively in New City Road, in the City Parish of Glasgow, the Royal Burgh of Glasgow, and the Barony Parish, or one or some of them, by junctions with the existing Tramways of the Corporation of Glasgow,—Tramway No. 2 at a point sixteen yards or thereabouts, measured in a south-easterly direction, from the north-east corner of New City Road at its intersection with St. George's Road,—and Tramway No. 2A at a point fourteen yards or thereabouts, measured in a south-easterly direction, from the north-east corner of New City Road at its intersection with St. George's Road, and thence respectively passing in a north-westerly direction along New City Road and Garscube Road, and terminating respectively at the junction of Garscube Road and Gairbraid Street, in the Parish of Maryhill,—Tramway No. 2 at a point ninety yards or thereabouts, measured in a south-easterly direction, from the north-east corner of Garscube Road Toll House, situate in Gairbraid Street,—and Tramway No. 2A at a point ninety-one yards or thereabouts, measured in a south-easterly direction, from the north-east corner of the last-mentioned Toll House.

A Tramway No. 2B, wholly situate in New City Road, in the City Parish of Glasgow, the Royal Burgh of Glasgow, and the Parish of Maryhill, or one or some of them, commencing by a junction with Tramway No. 2A, at a point forty-three yards or thereabouts, measured in a north-westerly direction, from the north-east corner of New City Road at its intersection with St. George's Road, and terminating by a junction with Tramway No. 2 at a point seventy-one yards or thereabouts, measured in a north-westerly direction, from the north-east corner of New City Road at its intersection with St. George's Road.

A Tramway No. 2C, wholly situate in New City Road, in the Parish of Maryhill, commencing by

a junction with Tramway No. 2A at a point nine yards or thereabouts, measured in a westerly direction, from the north-west corner of Hinshaw Street at its junction with New City Road, and terminating by a junction with Tramway No. 2 at a point twenty-six yards or thereabouts, measured in a north-westerly direction, from the north-west corner of Hinshaw Street at its junction with New City Road.

A Tramway No. 3, wholly situate in the Parish of Maryhill, commencing at the junction of Garscube Road and Gairbraid Street by a junction with Tramway No. 2 at the termination of that Tramway hereinbefore described, and thence passing in a north-westerly direction along Gairbraid Street, Wyndford Street, under the Aqueduct of the Forth and Clyde Canal, and Main Street, and terminating in Main Street, opposite the north corner of Gairbraid Terrace.

A Tramway No. 3A, wholly situate in the Parish of Maryhill, commencing at the junction of Garscube Road and Gairbraid Street by a junction with Tramway No. 2A at the termination of that Tramway hereinbefore described, and thence passing in a north-westerly direction along Gairbraid Street and Wyndford Street, and terminating in Wyndford Street by a junction with Tramway No. 3 at a point twenty-eight yards or thereabouts, measured in a south-easterly direction, from the south-eastern face of the Aqueduct of the Forth and Clyde Canal, near the south-east end of Main Street.

A Tramway No. 3B, wholly situate in the Parish of Maryhill, commencing in Main Street by a junction with Tramway No. 3, at a point twenty-eight yards or thereabouts, measured in a north-westerly direction, from the north-western face of the Aqueduct of the Forth and Clyde Canal, near the south-east end of Main Street, and thence passing in a north-westerly direction along, and terminating in Main Street by a junction with Tramway No. 3 at a point twenty-two yards or thereabouts, measured in a south-easterly direction, from the termination of that Tramway hereinbefore described.

A Tramway No. 4, and a Tramway No. 4A, commencing respectively in the open space known as the Cross, in the City Parish of Glasgow, and Royal Burgh of Glasgow, by junctions with the existing Tramways of the Corporation of Glasgow,—Tramway No. 4 at a point nine yards or thereabouts, measured in a north-easterly direction, from the south-east corner of Trongate at its junction with Saltmarket,—and Tramway No. 4A at a point six yards or thereabouts, measured in a north-easterly direction, from the said corner of Trongate and Saltmarket, and thence passing respectively in a southerly direction along Saltmarket, Jail Square, Albert Bridge, Crown Street, Upper Crown Street and Cathcart Road, and terminating respectively in Cathcart Road, in the Parish of Govan,—Tramway No. 4 at a point sixteen yards or thereabouts, measured in a south-easterly direction, from the northern corner of Butterbiggins Road at its junction with Cathcart Road,—and Tramway No. 4A at a point fourteen yards or thereabouts, measured in a south-easterly direction, from the said corner of Butterbiggins Road.

A Tramway No. 4B, wholly situate in Saltmarket, in the City Parish of Glasgow, and Royal Burgh of Glasgow, commencing by a junction with Tramway No. 4A at a point thirteen yards or thereabouts, measured in a north-easterly direction,

from the northern corner of Princes Street at its junction with Saltmarket, and terminating by a junction with Tramway No. 4 at a point twenty yards or thereabouts, measured in a southerly direction, from the said corner of Princes Street.

A Tramway No. 4C, wholly situate in Cathcart Road, in the Parish of Govan, commencing by a junction with Tramway No. 4A at point forty-eight yards or thereabouts, measured in a northerly direction, from the termination of that Tramway hereinbefore described, and terminating by a junction with Tramway No. 4 at a point twenty yards or thereabouts, measured in a northerly direction, from the termination of that Tramway hereinbefore described.

A Tramway No. 5, and a Tramway No. 5A, commencing respectively in Cathcart Road, in the Parish of Govan,—Tramway No. 5 by a junction with Tramway No. 4 at the termination of that Tramway hereinbefore described, and Tramway No. 5A by a junction with Tramway No. 4A at the termination of that Tramway hereinbefore described, and thence respectively passing in a southerly direction along Cathcart Road, and terminating respectively in Cathcart Road, in the Parish of Govan,—Tramway No. 5 by a junction with Tramway No. 5A at a point twenty-three yards or thereabouts, measured in a northerly direction, from the north-west corner of Calder Street at its intersection with Cathcart Road,—and Tramway No. 5A at a point nine yards or thereabouts, measured in an easterly direction, from the said corner of Calder Street.

A Tramway No. 6, and a Tramway No. 6A, wholly situate in the Parish of Govan, both commencing respectively in Crown Street,—Tramway No. 6 by a junction with Tramway No. 4 at a point ten yards or thereabouts, measured in a north-westerly direction, from the north-eastern corner of Cumberland Street at its intersection with Crown Street, and Tramway No. 6A by a junction with Tramway No. 4A at a point thirteen yards or thereabouts, measured in a north-westerly direction, from the said corner of Cumberland Street, and thence respectively curving into and passing in a westerly direction along Cumberland Street,—thence respectively curving into and terminating in Eglinton Street by junctions with the existing Tramways of the Corporation of Glasgow,—Tramway No. 6 at a point sixteen yards or thereabouts, measured in a south-westerly direction, from the northern corner of Cumberland Street at its junction with Eglinton Street,—and Tramway No. 6A at a point fourteen yards or thereabouts, measured in a south-westerly direction, from the said corner of Cumberland Street.

A Tramway No. 7, and a Tramway No. 7A, wholly situate in the Parish of Govan, commencing respectively in Crown Street,—Tramway No. 7 by junction with Tramway No. 4 at a point thirteen yards or thereabouts, measured in a north-westerly direction, from the north-east corner of Rutherglen Loan at its intersection with Crown Street,—and Tramway No. 7A by a junction with Tramway No. 4A at a point sixteen yards or thereabouts, measured in a north-westerly direction, from the said corner of Rutherglen Loan, and thence respectively curving into and passing in a south-easterly direction along Rutherglen Loan and Rutherglen Road,—and terminating in Rutherglen Road, Tramway No. 7 by a junction with Tramway No. 7A at a point twelve yards or thereabouts, measured in a north-easterly direction, from the eastern corner of Braehead Street, at its

junction with Rutherglen Road,—and Tramway No. 7A at a point fifteen yards or thereabouts, measured in an easterly direction, from the said corner of Braehead Street.

Which said intended Tramways and Works will pass, or be made from, in, through, or into, or be situate within the several parishes and places following, or some of them (that is to say)—the Royal Burgh of Glasgow, the City Parish of Glasgow, the Barony Parish of Glasgow, the Parishes of Maryhill, Gorbals, and Govan, in the County of Lanark, and the Parishes of Govan, Eastwood, and Cathcart, in the County of Renfrew.

Each of the said Tramways will consist of two rails on the gauge of four feet seven and three-quarter inches.

It is proposed to lay such portions of the intended Tramways as are hereinafter specified, so that for a distance of thirty feet or upwards a less space than nine feet six inches will intervene between the outside of the footpath on the side of the roads or streets hereinafter mentioned, and the nearest rail of the Tramway :—

Tramway No. 1, and Tramway No. 1A, in Pollokshaws Road, on both sides thereof, between points respectively situate one hundred and eighty-three yards, measured in a north-easterly direction, from the northern corner of Nithsdale Road at its junction with Pollokshaws Road, and ninety-three yards, measured in a north-easterly direction, from the said corner of Nithsdale Road; also in Pollokshaws Road, on the east side thereof, between points respectively situate thirty-three yards, measured in a south-westerly direction, from the southern corner of Regent Park Terrace, and one hundred and sixty-eight yards, measured in a north-easterly direction, from the southern corner of Langside Road at its junction with Pollokshaws Road; also in Pollokshaws Road, on both sides thereof, between points respectively situate one hundred and sixty-eight yards, measured in a north-easterly direction, from the said corner of Langside Road, and eighty-four yards, measured in a north-easterly direction, from the Toll House situate at the west corner of the Kilmarnock Road at its junction with Pollokshaws Road; and in Pollokshaws Road and Maxwell Street, on both sides thereof, between points respectively situate three hundred and thirty yards, measured in a south-westerly direction, from the last-mentioned Toll House, and one hundred and ten yards, measured in a north-easterly direction, from the termination of Tramway No. 1, hereinbefore described.

Tramway No. 2, and Tramway No. 2A, in Garscube Road, on both sides thereof, between points situate ninety yards, measured in a south-easterly direction, from the termination of those Tramways hereinbefore described, and their said terminations.

Tramway No. 3, in Gairbraird Street, on the west side thereof, between a point situate sixty-six yards, measured in a south-easterly direction, from the southern corner of Arden Street at its junction with Gairbraird Street and the south corner of Vernon Street at its junction with Gairbraird Street; in Wyndford Street and Main Street, on the east side thereof, between a point situate seven yards, measured in a south-easterly direction, from the south-eastern face of the Aqueduct of the Forth and Clyde Canal, and a point situate fourteen yards, measured in a north-westerly direction, from the north-western face of the Aqueduct of the

Forth and Clyde Canal; and in Main Street, on the west side thereof, between a point situate two hundred and fifty-four yards, measured in a south-easterly direction, from the south corner of Walker Street at its junction with Main Street, and a point situate twenty-eight yards, measured in a south-easterly direction, from the termination of Tramway No. 3 hereinbefore described.

Tramway No. 3A, in Gairbraird Street, on the east side thereof, between a point situate fifty yards, measured in a south-easterly direction, from the southern corner of Arden Street, at its junction with Gairbraird Street, and a point situate twenty-eight yards, measured in a north-westerly direction, from the south corner of Vernon Street, at its junction with Gairbraird Street; and in Wyndford Street, on the east side thereof, between a point situate seventy-one yards, measured in a south-easterly direction, from the termination of the Tramway No. 3A hereinbefore described, and a point situate eight yards, measured in a south-easterly direction, from the last-mentioned termination.

Tramway No. 3B, in Main Street, on the east side thereof, between a point situate eight yards, measured in a north-westerly direction, from the commencement of that Tramway hereinbefore described, and a point situate two hundred and sixty-six yards, measured in a north-westerly direction, from the said commencement; also in Main Street, on the east side thereof, between a point situate three hundred and five yards, measured in a north-westerly direction, from the said commencement, and a point situate six yards, measured in a south-easterly direction, from the termination of Tramway No. 3B hereinbefore described.

Tramway No. 4, and Tramway No. 4A, in Saltmarket, on both sides thereof, between points respectively situate opposite the southern corner of London Street, at its junction with Saltmarket, and forty-seven yards, measured in a southerly direction, from the said corner of London Street; and in Cathcart Road, on both sides thereof, between points respectively situate one hundred and twenty-eight yards, measured in a northerly direction, from the northern corner of Aikenhead Road at its junction with Cathcart Road, and thirteen yards, measured in a northerly direction, from the said corner of Aikenhead Road.

Tramway No. 7, and Tramway No. 7A, in Rutherglen Loan, on both sides thereof, between Crown Street and Commercial Road, and in Rutherglen Road, on both sides thereof, from the eastern corner of Sandyfaulds Street at its junction with Rutherglen Road, to points situate opposite Caledonia Road at its junction with Rutherglen Road.

To authorise the Company from time to time to make such crossings, passing places, sidings, junctions, and other works in addition to those particularly specified in this Notice, as may be necessary or convenient for the efficient working of the intended Tramways, or any of them, or for providing access to any stables, or carriage-houses, or works of the Company, or to any yards or works adjacent to the Tramways, or any of them.

To authorise the Company to lay down and maintain Tramways, rails, and plates in, upon, and along the surface of the streets, roads, and places aforesaid, in or through which the said intended Tramways and works are to be laid down or made, and for those purposes to open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public

roadways, footpaths, water-courses, sewers, drains, pavements, thoroughfares, cab stands, weighing machines, water pipes, gas pipes, lamps, lamp posts, and electric telegraph pipes, tubes, wires and apparatus, within all or any of the parishes and places aforesaid, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the said intended Tramways, or of substituting others in their place, with power of free access thereto at all reasonable times, for all or any of the above purposes.

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

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

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

To prohibit, except by agreement with the Company, the use of the said Tramways by means of carriages with flange wheels, or other wheels specially adapted to run on a grooved rail, and to confer on or confirm to the Police, and the bodies and persons having the control or management of any streets, roads, or places in or upon which the said intended Tramways shall be laid, the power of regulating the passage of traffic along the same with a view to the convenient working and use of the said Tramways, and the prevention at the same time of obstructions to the general traffic, and to vary or extinguish any existing rights or privileges which may interfere with the objects of the intended Act, and to confer, vary or extinguish other rights and privileges.

To enable the Company to levy tolls, rates and charges for the use of the intended Tramways, and for the conveyance of passengers, goods, and other traffic thereon, and to confer exemptions from the payment of such tolls, rates, or charges.

To enable the Company and the Lord Provost, Magistrates and Council of the City of Glasgow, the Board of Police of Glasgow, the Glasgow Tramway and Omnibus Company (Limited), the Magistrates and Police Commissioners of the Burgh of Maryhill, the Magistrates and Commissioners of the Burgh of Crosshill, the Trustees of the Turnpike Road leading from Glasgow to Garscube, the Trustees of the Renfrewshire Turnpike Roads, the Muirkirk and Cambuslang Road Trustees, the North British Railway Company, the Caledonian Railway Company, the Caledonian Railway Company and the Glasgow and South-Western Railway Company jointly, or the Glasgow and Kilmarnock Joint Line Committee, or other bodies corporate, or persons having respectively the duty of directing the repair, or having the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to all or any of the matters aforesaid, and also with respect to the laying down, working, maintaining, and using of the intended Tramways, rails, plates and works,

and for facilitating and regulating the passage of carriages and traffic over and along the same by means of horse haulage; and with respect to the interchange of traffic passing over the Tramways of the Company and any other Tramways or Railways already authorised, or which may be authorised, and the division and apportionment of the tolls and profits arising therefrom; and also to enable the said bodies corporate, or persons having respectively the duty of directing the repair, or having the control or management of the streets, roads or places respectively, or some or one of them, to purchase or acquire, on such terms as may be agreed on with the Company, and subject to such conditions as may be prescribed by Parliament, the right to make, form, lay down, maintain and work, the several Tramways above described, or some or one of them, and to exercise in respect thereof the various rights, or some of them, or some part or parts thereof, to be conferred on the Company by the said intended Act, and to apply any portion of their income or capital to the purposes of any such arrangements or agreements, or such acquisitions, and the carrying into effect such rights and powers.

To make provision for facilitating the interchange of traffic between the said intended Tramways, or any of them, and the Tramways authorised by 'The Glasgow Street Tramways Act, 1870,' 'The Vale of Clyde Tramways Act, 1871,' and 'The Glasgow Corporation Tramways Act, 1875,' and other Tramways or Railways already authorised or which may be authorised, and the North British Railway, the Caledonian Railway, and the Glasgow and Kilmarnock Joint Line of Railway, or any of them; and for securing through booking and invoicing from, to, and over the said Tramways and Railways respectively, or any of them, and also for fixing and ascertaining the tolls, rates and charges to be levied and charged, and the manner in which the same are to be apportioned between the Company and the Owners or Lessees of any such other Tramways or Railways, and other terms and conditions in respect to the interchange and forwarding of such Traffic as aforesaid, and to make such alterations in the tolls, rates and charges at present authorised to be levied and charged in respect of the use of the Tramways authorised by 'The Glasgow Street Tramways Act, 1870,' 'The Glasgow Corporation Tramways Act, 1875,' and 'The Vale of Clyde Tramways Act, 1871,' or in respect of the said several Railways as may be necessary.

To authorise the Company and the bodies corporate, and persons in this Notice before specially named or referred to, or any of them, from time to time to enter into agreements with respect to all or any of the matters aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the said intended Act.

To extend and enlarge, so far as may be necessary for the purposes of the said intended Act, the provisions, or some of the provisions, of the Memorandum and Articles of Association of the Glasgow Tramway and Omnibus Company (Limited), dated the 29th day of September, 1871, and to confer further powers on the said last-named Company.

To incorporate the provisions, or some of the provisions, of the Public General Acts of Parliament following, viz.: 'The Lands Clauses Consolidation (Scotland) Act, 1845;' 'The Lands Clauses Consolidation Acts Amendment Act,

1860; 'The Companies Clauses Consolidation (Scotland) Act, 1845; 'The Companies Clauses Act, 1863; 'The Railways Clauses Consolidation (Scotland) Act, 1845; 'The Railways Clauses Act, 1863; and 'The Tramways Act, 1870; or some of them, or some part or parts of them respectively, with or without such variations as may be necessary, or wholly or partially to except the Company from the provisions of those several Acts.

To amend, extend, repeal, or enlarge, so far as may be necessary for the purposes aforesaid, the following local and personal Acts, viz.: 'The Glasgow Police Acts, 1866, 1872, 1873, 1875 and 1877; 'The Glasgow Improvements Acts, 1866 and 1871; 'The Glasgow Street Tramways Act, 1870; 'The Glasgow Corporation Tramways Act, 1872; 'The Glasgow Corporation Tramways Act, 1875; and 'The Vale of Clyde Tramways Act, 1871; 11 Geo. IV., cap. 128, and any other Act or Acts relating to the turnpike road leading from Glasgow to Garscube; 6 Geo. IV., cap. 108, and any other Act or Acts relating to the Roads under the jurisdiction of the Trustees of the Renfrewshire Roads; the 5 and 6 Vict., cap. 112, and any other Act or Acts relating to the Roads under the jurisdiction of the Muirkirk and Cambuslang Road Trustees; the 25 and 26 Vict., cap. 189, and any other Act or Acts relating to the North British Railway Company; the 8 and 9 Vict., cap. 162, and any other Act or Acts relating to the Caledonian Railway Company, and the 32 and 33 Vict., cap. 98, and any other Act or Acts relating to the Glasgow and Kilmarnock Joint Line of Railway.

Duplicate Plans and Sections of the intended Tramways and Works, a Book of Reference to such Plans, and a copy of this Notice, as published in the Edinburgh Gazette, will be deposited on or before the 30th day of November instant, with the Principal Sheriff-Clerk for the County of Lanark, at his office in Glasgow, and with the Principal Sheriff-Clerk for the County of Renfrew, at his offices in Paisley and Greenock, and 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 Glasgow, in or through which the intended Tramways are proposed to be made, and also a copy of this Notice as published in the Edinburgh Gazette, will on or before the said 30th day of November, be deposited for public inspection with the Session Clerk of each of such parishes, at the usual place of abode of such Session Clerk, and with the Town Clerk of the said Royal Burgh at his office in Glasgow.

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

Dated this 14th day of November, 1878.

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

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

INTIMATION is hereby given that THOMAS ROBERT BROOK LESLIE MELVILLE CARTWRIGHT, Esquire of Melville, JOHN GLENCAIRN CARTER HAMILTON, Esquire of Dalzell, The Honourable RONALD RUTHVEN LESLIE MELVILLE, WILLIAM STIRLING CRAWFORD, Esquire of Milton, and Sir MICHAEL ROBERT SHAW STEWART of Greenock and Blackhall, Baronet, Guardians of Sir John Maxwell Stirling Maxwell of Pollok, Baronet, presently residing at Farnborough School, near Windsor, eldest son of Sir William Stirling Maxwell of Keir and Pollok, Baronet, and Heir of Entail in possession of the Entailed Estate of POLLOK, in the County of Renfrew, nominated and appointed by the Holograph Will and Codicil of the said Sir William Stirling Maxwell, dated 2d January 1875 and 13th December 1877, and registered in the Books of Council and Session 2d January 1878; have presented a Petition to the Lords of Council and Session (First Division, Junior Lord Ordinary,—Mr. Melville, Clerk), in terms of the Acts 11 and 12 Vict. c. 36, 16 and 17 Vict. c. 94, 38 and 39 Vict. c. 61, and relative Acts of Sederunt, for authority to feu certain portions of the said Entailed Lands and Estate of Pollok, part of the farm of Carnwadrick, near Thornliebank, in the Parish of Eastwood and County of Renfrew, as set forth in the Petition. Date of Interlocutor ordering intimation, the 21st day of November 1878.

CARMENT, WEDDERBURN, & WATSON,
Agents of the Petitioners.

32 Albany Street, Edinburgh,
22d November 1878.

INTIMATION is hereby given that Vice-Admiral Sir WILLIAM EDMONSTONE of Duntreath and Kilsyth, Bart., C.B., M.P. for the County of Stirling, Heir of Entail in possession of the Entailed Estate of DUNTREATH, lying in the Parishes of Strathblane and Killearn and County of Stirling, as also of the Entailed Estate of EASTER KILSYTH, WESTER KILSYTH, and the Burgh of Barony of KILSYTH, erected into the Barony of Kilsyth, lying in the Parish of Kilsyth and County of Stirling, has presented a Petition to the Lords of Council and Session (First Division, Junior Lord Ordinary,—Mr. Melville, Clerk), in terms of the Acts 6th and 7th William IV. cap. 42, 4th and 5th Vict. cap. 24, 11th and 12th Vict. cap. 36, 16th and 17th Vict. cap. 94, 31st and 32d Vict. cap. 84, 31st and 32d Vict. cap. 101, and 38th and 39th Vict. cap. 61, and relative Acts of Sederunt, for authority to Excamb certain portions of the said Entailed Estate of Easter Kilsyth, Wester Kilsyth, and the Burgh of Barony of Kilsyth, erected into the Barony of Kilsyth, for the Lands of Blairchoish or Blairquhoise (commonly called Blairquhosh Cunninghame), lying in said Parish of Strathblane and County of Stirling, belonging to him in fee simple. Date of Interlocutor ordering intimation, 21st November 1878.

JA. STORMONTH DARLING,
Petitioner's Agent.

52 Frederick Street, Edinburgh,
21st November 1878.

CITY OF GLASGOW BANK.

INTIMATION is hereby given that Archibald Russell, Coalmaster, 68 Great Clyde Street, Glasgow; Robert Young, Shipbroker, 107 Buchanan Street, Glasgow; Rev. Frederick Lockhart Robertson, 204 Bath Street, Glasgow; George Wilson Clark, Corn Factor, Glasgow; John Wilson, Gorbals Tube Works, Buchanan Street, Glasgow; and John Blackley, Balornock House, Springburn, Glasgow, have, as Contributories of the City of Glasgow Bank, registered and incorporated under the Companies Act, 1862, presented a Petition to the Court of Session in Scotland (First Division,—Mr. Macritchie, Clerk), praying that the voluntary winding up of the said Bank should continue, but subject to such supervision of the Court; and with such liberty for Creditors, Contributories, or others, and generally upon such terms and subject to such conditions as the Court thinks just, all as provided by the Companies' Act, 1862; and, further, to make such orders and to give such directions as are authorized by the Companies' Acts, 1862 and 1867, in so far as may be necessary or expedient for facilitating the continuance of the said voluntary winding up, always subject to said supervision; on which Petition the Lords of the First Division have pronounced the following Interlocutor:—*'Edinburgh, 20th November 1878.—The Lords appoint this Petition to be intimated on the Walls and in the Minute-Book for four days, and to be advertised once in each of the Edinburgh and the London Gazettes, and once in each of the Edinburgh Scotsman, the Edinburgh Courant, the Glasgow Herald, the Glasgow News, and the London Times Newspapers, and appoint all persons having interest to lodge Answers to said Petition, if so advised, by Monday first, the 25th day of November current.'*

(Signed) 'JOHN INGLIS, I.P.D.'

Petitioners' Agents—DAVIDSON & SYME, W.S.,
22 Castle Street, Edinburgh.

NOTICE is hereby given that John Noble, Merchant, Castle Street, Fraserburgh, has presented a Petition to the Sheriff of Aberdeen and Kincardine, craving to be appointed Executor Creditor to the Deceased JAMES SIM, Fisherman, Broadsea, Fraserburgh, for payment to the said Petitioner of the sum of £60, 16s. 7d. due to him by the said James Sim, and the interest thereon.

OSWALD PROSSER, Procurator for Petitioner.

Aberdeen, 20th November 1878.

INTIMATION is hereby given that the Trustees of the Late DAVID GILLESPIE, of the Clackmannan Brick and Tile Works, ceased to have any connection with or interest in these Works, as at 12th September last. All parties indebted to Mr. Gillespie, or to his Trustees, are requested to make immediate payment to Mr. James Gillespie, at the Works, or to Messrs. Dalgleish & Bell, W.S., 22 Coates Crescent, Edinburgh, the Agents of the Trustees.

DALGLEISH & BELL, W.S.

22 Coates Crescent, Edinburgh,
21st November 1878.

JAMES WYLLIE GUILD, Chartered Accountant in Glasgow, hereby intimates that W. T. WILSON & COMPANY, Calico Printers, Ferryfield, Alexandria, and in Glasgow, and William Thorburn Wilson, residing in Westbourne Terrace, Great Western Road, Glasgow, the sole Partner thereof, have executed in his favour, for behoof of their Creditors, a Trust Disposition and Assignment of their whole Estates. All parties having claims against the said Company, or against Mr. Wilson as an Individual, are hereby required to lodge the same, duly verified, with the Trustee, at his Chambers, No. 65 St. Vincent Street, Glasgow, on or before 15th December 1878; and all parties addebted to the said Firm, or Mr. Wilson as an Individual, are requested to make immediate payment of the same to the Trustee.

J. WYLLIE GUILD, Trustee.

65 St. Vincent Street, Glasgow,
21st November 1878.

SEQUESTRATION of DAVID FORRESTER, Jute Merchant, Dura Street, Dundee.

A DEED of Arrangement between the Bankrupt and his Creditors in terms of the resolution come to at the Meeting of Creditors held on 15th, and of the Deliverance of the Sheriff-Substitute of Forfarshire at Dundee, of 19th, both days of October last, has been produced to the Sheriff-Clerk, and on 16th November current an Interlocutor was pronounced by the said Sheriff-Substitute, appointing Intimation of the production of said Deed of Arrangement and of that Deliverance to be made by Advertisement published once in the Edinburgh Gazette and Dundee Advertiser Newspaper, and also by circular posted to every Creditor of the Bankrupt who does not concur in the said Deed, requiring all parties who desire to oppose the approval thereof to lodge in the hands of the Clerk of Court at Dundee a Notice of Appearance within ten days from the date of such publication or posting, with certification; reserving thereafter to appoint a diet for hearing all parties interested, and to make any inquiry which may be deemed necessary, and appointing the said Deed and the process to remain with the Clerk of Court subject to inspection.—Of all which Intimation is hereby accordingly made.

J. F. & C. CALDER,
Agents in the Sequestration.

Dundee, 21st November 1878.

SEQUESTRATION of PARK & COMPANY, Stationers, sometime carrying on business in Oswald Street, Glasgow, and James Charles Park, sometime Stationer there, now Commission Agent in Glasgow, the Individual Partner of that Firm, as such Partner, and as an Individual, and also as one of the Partners of PARK, RUSSELL, & COMPANY, sometime carrying on business as Coal and Commission Agents in Oswald Street aforesaid, as such Partner, and as an Individual.

IN terms of a Deliverance of the Sheriff-Substitute of the County of Lanark, of date the 20th day of November 1878, Notice is hereby given that a Deed of Arrangement, subscribed by the statutory majority of Creditors in number and value, has been lodged in the hands of the Clerk of Court; and that all parties who desire to oppose the approval of the same, are requested to lodge in his hands a Notice of Appearance within ten days from the date of publication or posting of circulars to the non-concurring Creditors.

PARK & COMPANY.
JAMES CHARLES PARK.

Glasgow, 22d November 1878.

TO THE CREDITORS ON

The Sequestrated Estates of JOHN BARNETT, Jeweller,
Argyle Arcade, Glasgow.

BY virtue of an Order of the Sheriff-Substitute of Lanarkshire, John Barnett, above designed, hereby intimates that he has presented a Petition to the Sheriff of Lanarkshire at Glasgow, to be finally discharged of all debts contracted by him before the date of the Sequestration of his Estates, in terms of the Statutes.

JOHN BARNETT.

Glasgow, 21st November 1878.

TO THE CREDITORS ON

The Sequestrated Estates of JAMES INGLIS, Baker,
Haymarket Terrace, Edinburgh.

BY virtue of an Order of the Sheriff-Substitute of Midlothian and Haddington, James Inglis, above designed, hereby intimates that he has presented a Petition to the Sheriff of Midlothian and Haddington at Edinburgh, to be finally discharged of all debts contracted by him before the date of the Sequestration of his Estates, in terms of the Statutes.

JAMES INGLIS.

Edinburgh, 22d November 1878.

THE Estates of JOHN HASTINGS WOOD, Commission Agent, Waterside, by Busby, in the County of Lanark, were Sequestrated by the Sheriff of Lanarkshire.

The first Deliverance is dated 26th September 1876.

The Meeting of new to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Tuesday the 3d day of December 1878, within the Faculty Hall, Saint George's Place, Glasgow, and that in virtue of an Interlocutor pronounced by the Lords of Council and Session (Second Division) of date the 20th November 1878, on the Petition of the said John Hastings Wood, with concurrence of a Creditor.

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 March 1879.

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

ANGUS CAMPBELL,

109 West George Street, Glasgow, Agent.

THE Estates of HENRY SLAKER, Baker, Sandhaven, in the County of Aberdeen, were Sequestrated on the 19th day of November 1878, by the Sheriff of Aberdeen and Kincardine.

The first Deliverance is dated the 8th day of November 1878.

The Meeting to elect the Trustee and Commissioners is to be held at twelve noon, on Saturday the 30th day of November 1878, within the Saltoun Arms Hotel, Fraserburgh.

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 day of March 1879.

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

A. FORBES WIGHT, Advocate,

11 Union Buildings, Aberdeen, Agent.

Aberdeen, 19th November 1878.

THE Estates of J. & A. G. FORBES, now or lately carrying on business as Cement Manufacturers at No. 37 Hope Street, Glasgow, as a Company, and of James Forbes, Cement Manufacturer there, sometime residing at No. 2 Ashton Place, Dowanhill, Glasgow, thereafter at No. 32 Grove Street, Edinburgh, but whose present address is unknown to the Petitioners, an Individual Partner of said Company of J. & A. G. Forbes, were Sequestrated on the 20th day of November 1878, by the Court of Session.

The first Deliverance is dated 6th November 1878.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Friday the 29th day of November 1878, within the Faculty of Procurators' Hall, 62 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 March 1879.

The Sequestration has been remitted to the Sheriff of Lanarkshire.

A Warrant of Protection has been granted to the Bankrupt.

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

J. & J. ROSS, W.S., Agents.

14 Hill Street, Edinburgh,

20th November 1878.

THE Estates of ROBERT CRAWFORD CULBERT, Flesher, residing at 3 Lorne Place, Mount Florida, near Glasgow, were Sequestrated on the 21st day of November 1878, by the Sheriff-Substitute of Renfrew and Bute.

The first Deliverance is dated 21st November 1878.

The Meeting to elect the Trustee and Commissioners is to be held at eleven o'clock forenoon, on Saturday the 30th day of November 1878, within the County Hotel, County Place, Paisley.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths

and grounds of debt must be lodged on or before the 21st day of March 1879.

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

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

BROWNIE, WATSON, & BECKETT,

225 West George Street, Glasgow, Agents.

THE Estates of ROBERT FORREST, Grocer and Spirit Merchant, Larkhall, were Sequestrated on the 21st day of November 1878, by the Sheriff of the County of Lanark.

The first Deliverance is dated 21st November 1878.

The Meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Monday the 2d day of December 1878, within the Royal Hotel (Hunter's), Hamilton.

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 1879.

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

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

WILLIAM BROWN & Co., Solicitors, Hamilton,

Agents.

THE Estates of EBENEZER DOBSON, Builder, residing at No. 5 Glen Street, Edinburgh, were Sequestrated on the 21st November 1878, by the Court of Session.

The first Deliverance is dated 21st November 1878.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Monday the 2d day of December 1878, within Dowell's Rooms, No. 18 George Street, Edinburgh.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 21st March 1879.

A Warrant of Protection has been granted to the Bankrupt.

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

GEO. ANDREW, S.S.C., Agent,

3 Hope Street, Edinburgh.

SEQUESTRATION of JAMES LITTLE, Junior,
Joiner, Picture Frame Maker and Dealer, John Finnie Street, Kilmarnock.

MATTHEW SMITH, Accountant in Kilmarnock, has been elected Trustee on the Estate; and Matthew Dyer, Timber Merchant, Kilmarnock, John Howie, Timber Merchant there, and William Little, Innkeeper there, 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 next, at eleven o'clock forenoon. The Creditors will meet in the Office of Smith & Wallace, Accountants, 11 King Street, Kilmarnock, on Thursday, 5th December next, at twelve o'clock noon.

Further, the Trustee hereby intimates that at the Meeting of Creditors, held on 13th November current, the Bankrupt offered to the Creditors a Composition on his whole debts of Five Shillings and Sixpence per pound, payable by two equal instalments at three and six months respectively from the date of his discharge, with James Little, Senior, Manufacturer, East Shaw Street, Kilmarnock, as cautioner for the same; and the Creditors present unanimously entertained said offer and security for consideration; and Notice is hereby given that it will be decided on at said Meeting of Creditors, to be held on 5th December next.

MATTHEW SMITH, Trustee.

Kilmarnock, 20th November 1878.

SEQUESTRATION of SIMPSON & COMPANY, Rivet Manufacturers and Smiths, Gibbshill Road, Greenock, and David Simpson, Rivet Manufacturer, residing in Greenock, the only Individual Partner of the said Firm, as such Partner, and as an Individual.

DUGALD CAMPBELL, Accountant in Greenock, has been elected Trustee on the Estate; and William Cassels, Iron Merchant, Robertson Street, Glasgow, John Lang, Iron Merchant, Greenock, and Michael Wilson, Coal Merchant, Greenock, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, Nelson Street (West), Greenock, on Wednesday the 27th day of November current, at twelve o'clock noon. The Creditors will meet in the Trustee's Office, 49 Cathcart Street, Greenock, on Friday the 6th day of December 1878, at two o'clock P.M.

D. CAMPBELL, Trustee.

Greenock, 20th November 1878.

SEQUESTRATION of ARTHUR EDWARD BAIRD, sometime residing at Croftinloan, thereafter in France, and now at Ardentinny, Argyleshire.

EVAN FRASER, Banker, Pitlochrie, has been elected Trustee on the Estate; and Robert Ewing, Merchant, Perth, Charles Gibson, Merchant, Pitlochrie, and John Robertson, Flesher, Pitlochrie, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, Inveraray, on Friday, 29th day of November 1878, at twelve o'clock noon. The Creditors will meet within Dowell's Sale-rooms, No. 18 George Street, Edinburgh, on Monday the 9th day of December 1878, at one o'clock afternoon.

EVAN FRASER, Trustee.

Pitlochrie, 20th November 1878.

SEQUESTRATION of THOMAS BROWN, Brickbuilder in Glasgow and Govan.

DAVID SIMPSON CARSON, Chartered Accountant in Glasgow, has been elected Trustee on the Estate; and Thomas Inglis Scott, Secretary of the Clippens Oil Company (Limited), Gavin Anderson, Fire Clay Goods Manufacturer, Glasgow, and James Aitken, Wine and Spirit Merchant, Dalmarnock Road, Glasgow, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, Glasgow, on Wednesday the 27th day of November next, at eleven o'clock forenoon. The Creditors will meet at the Chambers of the Trustee, No. 161 Hope Street, Glasgow, on Friday the 6th day of December next, at twelve o'clock noon.

A Warrant of Protection has been granted in favour of the Bankrupt, until the said Meeting.

D. S. CARSON, Trustee.

SEQUESTRATION of ARCHIBALD M'ARTHUR, Ship Broker and Coal Merchant, No. 118 Broomielaw, Glasgow.

WILLIAM LETHAM M'KITTRICK, Accountant in Glasgow, has been elected Trustee on the Estate; and James M'Michael, 36 Argyle Arcade, Glasgow, Manager for the Stonelaw Colliery Company, James Pultney, Calder Iron Works, and John Alexander Sillars, Merchant in Glasgow, have been elected Commissioners. The Examination of the Bankrupt will take place within Mr. Sheriff Murray's Chambers, County Buildings, Glasgow, on Friday the 29th day of November current, at eleven o'clock forenoon. The Creditors will meet in the Trustee's Chambers, 20 St. Vincent Place, Glasgow, on Tuesday the 10th day of December next, at two o'clock afternoon.

At the Meeting held for the election of a Trustee and Commissioners, the Bankrupt offered a Composition of Five Shillings per pound on all debts contracted or due by him at the date of his Sequestration, and also to pay and provide for the expenses attending the Sequestration and the Trustee's remuneration, with security,

payable at three, six, and nine months after the date of his discharge, and which offer the Creditors present unanimously resolved should be entertained.

A Warrant of Protection has been granted to the Bankrupt for the period till next statutory Meeting.

THOMAS A. FYFE,
211 Hope Street, Glasgow,
Agent for Trustee
(For WILSON & CALDWELL, Writers).

Glasgow, 21st November 1878.

SEQUESTRATION of HANCE WALKER, Baker, 163 Dumbarton Road, Glasgow.

THOMSON M'LINTOCK, Accountant in Glasgow, has been elected Trustee on the Estate; and Frederick Alexander Cassels, Grain Merchant, Glasgow, John Robinson Gill, Grain Merchant, Glasgow, and Fergus Ferguson, Grain Merchant, Glasgow, have been elected Commissioners. The Examination of the Bankrupt will take place in Mr. Sheriff Campion's Chambers, County Buildings, Wilson Street, Glasgow, on Tuesday the 26th of November current, at half-past eleven o'clock forenoon. The Creditors will meet in the Trustee's Office, 87 Saint Vincent Street, Glasgow, on Friday the 6th day of December next, at twelve o'clock noon.

THOMSON M'LINTOCK, Trustee.

87 St. Vincent Street, Glasgow,
18th November 1878.

SEQUESTRATION of the Individual Estates of JAMES

WOOD, residing at 39 View Terrace, Aberdeen, and John Ferguson Duncan, residing at West Cults, near Aberdeen, the Partners of the Firm of JAMES WOOD & COMPANY, Pianoforte and Musicsellers, 216A Union Street, Aberdeen.

JOHN CRAIGEN, Writer, No. 1 Adelphi, Aberdeen, has been elected Trustee on the Estates of the said James Wood and John Ferguson Duncan, as Individuals; and John Keith, of Messrs. Pratt & Keith, Warehousemen, John A. Dunn, 26 Union Street, and George Christie, 60 Windmillbrae, all in Aberdeen, have been elected Commissioners on the Individual Estate of the said James Wood; and Francis B. Kelly, Clothier, Saint Nicholas Street, Aberdeen, the said John A. Dunn, and George Norrie, of Reith & Norrie, Grocers, Gallowgate, Aberdeen, have been elected Commissioners on the Individual Estate of the said John Ferguson Duncan. The Examination of the Bankrupts will take place in the Sheriff Court House, Aberdeen, on Tuesday the 26th day of November current, at half-past twelve o'clock afternoon. The Creditors will meet in the Office of Messrs. Dunn & Clark, Advocates, No. 1 Adelphi, Aberdeen, on Thursday the 5th day of December next, at twelve o'clock noon.

JOHN CRAIGEN, Trustee.

Aberdeen, 19th November 1878.

SEQUESTRATION of PATRICK BIRNIE, Horse Dealer, Grassmarket, Edinburgh.

FRANCIS DICKSON, Chartered Accountant, Edinburgh, has been elected Trustee on the above Sequestrated Estate; and Thomas Dalgleish, S.S.C., Edinburgh, James Clapperton, Farmer, Garvald Mains, Prestonkirk, near Haddington, and William Allison, Coach Builder, Dalkeith, have been elected Commissioners. The Bankrupt's Examination will take place within the Bankruptcy Court, Sheriff Court House, George IV. Bridge, Edinburgh, on Thursday the 5th day of December 1878, at one o'clock afternoon. The Creditors will meet in the Trustee's Chambers, on Friday the 13th day of December 1878, at two o'clock afternoon.

FRANCIS DICKSON, C.A.

38 Hanover Street, Edinburgh.

WILLIAM MACKINNON, Chartered Accountant in Glasgow, Trustee on the Sequestrated Estate of **WILLIAM HUNTER & COMPANY**, Machinery Merchants, Agents, and Mill Furnishers, No. 66 Wilson Street, Glasgow, and Archibald Duncan Hunter and Edward Hunter, Machinery Merchants, Agents, and Mill Furnishers there, the sole Partners of that Company, as such Partners, and as Individuals, and of the said Edward Hunter, as a Partner of the Firm of **WILLIAM M'LAREN & COMPANY**, Iron and Metal Merchants, Glasgow, hereby calls a Meeting of the Creditors, to be held within the Chambers of M'Clelland, Mackinnon, & Blyth, C.A., 115 St. Vincent Street, Glasgow, on Friday, 20th December 1878, at twelve o'clock noon, to consider as to an application to be made for the Trustee's discharge.

WILLIAM MACKINNON.

Glasgow, 21st November 1878.

THE Trustee on the Sequestrated Estates of **GEORGE MILNE**, Farmer at Dubston, in the Parish of Tullynessle and County of Aberdeen, hereby calls a Meeting of the Creditors, to be held within the Writing Chambers of James & George Collie, Advocates, 25 Union Street, Aberdeen, on Saturday the 14th day of December 1878, at twelve o'clock noon, to consider as to an application by him for his discharge.

GEO. T. HARVEY, Trustee.

ROBERT MUNRO, Writer, Tain, Trustee on the Sequestrated Estate of **JOHN ROSS**, Innkeeper and Merchant, Alness, in the Parish of Alness and County of Ross, hereby intimates that an account of his intromissions with the Estate, brought down to the 3d day of November 1878, has been made up and audited by the Commissioners; that he has examined the claims of the several Creditors who have lodged oaths and grounds of debt on or before the said 3d day of November 1878; and that a first and final Dividend will be paid to those Creditors whose claims have been admitted, within the Office at Tain of the North of Scotland Bank, upon the 3d day of January 1879.—Of all which Notice is hereby given.

ROBERT MUNRO, Trustee.

SEQUESTRATION of **ALEXANDER ROBBIE**, Salesman, residing at No. 5 Marine Place, Dundee.

THE Trustee hereby intimates that his accounts, brought down to the 1st current, have been audited, and that on and after Thursday the 2d day of January 1879, there will be paid, within the Chambers of Thomson, Jackson, Gourlay, & Taylor, C.A., 24 George Square, Glasgow, a first Dividend to those Creditors whose claims have been admitted.

JAMES TAYLOR, C.A., Trustee.

Glasgow, 19th November 1878.

SEQUESTRATION of **MILLER & DOIG**, Builders, Partick, and of David Miller and John Doig, the Individual Partners thereof, as such, and as Individuals.

THE Trustee on the Sequestrated Estates hereby intimates that his accounts, brought down to 6th instant, have been examined and audited by the Commissioners and found correct; that he has examined the claims of Creditors who lodged their claims and grounds of debt on or before 6th November 1878, and made up lists of those Creditors entitled to be ranked on the Estate, and of those whose claims have been rejected in whole or in part; further, that a first Dividend of Sixpence per pound will be paid to the Creditors ranked on the Estate, at the Office of Messrs. Dalgleish & Strathie, Chartered Accountants, 37 West Nile Street, Glasgow, on Tuesday, 7th January 1879.

JOHN DALGLEISH, C.A., Trustee.

FRANK HISLOP, Bank Accountant, Kirkcaldy, Trustee on the Sequestrated Estate of **JOHN ROSS**, sometime Farmer at Bankhead of Raith, near Kirkcaldy, and now residing at Kinnahaird, near Dingwall, hereby intimates that a Dividend will be paid to those Creditors whose claims have been admitted by the Trustee, at the Office of the Union Bank of Scotland, Kirkcaldy, on the 9th day of January next.

F. HISLOP, Trustee.

Kirkcaldy, 15th November 1878.

JAMES GREENHILL, Banker, Edinburgh, Trustee on the Sequestrated Estate of **WILLIAM REID**, Fruiterer, Waterloo Place, Edinburgh, hereby intimates that a final Dividend will be paid to those Creditors whose claims have been admitted by the Trustee, at the Clydesdale Bank, George Street, Edinburgh, on the 16th day of December next.

J.A. GREENHILL, Trustee.

Edinburgh, 21st November 1878.

In the **SEQUESTRATION** of **JAMES GARVIE**, Junior, & COMPANY, Ironfounders in Aberdeen, and James Garvie, Junior, Ironfounder in Aberdeen, sole Partner of that Firm, and as an Individual.

THE Trustee's accounts to 4th November 1878 have been audited by the Commissioners, who have postponed payment of a Dividend, and have dispensed with circulars to the Creditors.

ALEX. EDMOND, Trustee.

Aberdeen, 21st November 1878.

LOUSON WALKER, Accountant in Greenock, Trustee on the Sequestrated Estate of **ANDREW & WILLIAM LYMBURN**, Merchants in Greenock, as a Company, and of Andrew Lymburn, Merchant there, as only surviving Partner thereof, and as an Individual, hereby intimates that an account of his intromissions, brought down to the 5th current, has been examined by the Commissioners, and that they have postponed declaration of a Dividend till the recurrence of another statutory period.

LOUSON WALKER, Trustee.

33 Cathcart Street, Greenock,
20th November 1878.

LOUSON WALKER, Accountant in Greenock, Trustee on the Sequestrated Estate of the Company carrying on Business as Merchants in Greenock under the Firm of **ANDREW LYMBURN & COMPANY**, and in Saint John, New Brunswick, under the Firm of **JAMES ROBERTSON & COMPANY**, being one and the same Concern, and of Andrew Lymburn, a Partner of said Concern, hereby intimates that an account of his intromissions, brought down to the 5th current, has been examined by the Commissioners, and that they have postponed declaration of a Dividend till the recurrence of another statutory period.

LOUSON WALKER, Trustee.

33 Cathcart Street, Greenock,
20th November 1878.

PATRICK TURNBULL, Chartered Accountant in Edinburgh, Trustee on the Sequestrated Estate of **WILLIAM COCHRANE MURRAY**, lately residing at 3 Comely Green Crescent, Edinburgh, and now deceased, hereby intimates that he has had no intromissions with the funds of the Estate from 6th August 1878 to 7th current, and that the Commissioners have postponed the declaration of a Dividend till the recurrence of the next statutory period, and dispensed with sending circulars to the Creditors.

PAT. TURNBULL, Trustee.

31 Princes Street, Edinburgh,
21st November 1878.

JOHN RORRISON, Merchant in Dumfries, Trustee on the Sequestrated Estates of **JOSEPH KIRKPATRICK ROGERSON**, residing in Church Place, Lochmaben, hereby intimates that the Commissioners have postponed the declaration of a Dividend till the recurrence of the next statutory period.

JOHN RORRISON, Trustee.

Dumfries, 20th November 1878.

ALEXANDER CUMMING RUTHERFORD, Accountant in Glasgow, Trustee on the Sequestrated Estates of **WILLIAM MORLAND**, Cabinet-maker, Stranraer, hereby intimates that the Commissioners have postponed a Dividend until the recurrence of another statutory period.

ALEX. C. RUTHERFORD, Trustee.

Glasgow, 21st November 1878.

SEQUESTRATION of MARR & LITTLEJOHN, Drapers in Huntly, and Robert Littlejohn, Draper there, sole Partner of the said Firm.

THE Commissioners have audited my accounts, brought down to the 6th instant, and have postponed the declaration of a Dividend till the recurrence of another statutory period.

JAMES MILNE, Trustee.

Huntly, 18th November 1878.

NOTICE.

Glasgow, 19th November 1878.

THE Copartnership heretofore subsisting between the Subscribers, as sole Partners thereof, and carrying on business in Glasgow as Accountants and Sharebrokers under the Firm of **M'COWAN & HOUSTOUN**, was **DISSOLVED** of mutual consent, as at the date hereof. Mr. M'Cowan will continue the Business in his own name.

ROB. M'COWAN.

A. M'D. HOUSTOUN.

ROBERT BOWIE YOUNG, of 176 St. Vincent Street, Glasgow, Clerk-at-Law, Witness.

JAS. FINDLAY ROXBURGH, of 176 St. Vincent Street, Glasgow, Apprentice-at-Law, Witness.

NOTICE.

THE Subscriber John Smith begs to intimate that he has of this date retired from the Business of Plumber and Gasfitter carried on by him at 31 Main Street, Gorbals, Glasgow, in favour of his sons John and William Brash Smith, who will henceforth carry on the Business in said premises for their own behoof, and are authorized to receive payment of all debts due to, and make payment of all debts connected with, said Business due by the Subscriber.

The said Subscriber takes this opportunity of returning thanks to his numerous friends and the general public for the liberal patronage bestowed on him for many years, and would now respectfully solicit the same on behalf of his sons.

Glasgow, 12th November 1878.

JOHN SMITH.

JOHN SMITH, Junr.

WILLIAM BRASH SMITH.

JOHN BLACKWOOD, 22 and 24 Main Street, Gorbals, Witness.

WM. S. HART, 41 Main Street, Gorbals, Witness.

NOTICE.

THE Firm of **ANDREW LAMOND & COMPANY**, Manufacturers in Dundee, of which the Subscribers were the sole Partners, was **DISSOLVED** on the 28th day of July 1877; and the Subscriber Andrew Lamond has right to the whole of the Firm assets, and will pay the whole of the Firm liabilities.

Dundee, 20th November 1878.

WM. ROLLO.

ANDREW LAMOND.

D. M'INTYRE, Accountant, Dundee, Witness.

JAMES WALLACE, Clerk to Messrs. Shield & Kyd, Solicitors, Dundee, Witness.

WE, the undersigned, hereby give notice that the Partnership hitherto subsisting between us in the profession of Parliamentary and Scotch Law Agents, carried on by us at 11 Great George Street, Westminster, under the Style or Firm of **SIMSON, WAKEFORD, & SIMSON**, is this day **DISSOLVED** by mutual consent.

Dated this 19th day of November 1878.

T. B. SIMSON.

WM. WAKEFORD.

S. BARKER SIMSON.

Witness to the Signatures of the above-named Thomas Barker Simson, William Wakeford, and Samuel Barker Simson—

GEORGE CROLL, of 11 Great George Street, Westminster, Clerk.

NOTICE OF

DISSOLUTION OF COPARTNERSHIP.

THE Copartnership carried on under the Firm of **J. & D. HAMILTON**, as Oil and Colour Merchants, Glasgow, of which the Subscriber John Hamilton and the now deceased David Hamilton were the sole Partners, was **DISSOLVED** on 9th May 1878, by the death of the said David Hamilton.

The Business has been carried on since the date of the said David Hamilton's death by the Subscriber, the said John Hamilton, in Copartnership with his nephew the other Subscriber David Hamilton, under the former Firm, for their own behoof, and they will continue so to carry on the said Business, and will pay all debts due by, and uplift and discharge all debts due to, the said dissolved Copartnership.

JOHN HAMILTON.

WILLIAM JAMIESON, of 162 St. Vincent Street, Glasgow, Law-Clerk, Witness.

JOHN HOPE, of 162 St. Vincent Street, Glasgow, Law-Clerk, Witness.

Witnesses to the Signature of John Hamilton.

J. B. HAMILTON,

DAVID HAMILTON, Jr.,

JAMES BROWN HAMILTON,

WILLIAM HAMILTON,

Trustees of the Deceased **DAVID HAMILTON**.

DAVID HAMILTON, Jr.

G. ESPIE, S.S.C., Glasgow, Witness.

JOHN HOPE, of 162 St. Vincent Street, Glasgow, Law-Clerk, Witness.

Witnesses to Signatures of David Hamilton's Trustees, and of David Hamilton, Junior.

NOTICE.

THE Copartnership carried on by the Subscribers as Wine and Commission Merchants, No. 164 St. Vincent Street, Glasgow, under the Name or Firm of M'GRUTHAR & WATSON, of which they were the sole Partners, was DISSOLVED of mutual consent, on 11th November 1878.

The debts of the Firm will be paid, and their assets collected, by either of the Subscribers.

ALEXANDER MACGRUTHAR.

GEORGE WATSON.

DAVID WATT, Writer, 196 St. Vincent Street, Glasgow, Witness.

DAVID BLYTH, Writer, 175 West George Street, Glasgow, Witness.

ANN HAMILTON or REID, Widow, residing at Saffronhall Terrace, Hamilton, has presented a Petition to the Sheriff of Lanarkshire, for Interim Protection and Decree of Cessio Bonorum; and all her Creditors are hereby required to appear within the Sheriff Court House at Hamilton, on Tuesday the 14th day of January next, 1879, at twelve o'clock noon, when she will appear for Examination.

DAVID MILLER, Solicitor, Hamilton,
Agent.

WILLIAM JOHNSTONE, Coal Dealer, Blackness Road, Dundee, and presently Prisoner in the Prison of Dundee, has presented a Petition to the Sheriff of Forfarshire, for Liberation, Interim Protection, and Decree of Cessio Bonorum; and all his Creditors are required to appear within the Sheriff Court House, Dundee, on the 6th day of January next, 1879, at half-past ten o'clock forenoon, when the Petitioner will appear for Examination.

D. BENNETT, Solicitor, Dundee,
Agent.

Dundee, 20th November 1878.

JAMES JACK (JAMES SON), Fisherman, Hopeman, in the Parish of Duffus and County of Elgin, presently Prisoner in the Prison of Elgin, has presented a Petition to the Sheriff of Banff, Elgin, and Nairn, or his Substitute for Elginshire, for Liberation, Interim Protection, and Decree of Cessio Bonorum; and all his Creditors are hereby required to appear within the Sheriff Court House at Elgin, on Friday the 10th January 1879, at ten o'clock forenoon, when he will appear for Examination.

ALEX. MORRISON, Solicitor,
Petitioner's Agent.

Elgin, 19th November 1878.

JOHAN HUNTER FIDDES, Commission Agent, Hanover Lane, Aberdeen, present Prisoner in the Prison of Aberdeen, has presented a Petition to the Sheriff of Aberdeen and Kincardine, craving Interim Liberation and Decree of Cessio Bonorum; and all his Creditors are hereby required to appear within the Sheriff Court House of Aberdeen, on the 26th day of December next, at twelve o'clock noon, when he will appear for Examination.

OSWALD PROSSER, Prisoner's Procurator.

Aberdeen, 21st November 1878.

JAMES GRANT GRAY, Commission Agent, 46 Hanover Street, Edinburgh, has presented a Petition to the Sheriff of Midlothian and Haddington, praying for Interim Liberation and Protection against the Execution of Diligence, and for Decree of Cessio Bonorum; and all his Creditors are hereby required to appear within the Bankruptcy Court, Sheriff Court House, George IV. Bridge, Edinburgh, on Monday the 23d day of December 1878, at one o'clock afternoon, when he will appear for Examination.

WILLIAM BLACK, S.S.C., Edinburgh,
Agent.

Edinburgh, 22d November 1878.

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

Published at the EXCHEQUER CHAMBERS, Parliament Square, Edinburgh.

Printed by MURRAY & GIBB, Printers to Her Majesty's Stationery Office, No. 11 Queen Street.

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

Friday, November 22, 1878.

Price One Shilling and Sixpence.

