



# The Edinburgh Gazette.

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TUESDAY, NOVEMBER 21, 1882.

## HIGH COURT OF JUSTICIARY.

GLASGOW WINTER CIRCUIT, 1882.

Tuesday, 26th December 1882, at eleven o'clock.

LORDS YOUNG AND ADAM.

R. V. CAMPBELL, Esq., *Advocate-Depute*.  
J. M. M'COSH, *Clerk*.

BUCKINGHAM PALACE, October 15, 1882.

The Queen has been pleased to appoint the Very Reverend Lord Alwyne Compton, Dean of Worcester, to be Her Majesty's High Almoner, in the room of the Honourable and Very Reverend Gerald Valerian Wellesley, Dean of Windsor, deceased.

WHITEHALL, November 16, 1882.

The Queen has been pleased to give and grant unto Sir Frederick Beauchamp Paget Seymour, G.C.B., Admiral and Commander-in-Chief of Her Majesty's Naval Forces in the Mediterranean, Her Royal licence and authority that he may accept and wear the Insignia of the First Class of the Order of the Osmanieh, which His Highness the Khedive of Egypt, authorized by His Imperial Majesty the Sultan, has been pleased

to confer upon him, in recognition of his distinguished services before the enemy during the late campaign in Egypt.

WHITEHALL, November 16, 1882.

The Queen has been pleased to give and grant unto Lieutenant-General Sir Garnet Joseph Wolseley, G.C.B., G.C.M.G., Adjutant-General of Her Majesty's Forces, and late General Commanding-in-Chief the Expeditionary Force in Egypt, Her Royal licence and authority that he may accept and wear the Insignia of the First Class of the Order of the Osmanieh, which His Highness the Khedive of Egypt, authorized by His Imperial Majesty the Sultan, has been pleased to confer upon him, in recognition of his distinguished services before the enemy during the late campaign in Egypt.

DUBLIN CASTLE, November 17, 1882.

His Excellency has been pleased to make the following appointments to his Household:—

Physicians-in-Ordinary,	G. W. Hatchell, M.D., F.R.C.S.I.
	T. Nedley, M.D., F.R.C.S.I.
Surgeons-in-Ordinary,	P. C. Smyly, M.D. (T.C.D.), F.R.C.S.I.
	E. D. M. Mapother, M.D., F.R.C.S.I.
Dentist,	D. Corbett, M.R.C.S.E.

## BANKRUPTS

FROM THE LONDON GAZETTE.

## BANKRUPTCIES ANNULLED.

William Price, of 255 High Street, Poplar, Middlesex, provision dealer.

Henry Byron Woods, of Ivybridge, Devon, a captain in Her Majesty's Royal Marine Light Infantry.

## BANKRUPTCIES AWARDED.

Charles Burn, of 27 Budge Row, Cannon Street, London, engineer.

Edward Barrett, of 24 Loftus Road, Shepherd's Bush, Middlesex.

Thomas Holbrow, of 111 Jermyn Street, St. James, Middlesex, fly dresser, fishing rod and tackle maker, and manufacturer of polo clubs and balls, carrying on business under the style of T. Holbrow & Co., and residing at 38 Vicarage Road, Camberwell, Surrey.

William Dear, late of 30 and 31 Saint George's Place, Hyde Park Corner, and Brightside, Crouch End, both in Middlesex, and now of 55 Old Steine, Brighton, and of Victoria Mansion, Bognor, both in Sussex, and of Forty Hill, Enfield, and of Ann's Place and Blore's Yard, Knightsbridge, all in Middlesex, and of Smallbrook Court, Basinghall Street, London, club proprietor and upholsterer.

George Vautour Seale, of 20 St. Aubyn's Road, Upper Norwood, Surrey, late a wine merchant, but now of no occupation.

John Cain, of 8 New Street, Abberystwith, Cardigan, formerly licensed victualler, but now commission agent.

Arthur Richard Woodward, of Down Oil Works, Trowbridge, Wilts, oil merchant, and Joshua Swallow, of the same place, oil merchant, trading under the style or firm of Swallow & Company.

James Mills, of Gratten Terrace, James Street, Barnes Green, Blackley, Lancaster, hatter.

Robert Wormell, of Crumpsall View, Blackley, Lancaster, hatter.

Thomas Edwin Whitford, of 27 Castle Street, Liverpool, trading as Whitford & Co., ice merchants.

Frederic Stephen King, of Saint Catherine's Plain, Norwich, carter.

William Jackson May, of Liskeard, Cornwall, auctioneer and surveyor.

Henry Miners, of Plympton, Devon, mining engineer.

John Winzar, late of Alexandra Villa, Narborough, Leicester, solicitor's clerk, but now or until recently a convict in Her Majesty's Prison at Leicester.

Thomas Robinson, of 50 Pershore Street, Birmingham, Warwick, provision merchant.

In Parliament—Session 1883.

## GLASGOW AND SOUTH-WESTERN RAILWAY.

(New Railway and Additional Lands; Provisions regarding King Street and Bridgegate Street Glasgow and Meikleriggs Road Paisley; and as to Hotels and Refreshment Rooms; Vesting in Glasgow and South-Western Railway Company of the Saint Enoch Station Glasgow and Property connected therewith; and Provisions as to Saint Enoch Station Stock; Agreements; Additional Capital; Amendment of Acts.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the next Session by the Glasgow and South-Western Railway Company (hereinafter called 'the Com-

pany') for an Act for all or some of the following purposes that is to say:—

To empower the Company to make and maintain the Railway hereinafter described together with all Works and Conveniences connected therewith that is to say—

A Railway commencing by a junction with the Company's Paisley Canal Line authorized by the Glasgow and South-Western Railway Act 1881 at a point thereon 960 yards or thereby measured along that line in a north-easterly direction from the junction with that line of the Railway authorized by the Glasgow and South-Western Railway Act 1882 and terminating by a junction with the last-mentioned Railway at a point thereon 890 yards or thereby measured along that Railway in a south-easterly direction from the said junction with the said Paisley Canal Line of the said Railway which intended Railway will be wholly situate in the Abbey Parish of Paisley in the County of Renfrew.

To empower the Company to purchase or acquire by compulsion or agreement and to hold lands houses and buildings in the said Parish for the purposes of the intended Railway and Works and also the lands houses and buildings hereinafter described for the purpose of extending their station siding and other accommodation and for other purposes connected with their undertaking (that is to say)—

Certain lands, houses and buildings in the City Parish of Glasgow and City and Royal Burgh of Glasgow in the County of Lanark lying on the south side of and adjoining the Company's College Station and on the north of and adjoining Graeme Street and west of and adjoining St. John's Place Glasgow.

Certain lands in the Parish of Kelton in the County of Stewartry of Kirkcubright lying on both sides of and adjoining the Company's Railways at or near Castle-Douglas Station.

To empower the Company to deviate laterally and vertically in the construction of the said intended railway and to cross stop up alter or divert either temporarily or permanently any railway stream water-course sewer drain gas or water pipe or telegraphic and telephonic apparatus in or adjoining the parishes hereinbefore mentioned which it may be necessary or convenient to cross stop up alter or divert for the purposes of the intended Act or any of them and to levy and recover tolls rates and charges for the use of the said intended Railway and for the conveyance and accommodation of traffic thereon and to alter existing tolls rates and charges and to confer vary and extinguish exemptions from the payment of tolls rates and charges.

To vary or extinguish all existing rights and privileges connected with the lands houses railways streams water-courses sewers drains gas and water pipes telegraphic and telephonic apparatus and other property hereinbefore mentioned which might in any manner interfere with the objects of the intended Act.

To alter and amend Section 8 of the Glasgow and South-Western Railway Act 1878 relating to King Street and Bridgegate Street in Glasgow and to make further provision with reference to the width of the said streets or one of them and the bridges over the same and to confirm or give effect to any arrangement or agreement which may have been or may be made between the Company



and the Corporation of Glasgow with reference to the matters aforesaid.

To alter and amend Section 8 of the Glasgow and South-Western Railway Act 1881 with reference to the width of the roadway of the Bridge by which the road referred to in that Section as the road called Meikleriggs Road will be carried over the Paisley Canal Line and to make further provision with reference to the width of the Bridges by which the Railways authorized by that Act and by the Glasgow and South-Western Railway Act 1882 are to be respectively carried over and under that road and to confirm or give effect to any arrangement or agreement which may have been or may be made between the Company and the Paisley Burgh Road Trustees with reference to the said road.

To empower the Company to hold enjoy and maintain their Hotel at Dumfries and also to acquire erect and maintain at or near their Station at Ayr and any other Station on any Railway owned or worked by them either solely or jointly with any other Company an Hotel or Hotels Refreshment Rooms and other like accommodation and to furnish stock equip manage and conduct such Hotels and Refreshment Rooms or to let the same and to acquire and hold lands for those purposes and in connection therewith and to sanction and confirm any expenditure already incurred by the Company in or about any of the before-mentioned purposes.

To provide for the transfer to and vesting in the Company as part of their undertaking upon such terms and conditions as may be prescribed or provided for by or under the provisions of the intended Act of the Station in Glasgow known as the Saint Enoch Station of the City of Glasgow Union Railway Company (hereinafter referred to as 'the Union Company') and the Railway forming the approach thereto being the Railway No. 6 authorized by the City of Glasgow Union Railway Act 1864 and the General Offices and Hotel erected for the Company at that station and the works and conveniences connected therewith respectively and all the surplus and other lands and all the property belonging to the Union Company in connection with or acquired or held by them for the purposes of or in relation to the said station railway and works and all their powers rights privileges and authorities with reference thereto and to the said lands and property and to make provision if thought desirable with reference to the application and apportionment of any moneys payable or to become payable by the Company to the Union Company for or in respect of any lands or property purchased by the Company from the Union Company under the provisions of Section 6 of the Glasgow and South-Western Railway Act 1878.

To confer upon the Company all the powers rights and privileges of the Union Company with reference to the said station railway general offices and hotel works lands and property so that the Company may be enabled to act in all respects with reference thereto and to the maintenance management use sale or disposition thereof or of any part thereof and the levying of tolls rates and charges in respect thereof as fully and effectually to all intents and purposes as if such powers rights and privileges had been originally conferred upon the Company instead of upon the Union Company and to confer upon the Company such other and further powers as may be necessary to give full effect to the objects aforesaid.

To provide for the future use occupation enjoyment management and maintenance of the said station railway general offices and hotel works lands and property by the Company as their exclusive property discharged from all rights and liabilities therein or thereto possessed by or attached to any other company body or person and especially to alter extinguish and abolish or to reserve and continue any rights which the Union Company and the North British Railway Company or either of them have or claim to have or possess in or in respect of the same or the use and occupation thereof and to alter or repeal (if necessary) Section 7 of the Glasgow and South-Western Railway Act 1878.

To provide for the conversion into shares or stock of the Company of all or part of the stock in the capital of the Union Company called the Saint Enoch Station Stock whether held by the Company or by holders other than the Company and upon and subject to such terms and conditions as may be prescribed or provided for by the intended Act and if thought necessary or desirable to sell so much of the said Stock as is held by the Company and also if thought necessary or desirable to cancel all or part of the said Stock and to repeal the powers and obligations of the Company and of the Union Company with reference thereto and so far as may be necessary for the purposes aforesaid to reduce the capital of the Union Company and to alter vary or extinguish all or some of the guarantees and other rights and privileges attached to the said Stock or any part thereof whether by way of ground annuals or otherwise and to grant other rights and privileges in lieu thereof.

To make provision with reference to any capital or moneys provided and expended by the Company and the Union Company respectively in or about the said station railway general offices and hotel works and lands over and above the amount of the said Saint Enoch Station Stock.

To release and discharge the Company from all rents guarantees ground annuals or other payments or liabilities in respect of the said station railway general offices and hotel and works or of the said Saint Enoch Station Stock or of any other capital or moneys expended thereon and to make further and other provisions with respect to such payments and liabilities or some of them.

To alter vary or rescind in whole or in part any existing agreement or agreements between the Company and the Union Company and the North British Railway Company or any of those Companies relating to the said station railway general offices and hotel and works which it may be necessary to alter vary or rescind for the purposes of the intended Act or any of them and to empower the said Companies or any of them to enter into agreements with reference to the said purposes and to confirm or give effect to any such agreements.

To empower the Company to increase their Capital and to raise further moneys for the purposes of the intended Act and for any other purposes of their undertaking by the creation and issue of annuities stock rent-charge stock and other new shares and stock with or without a preference or guaranteed dividend or other rights or privileges attached thereto and by borrowing on mortgage and by debenture stock or by any one or more of such means and to enable the Company to apply to the purposes aforesaid or any of them any capital or funds now belonging or hereafter to belong to the Company or under the control of their Directors.



To repeal vary alter amend and extend so far as may be necessary for the purposes of the intended Act or any of them all or some of the provisions of the Glasgow and South-Western Railway Consolidation Act 1855 and the several other Acts relating to the Company and their undertaking the City of Glasgow Union Railway Acts 1864 to 1881 and the several other Acts relating to the Union Company and their undertaking the North British Edinburgh Perth and Dundee and West of Fife Railways Amalgamation Act 1862 and the several other Acts relating to the North British Railway Company and their undertaking.

Maps plans and sections relating to the objects of the intended Act and plans showing the lands which may be taken under the powers of the intended Act together with books of reference to such plans and a copy of the Gazette Notice will be deposited for public inspection on or before the 30th day of November 1882 as follows that is to say:—As regards the railway works and lands in the County of Renfrew in the Offices at Paisley and Greenock of the Principal Sheriff-Clerk of the County of Renfrew and as regards the lands in the County of Lanark in the Office at Glasgow of the Principal Sheriff-Clerk of the County of Lanark and as regards the lands in the County or Stewartry of Kirkcudbright in the Office at Kirkcudbright of the Principal Sheriff-Clerk for the County or Stewartry of Kirkcudbright and a copy of so much of the said plans sections and books of reference as relates to each of the several Parishes in which the said railway works and lands are situate will be deposited for public inspection on or before the same day with the Session-Clerk of such Parish at the usual place of abode of such Session-Clerk and as regards the Royal Burgh of Glasgow with the Town-Clerk thereof at his Office.

Printed copies of the intended Act will on or before the 21st day of December 1882 be deposited for public inspection in the Private Bill Office of the House of Commons.

Dated this 7th day of November 1882.

THOMAS BRUNTON,  
Saint Enoch Station, Glasgow,  
Solicitor.

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

Board of Trade—Session 1883.

#### WICK AND PULTENEY HARBOURS. PROVISIONAL ORDER.

(Amendment of the Pulteney Harbour Act, 1879; Alteration of Corporate Name, and of Provisions with respect to the Election of Harbour Trustees; Extension and Improvement of Harbours; New Works; Acquisition of Lands; Alteration, Increase, and Application of Rates; Borrowing Powers; Provisions relating to Harbour Debt; Incorporation of Acts; and other Purposes.)

NOTICE is hereby given, that, in pursuance of the provisions of the General Pier and Harbour Act, 1861, and the General Pier and Harbour Act, 1861, Amendment Act, application is intended to be made to the Board of Trade, on or before the Twenty-third day of December next, by the Pulteney Harbour Trustees, incorporated by, and acting under, 'The Pulteney Harbour

Act, 1879' (hereinafter called the Act of 1879), for a Provisional Order for all or some of the following purposes, that is to say:—

To alter the corporate name of the Pulteney Harbour Trustees, so that the same may hereafter be 'The Wick and Pulteney Harbours Trustees,' or such other name or style as may be prescribed by the said Provisional Order.

To make new or altered provisions with respect to the election of the Trustees acting under and in virtue of the Act of 1879 and the said Provisional Order, (hereinafter referred to as the Trustees), and to the appointment of Officers.

To authorize the Trustees to extend, improve, and deepen Wick and Pulteney Harbours, (hereinafter referred to as the Harbours), and the approaches thereto, and in connection therewith, to make and maintain the works or some of them hereinafter described, viz.:—

1. A Pier or Breakwater on the South Shore of Wick Bay, being an Extension of the South Pier of Pulteney Harbour, commencing at the North-eastern extremity of the said South Pier, extending in a North-easterly direction and terminating in Wick Bay at a point 600 feet or thereby North-eastward from the said point of commencement.
2. A Pier or Breakwater on the North Shore of Wick Bay, commencing at a point on the said Shore at or near Port Dunbar, extending in a Southerly direction, and terminating in Wick Bay at a point 700 feet or thereby Southward from the said point of commencement.
3. A Refacing with Concrete Walls of eight feet thickness or thereby, the existing Pulteney Harbours, known as the Outer Harbour and the Inner Harbour, on the South Shore of Wick Bay, and a deepening of the said Harbours so that at low water of spring tides there shall be a depth of water in the Outer Harbour of eight feet or thereby, and in the Inner Harbour of six feet or thereby.
4. The removal of 40 feet or thereby of the southern extremity or head of the existing North Pier of Pulteney Harbour on the South Shore of Wick Bay, and a widening of said Pier so as to make the width thereof 100 feet or thereby throughout its entire remaining length.
5. A Tidal Harbour adjoining and situate to the North-east of the said North Pier of Pulteney Harbour, extending in length along the said North Pier in a North-westerly direction from the South-eastern or Seaward extremity thereof 600 feet or thereby, and in breadth throughout 250 feet or thereby, and having a depth of water of 12 feet or thereby, at low water of spring tides.
6. A Tidal Basin for Boats, also adjoining and situate to the North-east of the said North Pier of Pulteney Harbour, and immediately to the North-westward of the intended Tidal Harbour above described, extending in length along the said Pier 540 feet or thereby, open to the Estuary of the River of Wick or Wick Bay, and having a depth of water of 6 feet or thereby at low water of spring tides.
7. An Embankment, with a River Wall or Quay Wall, on the south side of the River of Wick or Estuary thereof, extending in a westerly direction from the North-western Boundary of the intended Tidal Basin above described, to a point on the Southern bank of the River



of Wick near the Saw Mill in Lower Pulteneytown.

8. A Bridge for harbour traffic across the River of Wick, from a point on the Southern bank of the said River opposite or nearly opposite to Williamson Street of Pulteneytown to a point on the northern shore of the said River at or near 'the Town's Wharf' in Wick; such intended Bridge having the northmost span thereof a swing bridge or opening span with a clear water way twenty-five feet wide.
9. A Tidal Harbour on the North Shore of Wick Bay, adjoining and situate to the west of the intended Pier or Breakwater second above described, extending in length along the said North Shore in a westerly direction from the shore end of such last-mentioned Pier or Breakwater 840 feet or thereby, and in breadth 250 feet or thereby, and having a depth of water of 6 feet or thereby at low water of spring tides.
10. A continuous Harbour Wall and Embankment, in the line of the landward quay of the Tidal Harbour last above described, extending from the western boundary of such Tidal Harbour to a point on the Northern bank of the River of Wick at or near the northern end of the intended Bridge above described.
11. A River Wall or Quay Wall and Embankment along the Northern bank of the River of Wick extending from a point at or near the northern end of the said intended Bridge to a point at or near the point where the garden ground of William Geddes, feuar, touches the said River.
12. A deepening and improving of the Channel and Estuary of the River of Wick and of Wick Bay, from a point in the said River at or near the intended Bridge above described to a point in the Bay of Wick 300 feet or thereabouts to the East or Seawards of the North-eastern termination of the intended Pier or Breakwater first above described; with all necessary dredging, cutting, and removing of the bed of the said portion of Channel, Estuary, and Bay.

To make and maintain all necessary and proper embankments, excavations, piers, quays, jetties, wharfs, sheds, roads, approaches, bridges, rails, tramways, slips, landing places, and other works and conveniences, in connection with the Harbours and the several intended Works hereinbefore described: All which intended Works will be situated partly within the Royal Burgh of Wick, and wholly within the Parish of Wick and County of Caithness, and on the foreshore and in the sea adjacent thereto.

To make all suitable lateral and vertical deviations, in the execution of the proposed Works, from the lines and levels shown on the Plans and Sections thereof hereinafter mentioned.

To authorize the Trustees to purchase, take on lease, or otherwise acquire and hold lands, houses, and property necessary for the construction of the proposed Works and approaches thereto, and conveniences connected therewith, and for the other purposes of the Harbours and the undertaking of the Trustees.

To extend the limits of Pulteney Harbour as defined by the Act of 1879, so as to include therein, or within the limits of the Harbours as the same may be defined in the said Provisional Order, the several intended Works above described, together with a space extending forty feet landward

from the water line of the northernmost quays or walls of the intended Works on the North Shore of the River or Estuary and Bay of Wick above described.

To alter and increase all or some of the rates and dues on Vessels and Goods, and other rates, dues, charges, and payments authorized by the Act of 1879, and to empower the Trustees from time to time, subject to the provisions of the said Provisional Order, to revise, increase, or diminish the rates, dues, charges, and other payments authorized by the Act of 1879 and the said Provisional Order, and to levy and take such rates, dues, charges, and other payments, and to confer, vary, or extinguish exemptions from payment thereof, or enter into compositions with respect thereto.

To alter or repeal the provisions of the Act of 1879 with respect to the application of the rates authorized to be levied and received under the powers of that Act, and to make other provisions for the collection, recovery, and application of the rates, dues, charges, and payments aforesaid, and all other revenues arising from the Harbours.

To authorize the Trustees to make rules, orders, and regulations, with respect to the Ships, Vessels, Steam Vessels, Boats, and other craft within the Harbours, and with respect to the owners, masters, crews, and passengers of the same, and generally to confer on the Trustees all such powers and authorities as are usually conferred on Harbour Authorities.

To incorporate with the said Provisional Order, with such alterations or modifications as may be considered expedient, either wholly or partially, all or some of the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845; the Lands Clauses Consolidation Acts Amendment Acts, 1860 and 1869; the Railways Clauses Consolidation (Scotland) Act, 1845; the Harbours, Docks, and Piers Clauses Act, 1847; and the Commissioners Clauses Act, 1847.

To authorize the Trustees to borrow money for the purposes of the said Provisional Order on the Security of the Works and Property of the Trustees, and of the Rates and Dues leviable at the Harbours.

To authorize the Trustees to borrow from the Public Works Loan Commissioners further money for carrying into effect the purposes of the said Provisional Order, on the security of the Harbours and the Revenues thereof, and subject to such terms and conditions as, under and in pursuance of the Public Works Loans Act, 1882, have been or may from time to time be agreed upon between the said Commissioners and the Trustees; also to empower the Trustees, in the event of the said Commissioners lending to them money for the purposes aforesaid, and agreeing that such loan shall have priority over the advances made by the said Commissioners to the Trustees before the passing of the last-mentioned Act, and the interest thereon, to enter into and conclude an agreement or agreements with the said Commissioners for securing such priority, and for providing that the annuities or payments on account of the said advances, and the interest thereon, shall be wholly or partially suspended during such number of years as may be agreed upon.

To repeal or alter, or to suspend for such period as may be agreed upon between the Public Works Loan Commissioners and the Trustees, or as may be prescribed in the said Provisional Order, all or any of the provisions of the Act of 1879 which

relate to the existing Harbour debt, and to the payment of annuities or instalments of the principal and interest thereof, and which may be inconsistent with or might prevent the carrying into effect of any such agreement or agreements as last above-mentioned, or of the objects of the said Provisional Order, and to make other provisions with respect to the several matters aforesaid.

To authorize the Trustees to carry the said Provisional Order into effect, and to confer on them all powers, rights, privileges, and authorities which may be necessary for that purpose, and for the management and administration of the Harbours, and of all the works connected therewith, and to vary or extinguish all existing rights and privileges which would interfere with the objects and purposes aforesaid.

And Notice is hereby further given, that on or before the 30th day of November, 1882, a copy of this Advertisement, with a Plan and Sections of the said intended Works, will be deposited for public inspection in the Office of the Clerk of the Parliaments, House of Lords, in the Private Bill Office of the House of Commons, in the Office at Wick of the Principal Sheriff-Clerk of the County of Caithness, and at the Custom House of Wick; and on or before the said 30th day of November, 1882, a copy of this Advertisement with a Plan and Sections of the said intended Works, will also be deposited in the Office of the Board of Trade, Whitehall, London.

Printed copies of the Draft Provisional Order will be furnished by the Solicitor and Agent for the Trustees at their respective Offices, as under, to all persons applying for the same on and after the 23d day of December, 1882, at the price of One Shilling each.

Dated at Wick the 11th day of November 1882.

M. McLENNAN,  
County Buildings, Wick.

W. A. LOCH,  
3 Westminster Chambers, Victoria Street,  
Westminster.

In Parliament—Session 1883.

#### GLASGOW AND PAISLEY AND GLASGOW AND KILMARNOCK JOINT LINES OF RAILWAY.

(Powers to the Caledonian and the Glasgow and South-Western Railway Companies to make a new Railway in the Town of Paisley, and to acquire Lands and make and widen Bridges in connection therewith, and with their Passenger Station in Paisley, their Paisley Joint Line near Cardonald Station, and their Kilmarnock Joint Line at and near Nitshill, Barrhead, Lugton, and Stewarton Stations; vesting of part of new Railway and Lands in Paisley in Caledonian Railway Company separately; and abandonment of portion of that Company's Railway for which part of new Railway is to be substituted; Tolls, Rates, and Charges; Additional Share and Loan Capital; Arrangements between the Two Companies; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to

effect the objects and purposes following, or some of them, that is to say—

To empower the Caledonian Railway Company and the Glasgow and South-Western Railway Company (hereinafter called 'the two Companies') to make and maintain the following works, or some of them, or some portions thereof, and all necessary and proper works and conveniences in connection therewith respectively, viz.:—

1. A Railway, on the northern side of the Line of Railway between Glasgow and Paisley which belongs to the two Companies jointly (hereinafter called 'the Paisley Joint Line'), and of a portion of the Greenock Section of the Caledonian Railway to the westward of that Line, commencing by a junction with the Paisley Joint Line, at a point thereon 25 yards or thereabouts in a northerly direction from the north-west corner of Greenlaw Cottage, in the Town of Paisley, and terminating by a junction with the said Greenock Section, at a point thereon 13 yards or thereabouts in an easterly direction from the eastern abutment of the bridge carrying that Section over Stonybrae in the said Town, with bridges for carrying the said intended Railway, and a relative intended remodelling of the Station, Lines, and Platforms of the said Joint Line at Paisley over Wallneuk Street, South Croft Street, Brick Lane, New Smithhills Street, Gilmour Street, and Moss Street in the said Town, and over the River Cart.

2. A widening of the Bridge which carries the Line of Railway from Glasgow by Crofthead to Kilmarnock, belonging to the two Companies jointly (hereinafter called 'The Kilmarnock Joint Line'), over the turnpike road from Lugton to Stewarton, near Lugton Station on the said Line, upon the north-western side of the said bridge.

3. A widening of the Bridge which carries the Kilmarnock Joint Line over the Parish Road from Stewarton to Crossgates, at or near Stewarton Station on the said Line, upon the eastern side of the said bridge.

To empower the two Companies to acquire, compulsorily or by agreement, and to enter upon, take, and use temporarily and permanently, lands, houses, and other property for the purpose of the several works hereinbefore described, and the works and conveniences connected therewith; and also the lands hereinafter mentioned, and all houses and other property thereon, for the purpose of station, siding, and other accommodation in connection with the said Joint Lines, viz.:—

1. Certain lands extending along both sides of the intended Railway hereinbefore described and of the Paisley Joint Line, between the points hereinbefore described as the points of commencement and termination of the said intended Railway.

2. Certain lands adjoining and on the northern side of the Paisley Joint Line, and on the eastern side of the bridge over that Line at Cardonald Station, between a point 121 yards or thereabouts westward from the Signal Cabin at that Station, and a point near the mile post on the said Line, indicating a distance of 3 miles from Glasgow.

3. Certain lands adjoining and on the southern side of the Kilmarnock Joint Line, at and near the Nitshill Station of that Line, and on the north-eastern side of the turnpike road from Hurler to Eaglesham, between a point 60 yards or thereabouts south-eastward from the eastern end of the bridge by which that Line is carried over the said road and a point 308 yards or thereabouts eastward from the same end of that



bridge; and certain lands adjoining and on the northern side of the said Joint Line at and near the said Station, between a point 115 yards or thereabouts and a point 187 yards or thereabouts, both eastward from the western end of the said bridge.

4. Certain lands adjoining and on the north-western side of the Kilmarnock Joint Line, at and near the Barrhead Station of that Line, between the eastern side of the turnpike road from Barrhead to Paisley, near the entrance to the goods depot at that Station, and a point 600 yards or thereabouts north-eastward from the eastern abutment of the bridge by which the said Line is carried over that road.

5. Certain lands adjoining and on the eastern side of the Kilmarnock Joint Line, at and near the Stewarton Station of that Line, between the north-western side of the turnpike road from Stewarton to Irvine, near the bridge by which that Line is carried over the said road and a point 116 yards or thereabouts from the south-western side of the junction of Cross Street with Rig Street, in the Burgh of Stewarton; and certain lands adjoining and on the western side of the said Line at and near the said Station, between a point 103 yards or thereabouts northward from the northern side of the Parish Road from Stewarton to Crossgates, near the bridge by which the said Line is carried over that road, and the western side of the turnpike road from Stewarton to Dunlop at a point near Cocklebee Farm steading.

Which several works hereinbefore described, and the lands, houses, and other property which may be taken for the purposes thereof, and of the works and conveniences connected therewith, and the other lands, houses, and property hereinbefore mentioned, will be and are situate in the Town of Paisley, the Middle Church Parish of Paisley, the Abbey Parish of Paisley, and the Parish of Neilston, in the County of Renfrew; the Burgh of Govan, and the Parish of Govan, in the County of Lanark; and the Parish of Dunlop, the Burgh of Stewarton, and the Parish of Stewarton, in the County of Ayr; or some of them.

To sanction and confirm the acquisition by the two Companies of such of the several lands, houses, and other property hereinbefore mentioned as may have been or may be acquired by them.

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

To alter, as respects the exercise of the powers of compulsory purchase for the purposes of the Bill, the provisions contained in The Lands Clauses Consolidation (Scotland) Act, 1845, with

respect to the liability of the promoters of undertakings to take the whole of a house, building, or manufactory if they take any part thereof, and with respect to superfluous lands; and to alter the provisions of The Railways Clauses Consolidation (Scotland) Act, 1845, with respect to the limits of lateral and vertical deviation, the height and width of arches, and otherwise.

To vest or to provide for the vesting in the Caledonian Railway Company separately of that portion of the intended Railway hereinbefore described, which will lie to westward from the line (about fifty yards westward from Moss Street, in the town of Paisley), which divides the joint property of the two Companies from the properties belonging to them separately, and of certain lands connected with the said portion of Railway; and to provide that the said portion of Railway shall be in all respects a part of the Greenock Section of the undertaking of the Caledonian Railway Company, formerly known as the Glasgow, Paisley, and Greenock Railway, and shall, as regards tolls, rates, and charges, lien for guaranteed annuity, and in all other respects, be subject to all the statutory and other provisions applicable to that Section; as also to provide for the abandonment of so much of the said Section as extends westward from the line of division hereinbefore mentioned, to the point hereinbefore described as the termination of the said intended Railway.

To empower the Committee of Management of the Paisley Joint Line to exercise the powers conferred by the Bill, so far as relating to lands, works, and operations connected with the Paisley Joint Line, or such of the said powers as may have been or may be agreed on between the two Companies or prescribed by the Bill; and to empower the Glasgow and Kilmarnock Joint Line Committee to exercise the powers conferred by the Bill, so far as relating to lands, works, and operations connected with the Kilmarnock Joint Line, or such of the said powers as may have been or may be agreed on between the two Companies or prescribed by the Bill.

To empower each of the two Companies to raise additional Capital for the purposes of the Bill, and for the general purposes of the Paisley Joint Line and the Kilmarnock Joint Line, by the creation and issue of ordinary and preference shares or stock in their respective undertakings, on such terms and conditions, and as regards such preference shares or stock, with such preferences, priorities, and privileges, *inter se*, and with respect to the other shares and stock of such Companies respectively, and subject to such powers of redemption (by the creation and substitution of ordinary shares or stock, or otherwise) as may be considered expedient, and also by borrowing upon mortgage, or by any of those means; and to issue debenture stock in lieu of the money so borrowed or authorized to be borrowed; as also to apply towards the several purposes aforesaid any capital or funds belonging to or authorized to be raised by such Companies respectively, and which may not be required for the purposes for which the same were authorized to be raised.

To empower the Caledonian Railway Company and the Glasgow and South-Western Railway Company to enter into arrangements or agreements with each other with respect to all or any of the matters aforesaid, or to provide by the Bill for the adjustment of their respective rights and interests in respect to these matters.

To vary or extinguish all existing rights and



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

To amend, and so far as necessary for any of the purposes aforesaid to repeal, the provisions of the several Acts hereinafter mentioned, that is to say, the Caledonian Railway Act, 1845, the Greenock Railway Guaranteed Company's Act, 1879, and the Caledonian Railway (Guaranteed Annuities Stock) Act, 1880, and the several other Acts relating to the Caledonian Railway Company, and to the undertakings belonging to or held in lease or worked by them in whole or in part; the Glasgow and South-Western Railway Consolidation Act, 1855, and the several other Acts relating to the Glasgow and South-Western Railway Company, and to the undertakings belonging to or held in lease or worked by them in whole or in part; the Acts 1 Victoria (local), chapters 116 and 117, the Glasgow and Paisley Joint Railway Act, 1864, and the several other Acts relating to the Paisley Joint Line; the Caledonian and Glasgow and South-Western Railways (Kilmarnock Joint Line) Act, 1869, and the several other Acts relating to the Kilmarnock Joint Line; and all other Acts recited in any of the before mentioned Acts, or relating to or affecting the said Companies and the undertakings vested in them respectively, or in the Caledonian and the Glasgow and South-Western Railway Companies jointly.

And Notice is further given, that Plans and Sections describing the lines, situation, and levels of the several works proposed to be authorized as aforesaid, and the lands, houses, and other property which may be taken for the purposes thereof, and Plans of the lands, houses, and other property which may be taken for the other purposes of the Bill, together with Books of Reference to the said several Plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and other property, and Ordnance Maps having the line of the intended Railway delineated thereon, so as to show its general course and direction, and copies of this Notice, as published in the *London and Edinburgh Gazette*, will, on or before the 30th day of November instant, be deposited for public inspection in the office at Paisley of the principal Sheriff-Clerk of the County of Renfrew, in the office at Glasgow of the principal Sheriff-Clerk of the County of Lanark, and in the offices at Ayr and Kilmarnock respectively of the principal Sheriff-Clerk of the County of Ayr; and that a copy of so much of the said several Plans, Sections, and Books of Reference as relates to each of the parishes before mentioned, with a copy of this Notice, will, on or before the said 30th day of November, be deposited for public inspection with the Session-Clerk of such parish at his office.

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 1882.

T. R. MACKENZIE,

14 Bridge Street, Glasgow.

GRAHAMES, CURREY, & SPENS,

30 Great George Street, Westminster.

In Parliament—Session 1883.

### ARGYLL CANAL.

(Amendment, Repeal, or Consolidation of Acts; Incorporation of Company; Construction of Canal from East Loch Tarbert to West Loch Tarbert, and other Works; Acquisition of Lands; Tolls, Rates, and Duties; Transfer of Harbour of East Tarbert and of Powers in connection therewith to Company and Arrangements with Persons now entitled thereto; Provisions as to Harbour Rates and Duties, and Application thereof; Limits of Harbour; Towing-Vessels, Dredgers, &c.; Police; Bye-Laws; Incorporation and Amendment of Acts.)

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

To alter and amend all or some of the provisions of the following Acts, viz.:—An Act passed in the sixth year of the reign of Queen Anne, intituled 'An Act for erecting a Harbor or Key at East Tarbert, in the Shire of Argyll' (hereinafter called 'the Act of Queen Anne'); An Act passed in the ninth and tenth years of the reign of Her present Majesty, intituled 'An Act for making a Canal from the Harbour of East Tarbert to West Loch Tarbert, and other works in connection therewith;' and an Act passed in the twelfth year of the reign of Her present Majesty, intituled 'An Act for the dissolution of the Argyll Canal Company, and for the abandonment of their undertaking' (hereinafter referred to as 'the Act of 1849'); or to repeal and re-enact all or some of the provisions of those Acts, or of any of them, and to make other provisions instead of or in addition to the same.

To incorporate a Company, by the name of 'The Argyll Canal Company,' or such other name as may be prescribed by the Bill, hereinafter referred to as 'the Company.'

To authorize the Company to make and maintain the navigable Cut or Canal, and other works hereinafter described, or some of them, or some portions thereof, with all necessary towing-paths, flood-gates, bridges, quays, piers, breakwaters, sluices, drains, sewers, embankments, cuts, channels, wharfs, warehouses, sheds, storehouses, roads, approaches, lighthouses, slips, graving docks, and other works and conveniences for the purposes of trade and navigation in connection therewith, viz.:—

1. A navigable Cut or Canal between East Loch Tarbert and West Loch Tarbert (hereinafter called 'the Canal'), commencing at a point on or near the foreshore of East Loch Tarbert about 120 yards northward from the office at Tarbert (Loch Fyne) of the Union Bank of Scotland, Limited, and terminating at a point on or near the foreshore of West Loch Tarbert at or near high-water mark of ordinary spring tides, about 300 yards north-eastward from the Inn at West Tarbert.

2. A Lock (hereinafter called 'the Lock'), commencing at a point in East Loch Tarbert about 240 yards north-eastward from the said office of the said Bank, and terminating at the point above described as the commencement of the Canal.

3. A deepening (No. 1) of East Loch Tarbert commencing at a point about 15 yards north-eastward from the rock or beacon marked on the

Ordnance Map 'Madadh Maod,' and terminating at a point about 120 yards south-westward from the said rock or beacon.

4. A deepening (No. 2) of East Loch Tarbert commencing at a point about 370 yards north-eastward from the said office of the said Bank, and terminating at the point above described as the commencement of the Lock.

5. A deepening (No. 3) of West Loch Tarbert commencing at the point above described as the termination of the Canal, and terminating at a point about 400 yards southward from the southmost point of the Island called Eilean da Ghallagain.

6. A Training Wall (No. 1) commencing at a point on or near the foreshore of West Loch Tarbert at or near high-water mark of ordinary spring tides, about 350 yards north-eastward from the Inn at West Tarbert, and terminating at a point on the north side of the Stream which enters West Loch Tarbert at Abhainn Ghilleann, at or near high-water mark aforesaid of the said Loch.

7. A Training Wall (No. 2) commencing at a point on the south side of the said Stream at or near high-water mark aforesaid of the said Loch, and terminating at a point at or near high-water mark aforesaid, near the middle of the east side of the Island called Eilean da Ghallagain.

As also to dredge and deepen the Harbour of East Tarbert and the Lochs known as East Loch Tarbert and West Loch Tarbert, or such portions thereof as may be necessary for affording proper access to the Canal and the Lock.

Which several intended Canal and Works, and the lands, houses, and other property which may be taken for the purposes thereof, and of the works and conveniences connected therewith, will be and are situate in the parish of South Knapdale and the united parish of Kilcalmonell and Kilberry, all in the county of Argyll, and in the foreshore and bed of the said Lochs *ex adverso* of the said parishes.

To empower the Company to acquire compulsorily or by agreement, and to enter upon, take, and use temporarily and permanently, all such lands, houses, and other property as may be necessary or convenient for the purposes of the Canal and other works above mentioned, and the works and conveniences connected therewith.

To empower the Company to deviate in the construction of the Canal and Works hereinbefore described, 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, any roads, streets, lanes, passages, bridges, streams, water-courses, sewers, drains, gas and water pipes, and telegraphic apparatus in the parishes and places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter, or divert, for the purposes of the Canal and Works aforesaid; to extinguish any rights of way over or affecting any of the lands to be acquired under the powers of the Bill; to vary, for the purposes of the Bill, the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to the limits of lateral and vertical deviation in the construction of Works, and to alterations of roads and substitution of roads in lieu of altered roads, and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to purchasing the whole of any house, building, or manufactory, where part only thereof

is required for the purposes of the Company, and to provide that all altered or diverted portions of road, which may be constructed by the Company under the powers of the Bill, shall in all respects form respectively parts of the existing roads, in lieu of or in connection with portions of which the same are respectively substituted or made under the said powers, and shall be maintained by the respective parties liable to maintain the said existing roads, or such other parties as shall be specified in the Bill.

To empower the Company to levy and recover tolls, rates, duties, and charges upon all boats and vessels entering, using, or navigating the Canal, and the Lock, and the said Harbour, or any of them, or any part thereof, and upon and for the passengers, animals, goods, and other articles carried or conveyed in such boats and vessels, or embarking or loaded from, or disembarking or landed upon the said Harbour, or the banks of the Canal, or the quays, piers, and other works connected therewith, or warehoused or stored in the warehouses or stores of the Company, and also for the use of the towing paths, locks, basins, wharfs, slips, docks, towing-vessels, and other works and property of the Company; and to confer, vary, and extinguish exemptions from payment of such tolls, rates, duties, and charges.

To transfer to and vest in, or to provide for the transfer to and vesting in the Company, of the Harbour, Quays, and Piers at East Tarbert, and of all the rights, powers, privileges, and authorities relating to the said Harbour, or to East Loch Tarbert, conferred by the Act of Queen Anne, and now authorized by the Act of 1849 to be exercised and enjoyed by the proprietor of East Tarbert, his heirs and assignees, as successors of Archibald McAllister, his heirs and assignees, or otherwise vested in or competent to the said proprietor, upon such terms and conditions as may have been or may be agreed upon, or as may be fixed by the Bill, and to enable the said proprietor and his heirs or assignees to transfer, or concur in transferring the said Harbour, Quays, and Piers, and the said rights, powers, privileges, and authorities to the Company; to confirm any agreement made or to be made by the said parties for such transfer, to make and declare the said Harbour, Quays, and Piers part of the undertaking of the Company, and to authorize the Company to levy the sums of money and duties authorized by the Act of Queen Anne for or in respect of the said Harbour, Quays, and Piers, or to alter those sums and duties, and to authorize the Company to levy such altered sums or duties, or other tolls, rates, duties, and charges to be authorized by the Bill, and to apply the same to the purposes of the Bill, and generally to the purposes of the Company, free from any Trust constituted by the Act of Queen Anne or otherwise; and to confer, vary, or extinguish exemptions from payment of such sums, tolls, rates, duties, and charges; or otherwise to authorize the use of the said Harbour for Vessels navigating or intending to navigate upon the Canal, upon such terms as may be agreed upon, or fixed by arbitration, or as may be prescribed by the Bill.

To alter and determine the purposes to which the sums, tolls, rates, duties, and charges levied or to be levied in respect of the said Harbour, Quays, and Piers, and the wharfs, quays, warehouses, storehouses, and other conveniences connected therewith, are to be or may be applied by the said proprietor or by the Company; and to free and discharge the said proprietor from any obligation



to apply to the purposes of the said Harbour any moneys paid to him by the Company in accordance with the provisions of the Bill, in consideration for the transfer of the said Harbour, Quays, and Piers, and rights, powers, privileges and authorities aforesaid.

To alter and define the limits of the said Harbour.

To empower the Company to make, purchase, hire, or otherwise provide, and to use and let for hire towing-vessels and dredging machines, and to license pilots, weighers, and meters.

To empower the Company to establish or provide, by arrangement with the Police Authorities of the County, or any other Police Authority, or otherwise a Police Force for the protection of the Canal and Harbour and other works, and of the traffic using or passing to or from the same.

To authorize the Company to make and enforce bye-laws and regulations in respect to the use of the Canal and Harbour, and the navigation thereof, and works and conveniences connected therewith, and of the approaches to the Canal, and of the water-way of the said Harbour, and of the said Lochs called East Loch Tarbert and West Loch Tarbert, and in respect to towing vessels thereon, and any other necessary matters.

To vary or extinguish all existing rights and privileges connected with the sea-way, foreshore, lands, houses, roads, bridges, streams, water-courses, sewers, drains, gas and water pipes, telegraphic apparatus, and other property hereinbefore mentioned, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid; to confer all rights, powers and privileges necessary or expedient for effecting those objects or in relation thereto; and to empower the Company and all other Companies, Corporations, Commissioners, Trustees, and persons affected by those objects to enter into agreements with each other with reference thereto, and to confirm any such agreements that may have been entered into.

To incorporate with and apply to the proposed undertaking the provisions of the Harbours, Docks, and Piers Clauses Act, 1847; the Companies Clauses Consolidation (Scotland) Act, 1845; the Companies Clauses Act, 1863; the Railways Clauses Consolidation (Scotland) Act, 1845; the Railways Clauses Act, 1863; the Lands Clauses Consolidation (Scotland) Act, 1845; and the Lands Clauses Consolidation Acts Amendment Act, 1860; and any other Public General Act or Acts relating to Harbours, to Companies, to Railways or Canals, or to the acquisition of Lands, or some of the provisions of those Acts, with such variations therefrom as may be thought expedient or be prescribed by the Bill.

Plans describing the lines and situation of the Canal and other works proposed to be constructed as aforesaid, and the lands, houses, and other property which may be taken for the purposes thereof, and of the works and conveniences connected therewith, and Sections describing the levels of the proposed Canal and 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 a copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection, on or before the 30th day of November 1882, with the Principal Sheriff-Clerk of the County of Argyll, at his offices in Inveraray and Campbeltown respectively; and a copy of so much of the said Plans, Sections, and

Books of Reference as relates to the parishes before specified respectively, with a copy of this Notice, will, on or before the said 30th day of November 1882, be deposited for public inspection with the Session-Clerks of such parishes respectively, at their respective offices.

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 1882.

Dated this 2d day of November 1882.

ANDERSONS & PATTISON,  
137 St. Vincent Street, Glasgow,  
Solicitors for the Bill.

GRAHAMES, CURREY, & SPENS,  
30 Great George Street, Westminster,  
Parliamentary Agents.

In Parliament—Session 1883.

### GLASGOW AND NORTH-WESTERN RAILWAY.

[Incorporation of Company; New Railway from Inverness to Glasgow; Junctions with the Highland Railway at Inverness, the Callander and Oban Railway near Tyndrum, the North British Railway at Milngavie and Glasgow, and the Forth and Clyde Junction Railway near Drymen; Special Powers of Dealing with Streams, Rocks, etc. near Railways; Running Powers over Portions of Highland, Callander and Oban, Forth and Clyde Junction, City of Glasgow Union, and North British Railways and Stations, and Tramways, Wharfs, etc., of the Trustees of the Clyde Navigation and the Inverness Harbour Trustees; Agreements with those Trustees; Working Agreements with the North British, Glasgow and South-Western, Glasgow City and District, City of Glasgow Union, Great Northern, Midland and North-Eastern Railway Companies; Facilities required from these Companies, and also the Highland, Caledonian, Callander and Oban, and London and North-Western Railway Companies; Agreements with Owners of Vessels; Tolls, Rates, and Charges; Incorporation and Variation of General Acts.]

**A**PPPLICATION will be made to Parliament in the ensuing Session for leave to bring in a Bill for the following or some of the following purposes, viz.:—

1. To incorporate a Company, hereinafter referred to as 'the Company,' for the purposes of the intended Act.

2. To authorize and enable the Company to construct and maintain the railways and works hereinafter mentioned, or part thereof, together with all necessary stations, sidings, approaches, bridges, roads, wharves, depôts, warehouses, offices, cranes, works, and conveniences connected therewith, that is to say:—

Railway No. 1, commencing at Inverness, in the parish of Inverness and Bona, and County of Inverness, by a junction with the Highland Railway from Inverness to Nairn at the bridge carrying that Railway over Mill Burn, near Milburn Distillery, numbered on the Ordnance map (scale  $\frac{1}{25000}$ ) 184 in the said parish, and terminating near Glasgow, in the parish of Maryhill and county of





Lanark, by a junction with the Glasgow, Dumbarton, and Helensburgh Railway of the North British Railway Company immediately to the west of the point where that railway passes under the Forth and Clyde Canal, which said intended railway will be made or pass from, through, or into the parishes and places hereinafter mentioned, or some of them, that is to say: the Royal Burgh of Inverness, the town or police burgh of Fort-William, the parishes and places of Inverness and Bona, Dores, Boleskine and Abertarf, or Abertarf, Kilmonivaig, and Kilmalie, or Kilmallie, Fort-Augustus, Fort-William, in the county of Inverness; Lismore and Appin, Ardehatten, Ardehatten and Muckairn, Glenorchy and Inishail, in the county of Argyle; Killin, Balquidder, Callander, Fortingal, and Kenmore, in the county of Perth; Arrochar, New or East Kilpatrick, Kilmaronock, in the county of Dumbarton; Buchanan, Drymen, Killearn, Strathblane, and New or East Kilpatrick, and Baldernock, in the county of Stirling; Milngavie, in the counties of Dumbarton and Stirling, or one of them; Cadder and Maryhill, in the county of Lanark.

Railway No. 2, wholly in the parish of New or East Kilpatrick, commencing in the county of Stirling, by a junction with the Milngavie branch of the North British Railway at or near the termination thereof at Milngavie, and terminating in the county of Dumbarton by a junction with the said intended Railway No. 1 hereinbefore described, in a field numbered on the Ordnance map (scale  $\frac{1}{25000}$ ) 109 in that parish, at or about 13 chains measured in a westerly direction from the north-west corner of the dam numbered 1,291 on the said map of the said parish.

Railway No. 3, wholly in the parish of Kilmaronock, in the county of Dumbarton, commencing by a junction with the Forth and Clyde Junction Railway about 8 chains measured in a north-easterly direction from where the road leading from the farm-house commonly called Drumglass crosses the said Forth and Clyde Junction Railway about half-way between Drymen and Caldaran stations, and terminating by a junction with the said intended Railway No. 1 hereinbefore described, to the northward of the said Forth and Clyde Junction Railway at a point about 35 chains north-west of the point where that railway crosses the road from Crosshill to Marie Mill, and about 42 chains or thereabouts measured north from the junction with the Forth and Clyde Junction Railway above described.

Railway No. 4, wholly in the parish of Killin, in the county of Perth, commencing by a junction with the Callander and Oban Railway, at the east side of the Tyndrum Station, at or near a point where the goods lines diverge from the main line, and terminating on the south side of 'Creag Bhan Eigheach' by a junction with the said intended Railway No. 1 hereinbefore described, at a point 73 chains or thereabouts measured in an easterly direction from the point of junction with the Callander and Oban Railway hereinbefore described, and about 23 chains measured in a north-easterly direction from the north-east corner of the school-house near Drochaid Bhan.

Railway No. 5, commencing in the parish of Inverness and Bona, in the county of Inverness, by a junction with the intended Railway No. 1 hereinbefore described, 1 chain or thereabouts measured in a westerly direction from a mile-stone on the Inverness and Perth main road, denoting 1 mile from Inverness, and terminating in the afore-

said county and parish and Royal Burgh of Inverness, at a point 5 chains or thereabouts measured in a south-easterly direction from the south-east corner of the Artillery Volunteer Drill Hall.

To authorize the crossing, diversion, alteration, or stopping up, whether temporarily or permanently, of roads, tramways, footpaths, drains, telegraphs, sewers, pipes, canals, navigations, tidal waters, rivers, streams, and watercourses, and the removal of telegraphic or electric wires, posts, tubes, and other apparatus so far as may be necessary or convenient in constructing or maintaining the said intended railways and works; deviation from the lines of railway or any works to any extent within the limits of deviation to be shown on the deposited plans, and from the levels thereof, as shown on the deposited sections; purchase of land, houses, and other property compulsorily for the purposes of the said intended railways and works; the levying of tolls, rates, and charges in respect thereof; and the exercise of other rights and privileges.

To confer on the Company powers for sale, lease, or disposal of any lands acquired by them under the intended Act which may not be required for the purposes of the undertaking of the Company, and so far as may be necessary for that purpose to alter, amend, or vary any provisions of 'The Lands Clauses Consolidation (Scotland) Act, 1845,' which relate to the sale of superfluous land, and to enable the Company to purchase part of any property which they may require without being compellable to purchase the whole thereof, notwithstanding Section 90 of the said Act.

To enable the Company to divert or alter streams or watercourses, and to remove, under-pin, or otherwise secure any rocks, boulders or stones in the neighbourhood of the intended railways which may at any time in their opinion be liable to fall, roll, or be carried down upon or otherwise injure the railways, and from time to time to enter on lands adjoining their railways for these purposes or any of them.

To enable persons being tenants for life, or having limited interests only in lands required for the railways, to grant and convey the same to the Company either free of cost or in consideration of shares in the capital of the Company.

To enable the Company on the one hand, and the Trustees of the Clyde Navigation, and the Harbour Trustees at Inverness, or either of them, on the other hand, from time to time to enter into agreements with respect to the use by the Company of any of their rails, tramways, sidings, wharves, warehouses, or other conveniences, and as to the payments to be made and conditions to be performed in respect of such use.

To enable the Company on the one hand, and the North British, Glasgow and South-Western, City of Glasgow Union, Glasgow City and District, Great Northern, Midland, and North-Eastern Railway Companies (hereinafter called 'The Seven Companies'), or any one or more of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said intended railways, or any of them, or any part thereof, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation,

and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, the division and appropriation of the revenue arising from that traffic, and the appointment of a joint committee or joint committees of any of the contracting Companies, and to confirm any agreement touching any of the matters aforesaid.

To enable the seven Companies, or any one or more of them, to pay or guarantee such interest, dividends, annual or other payments in respect of the moneys expended or to be expended in the construction of the said intended railways and works, or any part thereof, or other the expenses of the Company, as may be agreed upon between the Company and the said Companies, or any one or more of them, and either to contribute and pay to the Company such annual or other sums, or to guarantee the dividends on the shares or stock of the Company to such an amount as may be agreed upon, or to make provision for setting aside a fund or funds to guarantee or provide for interest on the mortgages, debentures, and debenture stock and dividends on the shares and stock of the Company, or any part thereof, in such manner as the Bill may provide, and to apply to the purposes aforesaid, or any of them, any capital or funds now belonging or which may hereafter belong to the said Companies, or any or either of them, and to confirm and give effect to any agreement made or which may be made touching any of the matters aforesaid.

To require the said seven Companies and the Highland, Caledonian, Callander and Oban, and London and North-Western Railway Companies, and each or any one or more of them, to receive, book through, forward, accommodate, and deliver on and from the undertakings respectively owned and worked by them, and at the stations, warehouses, and booking offices thereof, all traffic, of whatever description, coming from or destined for the undertaking of the Company, and to afford full and complete facilities and conveniences in respect of the accommodation, delivery, forwarding, interchange, and transmission of traffic and otherwise to the Company.

To authorize and empower the Company to place booking clerks, carting agents, and other officers at any of the passenger and goods stations or depôts of the said Companies, or any of them, and to provide proper and convenient accommodation for them thereat. To require the said Companies, or any of them, to admit at their stations, and maintain in proper and convenient situations, time-tables and advertisements giving information as to the undertaking, traffic, and trains of the Company, and other like matters.

To enable the Company and all Companies and persons lawfully using their railways to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and upon payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined by the Bill, the railways or portions of railway hereinafter mentioned, namely:—

So much of the railway of the Highland Railway Company as lies between the commencement of the intended Railway No. 1 hereinbefore described, and the Inverness Station, and the junction of the branch to the Muirtown Basin of the Caledonian Canal.

The railway at Inverness, known as the Harbour Branch, and the railway to the Canal Docks

at Inverness, and any rails and tramways for the time being of the Harbour Trustees of Inverness; and also the branch line from the Highland Railway to the Muirtown Basin of the Caledonian Canal.

So much of the railway of the Callander and Oban Railway Company as is situated between the junction therewith of Railway No. 4, hereinbefore described, and the Tyndrum Station of that Railway Company.

The portions of the railway of the North British Railway Company hereinafter described, viz.:—

So much of the North British Railway as will be situate between the termination of the intended Railway No. 1, hereinbefore described, and the stations of the North British Railway Company at Queen Street, Pinkstone, and Port Dundas, Sighthill, and Stobeross, and any other stations in Glasgow which may be for the time being owned or used by the North British Railway Company.

So much of the North British Railway as will be situate between the junction therewith near Milngavie of the intended Railway No. 2 hereinbefore described, and the stations of the North British Railway Company hereinbefore mentioned, and also so much as will give access to the College stations hereinafter mentioned.

The Ruchill, Whiteinch, and Yoker Branch Railways of the North British Railway Company.

All other railways, branches, sidings, and stations (if any) of the North British Railway Company within the city and burgh of Glasgow.

So much of the North British Railway as is situate between Balloch (including Balloch Pier) and Dumbarton.

The College Stations of the North British and Glasgow and South-Western Railway Companies, the St. Enoch's Station of the City of Glasgow Union Railway Company, and all other railways of the City of Glasgow Union Railway Company.

So much of the Forth and Clyde Junction Railway as is situate between the junction therewith of the intended Railway No. 3 hereinbefore described and Balloch Junction.

The railways and undertaking of the Glasgow City and District Railway Company.

All rails and tramways, quays, wharves, and works of the trustees of the Clyde Navigation. Together with all or any of the stations above mentioned, and also all stations and depôts, whether for passengers, goods, or animals, watering-places, booking-offices, warehouses, landing-places, siding, works, and conveniences connected with the said railways and portions of railways, or any of them.

And to enable the Company to demand and levy tolls, rates, and charges on the said railways and portions of railway, and to alter and vary the tolls, rates, and charges now leviable thereon.

To enable the Company on the one hand, and any Company or person owning or using steam or other vessels or ferry or other boats plying for hire at any place to which the said intended railways will afford access on the other hand, to enter into and carry into effect agreements with reference to the forwarding and accommodation of traffic, and the division and appropriation of the revenue arising therefrom.



The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of 'The Companies Clauses Consolidation (Scotland) Act, 1845;' 'The Companies Clauses Act, 1863;' 'The Companies Clauses Act, 1869;' 'The Lands Clauses Consolidation (Scotland) Act, 1845;' 'The Lands Clauses Consolidation Acts Amendment Act, 1860;' 'The Lands Clauses Consolidation Act, 1869;' 'The Railways Clauses Consolidation (Scotland) Act, 1845;' and 'The Railways Clauses Act, 1863;' and it will amend and enlarge, and if need be repeal, the powers and provisions of the following local and personal Acts (that is to say):—

28 and 29 Vic., cap. 168, and any other Act relating to the Highland Railway Company; 8 and 9 Vic., cap. 82; 'The North British, Edinburgh, Perth and Dundee and West of Fife Railways Amalgamation Act, 1862;' and any other Act relating to the North British Railway Company; 18 and 19 Vic., cap. 97; and any other Act relating to the Glasgow and South-Western Railway Company; 28 and 29 Vic., cap. 266; and any other Act relating to the Callander and Oban Railway Company; 27 and 28 Vic., cap. 286; and any other Act relating to the City of Glasgow Union Railway Company; the Caledonian Railway Act, 1845; the Caledonian and Scottish Central Railways Amalgamation Act, 1865, and any other Act relating to the Caledonian Railway Company; 16 and 17 Vic., cap. 125; and any other Act relating to the Forth and Clyde Junction Railway Company; 9 and 10 Vic., cap. 204; and any other Act relating to the London and North-Western Railway Company; 7 and 8 Vic., cap. 18; and any other Act relating to the Midland Railway Company; 9 and 10 Vic., cap. 71; and any other Act relating to the Great Northern Railway Company; 17 and 18 Vic., cap. 211; and any other Act relating to the North-Eastern Railway Company, and the Glasgow City and District Railway Act, 1882.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed railways and works, and the lands, houses, and other property in or through which they will be made, or which may be taken compulsorily under the intended Act, also a book of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and of the occupiers of such lands, houses, and other property, also an Ordnance map, with the lines of railways delineated thereon so as to show their general course and direction, and a copy of this notice as published in the *Edinburgh Gazette*, will, on or before the 30th day of November instant, be deposited for public inspection with the Principal Sheriff-Clerk for the county of Inverness, at his offices at Inverness and Fort-William; with the Principal Sheriff-Clerk for the county of Perth, at his offices at Perth and Dunblane; with the Principal Sheriff-Clerk for the county of Argyle, at his offices at Inveraray and Fort-William; with the Principal Sheriff-Clerk for the county of Stirling, at his office at Stirling; with the Principal Sheriff-Clerk for the county of Dumbarton, at his office at Dumbarton; and with the Principal Sheriff-Clerk for the county of Lanark, at his office at Glasgow; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place, or

Royal burgh in or through which the proposed railways and works will be made, or in which any lands or other property intended to be taken are situate, and a copy of this notice will be deposited as follows:—viz., in the case of each such parish with the Session-Clerk of such parish, at his residence, and in the case of any extra-parochial place with the Session-Clerk of some parish immediately adjoining such extra-parochial place, at his residence, and in the case of the Royal burgh of Inverness, with the Town Clerk thereof, at his office at Inverness.

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 6th day of November 1882.

DRUMMOND & REID, W.S.,  
21 Charlotte Square, Edinburgh;  
INNES & MACKAY,  
74 Church Street, Inverness;  
MACKENZIE & FRASER,  
Fort-William;  
F. C. MATHEWS,  
110 Cannon Street, London, E.C.,  
Solicitors.  
DYSON & CO., 24 Parliament Street,  
Westminster, Parliamentary Agents.

Board of Trade—Session 1883.]

#### LEVEN HARBOUR.

(Sale and Transfer of Undertaking of Leven Harbour Company; Sanction and Confirmation of Agreements therefor; Tolls and Charges; Application of Purchase or Consideration Money; Winding-up and Dissolution of Company; Amendment or Repeal of Acts; other Powers).

**N**OTICE is hereby given, that application is intended to be made to the Board of Trade for a Provisional Order (hereinafter called 'the Order') pursuant to the provisions of 'The General Pier and Harbour Act, 1861,' and 'The General Pier and Harbour Act, 1861, Amendment Act,' for the following powers and purposes, or some or one of them, that is to say:—

To authorise the Leven Harbour Company (hereinafter called 'the Company'), incorporated by 'The Leven Harbour Act, 1876' (hereinafter referred to as 'the Act of 1876'), to sell, or to provide for the sale by the Company to Randolph Gordon Erskine Wemyss, Esquire of Wemyss and Torry, in the County of Fife, or to any other person, or to any Corporation or Company, and the said Randolph Gordon Erskine Wemyss, or such other person, Corporation, or Company, to purchase from the Company; and to transfer to and vest in, or to provide for the transfer to and vesting in the said Randolph Gordon Erskine Wemyss, his heirs, assignees, and successors, or in such other person, Corporation, or Company (all hereinafter referred to collectively as 'the Purchaser'), at such price or for such consideration, and on and subject to such terms and conditions as have been or may be agreed on by and between the Company and the Purchaser, or as may be provided by the Order, of the whole undertaking of the Company, including the Port and Harbour of Leven, within the limits thereof as defined by the Act of 1876,



and the Dock, Quays, Walls, Piers, Railway, Wharves, Warehouses, Cranes, and other works and conveniences connected therewith, and rights and privileges appertaining thereto, or such part or parts thereof as have been or may be agreed on, or as may be defined by the Order (all hereinafter referred to collectively as 'the Harbour'), together with all rights and powers of management, maintenance, and regulation of the Harbour (including the power to levy rates, taxes, tolls, dues, duties, and charges), and all other rights, powers, jurisdictions, authorities, and privileges now vested in or possessed or exercisable by the Company in or with reference to the Harbour, and to authorise the Company and the Purchaser to enter into and fulfil agreements with reference to such sale or transfer, and to sanction and confirm any agreement or agreements which have been, or before the confirmation of the Order by Parliament may be entered into between the Company and the Purchaser, for and in relation to such sale or transfer, and any matters consequent thereon or incidental thereto.

To authorise the Purchaser, from and after the completion of such sale, transfer, and vesting as aforesaid, to levy and collect the rates, fares, tolls, dues, duties, and charges now leviable by the Company, and authorised by the Act of 1876, and to exercise all the several rights, powers, jurisdictions, authorities, and privileges now vested in or possessed or exercisable by the Company in or with reference to the Harbour.

To provide for the payment or satisfaction of the debts and liabilities of the Company, and for the application of any purchase money or consideration for and in respect of such sale or transfer and vesting as aforesaid, and, if need be, to provide for the winding up of the affairs of the Company and the dissolution thereof wholly, or to such extent and except as to such matters, or otherwise, as to such dissolution as the Order shall provide.

The Order will alter, amend, extend, enlarge, and, if need be, repeal the provisions or some of them of the Act of 1876, and 'The Leven Harbour Order, 1881,' confirmed by the Pier and Harbour Orders Confirmation Act, 1881, and will vary or extinguish all rights and privileges which will or may interfere with any of its objects, and confer all other powers, rights, and privileges, which may be necessary for carrying the same into effect.

And Notice is hereby further given, that, on or before the 30th day of November instant, a copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection in the office at Cupar of the Principal Sheriff-Clerk of the County of Fife, at the Custom House at Leven of the port thereof, at the Custom House at Kirkealdy, and at the office of the Board of Trade, Whitehall Gardens, London.

Printed copies of the Draft Provisional Order will, on and after the 23rd day of December next, be furnished at the offices of either of the undersigned, to all persons applying for the same, at the price of one shilling each.

Dated this 16th day of November 1882.

WILKIE & YODEN,

Leven,

Solicitors for the Provisional Order.

WILLIAM ROBERTSON,

45 Parliament Street, Westminster,  
Parliamentary Agent.

In Parliament—Session 1883.

# CALEDONIAN RAILWAY AND CALLANDER AND OBAN RAILWAY.

Powers to Caledonian Railway Company to construct certain Railways and other Works in the Counties of Stirling, Lanark, and Midlothian, and to abandon certain Authorised Railways in the Counties of Lanark and Stirling; Extension of Time for Constructing certain of their Authorised Railways in Lanarkshire; Power to them to Levy Tolls, Rates and Charges, Release of Remainder of Sum Deposited by Callander and Oban Railway Company; Amendment of Acts.

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

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

1. A Railway (in this Notice called 'Railway No. 1') in substitution for a part of the Railway authorised by the Caledonian Railway (Larbert and Grangemouth Connecting Lines) Act, 1881, and therein called Railway No. 1, which is to be abandoned as hereinafter provided; which intended Railway No. 1 will commence by a junction with that portion of the undertaking of the Company known as the Scottish Central Railway, at a point about 200 yards northward from the Stationmaster's house at the Larbert Station on the said Scottish Central Railway, and will terminate by a junction with the said authorised Railway at a point about 170 yards southward from the house called Mount Carron; which intended Railway No. 1 and works connected therewith, and the lands, houses and other property which may be taken for the purposes thereof, will be and are situate in the Parish of Larbert and County of Stirling.

2. A Railway (in this Notice called 'Railway No. 2') commencing by a junction with that portion of the undertaking of the Company known as the Castleary Branch, at a point about 130 yards westward from the Stationmaster's house at the Lower Greenhill Station on the said Branch, and terminating on the southern side of that portion of the undertaking of the Company known as the Forth and Clyde Navigation, at a point opposite and near to the post indicating distances on the said Navigation of 28 miles from Bowling and 7 miles from Grangemouth; which intended Railway No. 2 and works connected therewith, and the lands, houses and other property which may be taken for the purposes thereof, will be and are situate in the Parish of Falkirk and County of Stirling.

3. A Railway (in this Notice called 'Railway No. 3') commencing by a junction with the Railway authorised by the Caledonian Railway (Lanarkshire Lines) Act, 1881, and therein called Railway No. 1, at a point about 250 yards north-eastward from the bridge by which the public road from Coatbridge by Coatbank to Whifflet is carried over the Caledonian Railway,

and terminating on the northern side of the Monkland Canal which forms part of the undertaking of the Company, at a point about 170 yards south-westward from the south-western corner of the houses called Stewart's Land in the Village of Coatdyke, on the northern side of the turnpike road from Edinburgh by Airdrie to Glasgow; which intended Railway No. 3 and works connected therewith, and the lands, houses and other property which may be taken for the purposes thereof, will be and are situate in the Parish of Old Monkland and County of Lanark.

4. A Railway (in this Notice called 'Railway No. 4') commencing by a junction with the said intended Railway No. 3, at a point about 125 yards eastward from the south-western corner of the said houses called Stewart's Land, and terminating on the northern side of the Goods Depot of the Sheepford Branch of the North British Railway, near the Sheepford Locks of the said Monkland Canal, at a point about 115 yards north-westward from the bridge by which the public road leading from the Village of Coatdyke to the said Sheepford Locks is carried over the said Sheepford Branch; which intended Railway No. 4 and works connected therewith, and the lands, houses and other property which may be taken for the purposes thereof, will be and are situate in the Parish of Old Monkland and County of Lanark.

5. A widening of the Main Line of the Caledonian Railway from Carlisle to Edinburgh, commencing by a junction with that Main Line at a point at the eastern side of the bridge by which Grove Street in the City of Edinburgh is carried over the said Main Line, and terminating at or near the southern end of the covered portion of the Company's Passenger Station in the said city; and in connection therewith to stop up and appropriate the site of the lane leading from Romilly Place to St. Cuthbert's Lane in the said city; which intended widening and works connected therewith, and the lands, houses and other property which may be taken for the purposes thereof, and the said lane, will be and are situate in the City of Edinburgh, the Royal Burgh of Edinburgh, and the County of the City of Edinburgh, or one of them, and in the Parish of St. Cuthbert and County of Midlothian.

To empower the Company to acquire, compulsorily or by agreement, and to enter upon, take and use, temporarily and permanently, all such lands, houses and other property as may be necessary or convenient for the purposes of the several intended railways and other works hereinbefore described, and of the works and conveniences connected therewith.

To empower the Company to deviate, in the construction of the several intended Railways and works hereinbefore described, 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, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water-courses, sewers, drains, gas and water pipes, and electric apparatus, in the parishes and places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter or divert for the purposes of the said proposed

Railways and works; to provide that all altered or diverted portions of road which may be constructed by the Company under the powers of the Bill shall, as respects tolls (where tolls are exigible on the existing roads), and in all other respects form respectively parts of the existing roads, in lieu of or in connection with portions of which the same are respectively substituted or made under the said powers, and shall be managed and maintained by the respective parties entitled to manage and liable to maintain the said existing roads, or such other parties as shall be specified in the Bill; to extinguish any rights of way over or affecting any of the lands to be acquired under the powers of the Bill; to vary for the purposes of the Bill the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to limits of lateral and vertical deviation in the construction of works, and to alterations of roads, and substitution of roads in lieu of altered roads; and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to purchasing the whole of any house, building or manufactory, where part only thereof is required for the purposes of the Company.

To empower the Company to levy tolls, rates and charges for the use of the several Railways and works hereinbefore mentioned, and the conveyance and accommodation of traffic thereon and thereat; to alter the tolls, rates and charges now leviable by the Company; and to confer, vary and extinguish exemptions from the payment of such several tolls, rates and charges.

To authorise the Company to abandon the construction of the Railway in the Parish of Govan, in the County of Lanark, authorised by the Caledonian Railway (Additional Powers) Act, 1875, and therein called Railway No. 1, and so much of the hereinbefore mentioned authorised Railway in the Parishes of Larbert and Falkirk, in the County of Stirling, called in the Caledonian Railway (Larbert and Grangemouth Connecting Lines) Act, 1881, Railway No. 1, as extends from its commencement as described in that Act to the point hereinbefore described as the point of termination of the aforesaid intended Railway No. 1, and the whole of the Railway in the said Parish of Larbert, authorised by the last-mentioned Act and therein called Railway No. 2; together with the works connected with the Railways and portion of Railway so to be abandoned.

To extend the time limited by the Caledonian Railway (Additional Powers) Act, 1878, for the completion of the Railways in the Parishes of Barony of Glasgow, Springburn, Maryhill, and Cadder, in the County of Lanark, authorised by that Act and therein called Railway No. 1 and Railway No. 2; and also to extend the time limited by the Caledonian Railway (Additional Powers) Act, 1876, and the Caledonian Railway Act, 1879, for the completion of so much of the Railway in the Parishes of Cadder, Maryhill, and Barony of Glasgow, in the County of Lanark, authorised by the Caledonian Railway (Additional Powers) Act, 1876, and therein called Railway No. 1, as was not required to be abandoned by the Caledonian Railway (Additional Powers) Act, 1878.

To repeal the provisions of the Acts hereinbefore mentioned which impose penalties upon the Company in the event of the several Railways and portions of Railway in relation to



which respectively powers of abandonment and extension of time are to be applied for as aforesaid, not being completed and opened for public traffic within the respective periods limited by the said Acts.

To vary or extinguish all existing rights and privileges connected with the lands, houses, roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water-courses, sewers, drains, gas and water pipes, electric apparatus, and other property hereinbefore mentioned, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid; to confer all powers, rights, and privileges necessary or expedient for effecting those objects or in relation thereto; and to empower the Company, and all other companies, corporations, commissioners, trustees, and persons affected by those objects, to enter into agreements with each other in reference thereto, and to confirm any such agreements that may have been entered into.

To release, and to enable the Callander and Oban Railway Company, or the persons named in the warrants or orders for depositing the sums hereinafter mentioned, or the survivors or survivor of those persons, or the majority of them, to uplift and receive the sum of £223, 3s. 10d., being the balance still remaining deposited of the sum of £13,500 deposited with the Court of Exchequer in Scotland in the name of the Queen's Remembrancer of that Court in respect of the application to Parliament for the Callander and Oban Railway (Tyndrum to Oban) Act, 1874, and of the sum of £1,925 deposited as aforesaid in respect of the application to Parliament for the Callander and Oban Railway Act, 1878, after deducting from those sums the sum of £15,201. 16s. 2d., already uplifted and received by them, notwithstanding that a small portion of the Railway authorised by the Callander and Oban Railway (Tyndrum to Oban) Act, 1874, and therein called Railway No. 1, has not been opened for the public conveyance of passengers but only for goods traffic and station purposes.

To amend, and so far as necessary for any of the purposes aforesaid to repeal, the provisions of the following Acts, that is to say, the Caledonian Railway Act, 1845, the Caledonian Railway (Additional Powers) Act, 1875, the Caledonian Railway (Additional Powers) Act, 1876, the Caledonian Railway (Additional Powers) Act, 1878, the Caledonian Railway Act, 1879, the Caledonian Railway (Larbert and Grangemouth Connecting Lines) Act, 1881, and the several other Acts relating to the Company, and to the undertakings belonging to, or held in lease, or worked by them, in whole or in part; the Callander and Oban Railway Act, 1865, the Callander and Oban Railway (Tyndrum to Oban) Act, 1874, the Callander and Oban Railway Act, 1878, and the several other Acts relating to the Callander and Oban Railway Company and their undertaking; and any other Acts recited in any of the beforementioned Acts, or relating to or affecting the Company, or the Callander and Oban Railway Company, or any other company, body, or undertaking hereinbefore mentioned or referred to.

Plans describing the lines and situation of the several Railways and widening of Railway proposed to be made as aforesaid, and the lands, houses and other property which may be taken

for the purposes thereof and of the works and conveniences connected therewith, and Sections describing the levels of the said proposed Railways and widening of Railway, together with Books of Reference to the said Plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and Ordnance or published Maps, with the lines of the proposed Railways and widening of Railway delineated thereon so as to show their general course and direction, and copies of this Notice, as published in the *London and Edinburgh Gazettes*, will, on or before the 30th day of November instant, be deposited for public inspection in the offices at Stirling and Falkirk respectively of the principal Sheriff-Clerk of the County of Stirling, in the offices at Glasgow, Hamilton and Airdrie respectively of the principal Sheriff-Clerk of the County of Lanark, and in the offices in Edinburgh of the principal Sheriff-Clerk of the County of the City of Edinburgh and of the County of Midlothian respectively; and copies of so much of the said Plans, Sections, and Books of Reference as relate to the respective parishes hereinbefore mentioned, and to the City and Royal Burgh of Edinburgh, with copies of this Notice, will, on or before the said 30th day of November, be deposited for public inspection as follows, that is to say, so far as respects each of the said parishes, with the Session-Clerk of such parish at his office, and so far as respects the said City and Royal Burgh, with the Town-Clerk thereof at his office in Edinburgh.

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 14th day of November, 1882.

GEO. JACKSON,  
Glasgow.

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

In Parliament—Session 1883.]

#### SEAFIELD DOCK AND RAILWAY.

(Incorporation of Company; Construction of Dock, Piers, Embankments, and other Works at Tyrie, in the Parish of Kinghorn, in the County of Fife; Railways from Tyrie to Pitcairn, in the County of Fife; Compulsory Purchase of Lands, Tolls, Rates, etc.; Special Powers to Limited Owners; and as to Sale and Lease of Lands, Bye-laws, and other Powers; Payment of Interest out of Capital, etc.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for effecting the purposes, or some of the purposes following, that is to say:—

To incorporate a Company and to enable the Company so to be incorporated (who are in this Notice referred to as 'the Company') to make and maintain the Dock, Embankments, Piers, Railways, and other Works hereinafter mentioned, or some of them, or some part or parts thereof respectively (that is to say)—

Work (a) A Dock wholly situate in the Parish of Kinghorn, on the foreshore and bed of the



Firth of Forth, of an oblong shape, ten and a half chains or thereabouts in length, and four and three-quarter chains or thereabouts in breadth, the north-west corner of which Dock will be situate at a point seventeen chains or thereabouts, measured in an east and by southerly direction from the east side of the bridge carrying the railway of the North British Railway Company over the public carriage road from Kinghorn to Kirkcaldy, and twenty-three chains or thereabouts, measured in a north and by easterly direction from the northernmost corner of the ruins of Seafeld Tower; and in connection therewith a lock or entrance in the same parish at the south-east end of the said Dock, one and a half chains or thereabouts in length, and being situate at or about the centre of the south-east side of the said Dock.

Work (b) An Embankment situate in the Parish of Kinghorn, and on the foreshore and bed of the Firth of Forth, commencing at a point fifteen chains or thereabouts, measuring in an east-north-easterly direction from the east side of the aforesaid bridge carrying the railway of the North British Railway Company over the said road from Kinghorn to Kirkcaldy and thirty-two chains or thereabouts, measured in a northerly direction from the northernmost corner of the ruins of Seafeld Tower and terminating at a point sixteen and a half chains or thereabouts, measuring in a north-easterly direction from the northernmost corner of the ruins of Seafeld Tower aforesaid.

Work (c) A Pier or Breakwater (the North Pier) situate in the aforesaid Parish of Kinghorn, on the bed of the said Firth of Forth, commencing at the termination hereinbefore described of the aforesaid Embankment, Work (b), and extending thence in a south and by eastwardly direction for a distance of five and three-quarter chains or thereabouts, and there terminating.

Work (d) A Pier or Breakwater (the South Pier) situate in the Parish of Kinghorn, on the foreshore and bed of the Firth of Forth, commencing at a point three chains or thereabouts, measuring in a north-east and by northerly direction from the northernmost corner of the ruins of Seafeld Tower aforesaid, extending thence in an eastwardly direction for a distance of ten and three-quarter chains or thereabouts, and thence in a northwardly direction for a distance of two and one-quarter chains or thereabouts, and there terminating.

Work (e) An Embankment or Breakwater situate in the Parish of Kinghorn, and in the Firth of Forth, on the rocks known as the East Vows, commencing at a point sixteen chains or thereabouts, measured in an eastwardly direction from the point hereinbefore described as the north-west corner of the intended Dock, and terminating at a point twelve chains or thereabouts measured in a south-south-eastwardly direction from its said point of commencement.

Work (f) An Embankment or Breakwater situate in the Parish of Kinghorn, and in the Firth of Forth, on the rocks known as the West Vows, commencing at a point twenty-four chains or thereabouts, measured in an eastwardly direction from the northernmost corner of the ruins of Seafeld Tower aforesaid, and

terminating at a point fifteen and three-quarter Chains or thereabouts, measured in a northwardly direction from its said point of commencement.

Work (g) A Railway (No. 1) commencing in the Parish of Kinghorn, at the point hereinbefore described as the north-west corner of the intended Dock, passing thence from, through, or into the parishes, burgh, and places following, that is to say, the Parishes of Kinghorn, Abbotshall, Auchtertool, and Auchterderran, and the extended Burgh of Kirkcaldy, and terminating in the said Parish of Auchterderran at a point six chains or thereabouts, measuring in a westwardly direction from a point in the centre of the public carriage road leading from the Parish Church of Auchterderran to Kirkcaldy, and passing under the railway of the North British Railway Company at Cardenden Station, such point being twenty and a quarter chains or thereabouts, measured in a southwardly direction along the said road from the southernmost side of the bridge carrying the said railway over the said road at Cardenden Station.

Work (h) A Railway (No. 2) wholly situate in the Parish of Auchterderran, commencing by a junction with the said Railway, No. 1, at its termination as above described, and terminating at a point twenty-three chains or thereabouts, measured in a north-westerly direction from the centre of the arch of the bridge known as Bow Bridge, which carries the public carriage road leading from the Parish of Auchterderran to Lochgelly over the stream or river called the River Ore.

All the Works hereinbefore described will be situate in the County of Fife.

To confer upon the Company the following or some of the following powers, and to enable them to carry into effect the objects or some of the objects following (that is to say):—

(a) To deepen, dredge, scour, cleanse, alter, and improve, from time to time, the bed and shore of the Firth of Forth adjoining or near to the entrance to the proposed New Dock, and thence to and between the East and West Vows Rocks, for the purpose of forming an uninterrupted means of access to the Dock, and to use and appropriate the soil and material thereof.

(b) To take and divert, from time to time, water from the Firth of Forth, for the purpose of supplying the proposed Dock with water.

(c) To make and maintain, from time to time, all necessary and convenient viaducts, rails, sidings, junctions, turntables, stations, approaches, roads, gates, warehouses, sheds, buildings, yards, quays, wharves, wharf walls, retaining walls, river walls, embankments, canals, sluices, jetties, groynes, shipping places, staiths, stairs, stages, tramways, machinery, gridirons, graving docks, dock entrances, timber grounds, cranes, drops, dolphins, moorings, buoys, beacons, and other works, buildings, and conveniences connected with the proposed Railways, Dock, and Lock, Embankments, Piers, and other Works.

To authorise the Company to deviate laterally from the lines of the intended Works to the extent shown on the plans to be deposited as hereinafter mentioned or as may be provided by the Bill, and also to deviate vertically from the levels shown on

the Sections to be deposited as hereinafter mentioned.

To empower the Company to cross, open, or break up, divert, alter, stop up, or interfere with, whether temporarily or permanently, all such turnpike and other roads, lanes, highways, streets, alleys, courts, squares, passages, footpaths, navigations, rivers, bridges, wharves, quays, landing places, sub-ways, pneumatic tubes, streams, water-courses, sewers, drains, aqueducts, culverts, gas, water, telegraph, electric, and other pipes, and telegraphic and electric apparatus, within the parishes, burgh, and other places aforesaid, or any of them, as it may be necessary or convenient to cross, open, or break up, divert, alter, stop up, or interfere with for any of the purposes of the Bill.

To authorise the Company to purchase and take by compulsion, and also by agreement, lands, houses, tenements, and hereditaments for the purposes of the intended Works and of the Bill, and notwithstanding Section 90 of the 'Lands Clauses Consolidation (Scotland) Act, 1845,' to empower the Company to purchase and take by compulsion or agreement any part or parts of any land, house, building, manufactory, or premises, without being required or compelled to purchase the whole of such land, house, building, manufactory, or premises, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, manufactories, buildings, tenements, and hereditaments, or any part or parts thereof so purchased or taken.

To enable the Company to demand, take, and recover tolls, rates, and duties upon or in respect of the intended Railways and Works connected therewith, or any part or parts thereof respectively, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

To authorise the Company to demand, take, and recover tolls, rents, rates, dues, or other payments, upon or in respect of persons, goods, wares, merchandise, cattle, fish, articles, and things, ships, vessels, boats, carts, carriages, and other vehicles, using or passing over or carried upon or frequenting or resorting to the proposed Dock, Embankments, and Piers, and the Works connected therewith, or any part or parts thereof respectively, and for or in respect of the use of any timber ponds, timber yards, graving docks, or other works and conveniences, or any lands of the Company, and to confer exemptions from, and from time to time to compound for, any such tolls, rents, rates, dues, or other payments.

To provide and declare (if thought expedient so to do) that the provisions of 'The Harbours, Docks, and Piers Clauses Act, 1847,' with respect to life-boats, and with respect to keeping a tide and weather gauge, shall not apply to the said Dock and Works or to the Company.

To empower the Company to appoint and remove dock masters, pier masters, meters, and weighers, and other officers and servants, and define the limits of the Dock, and within which tolls, rents, rates, dues, or other payments may be taken, and the dock, pier, and other masters, meters, weighers, and other officers and servants of the Company may exercise the powers respectively conferred upon them.

To enable and authorise any tenant for life of, or other person having a limited estate or interest in, any lands which would or might be benefited or improved in value by, or would derive facilities or accommodation from, the construction or working of the intended Railways or Dock, or any of them,

or any part or parts thereof respectively, or any station, siding, road, approach, building, works, or conveniences connected therewith, to subscribe to and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of, and to charge the same upon such lands and the fee-simple and inheritance thereof, and to grant and convey to the Company any lands required for the construction of the intended Railways and Dock, or any of them, or any part or parts thereof respectively, or any such station, siding, road, approach, building, works, or conveniences, either without payment or other consideration, or for such considerations, pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such person and the Company, or any person or persons on their behalf, and to sanction and confirm any agreements which may have been, or may be made between any such person and the Company, or any person or persons, on their behalf respectively, with respect to any of the matters aforesaid.

To authorise and regulate sales, conveyances, demises, and leases or other disposal of lands and hereditaments purchased or acquired under the powers of the Bill, and to enable the Company, notwithstanding anything in 'The Harbours, Docks, and Piers Clauses Act, 1847,' to demise, or lease, or grant the use and occupation of any of their warehouses or buildings for such periods and on such terms and conditions as they think fit or the Bill may prescribe.

To empower the Company to enter into and carry into effect agreements and arrangements with the owners, lessees, and occupiers of any lands which will adjoin the intended Railways and Dock, or any of them, with reference to the construction and maintenance of works and conveniences whether on such lands or on the lands of the Company for the accommodation and benefit of such owners, lessees, or occupiers, and to apply their corporate funds and revenues for the purposes of such agreements or arrangements.

To authorise the Company to make and enforce bye-laws, rules, and regulations for the management, use, and safety of, and for the control and regulation of the persons, goods, wares, merchandise, cattle, ships, vessels, boats, carts, carriages, and other vehicles using or passing over or frequenting or resorting to the proposed Dock or any of the works, conveniences, or lands of the Company, and to confer upon the Company all necessary powers for enabling them effectually to carry on their business.

To enable the Company, notwithstanding anything in the 'Companies Clauses Consolidation (Scotland) Act, 1845,' contained to the contrary, to pay out of the capital or any funds of the Company, from time to time, interest or dividends on any shares or stock of the Company.

To vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges.

And Notice is hereby also given, that Plans and Sections in duplicate showing the lines, situations, and levels of the intended Works, and the lands, houses, and other property which may be taken for the purposes thereof, with a Book of Reference to such Plans, and a copy of this Notice as published in the *Edinburgh Gazette*, will, on or before the 30th day of November instant, be deposited for public inspection with the Principal



Sheriff-Clerk of the County of Fife, at his offices at Cupar-Fife, Kirkcaldy, and Dunfermline, in that County; and that on or before said 30th day of November, a copy of so much of the said Plans, Sections, and Book of Reference, as relates to each parish in or through which the said Works are intended to be made or will be situate, and to the extended Burgh of Kirkcaldy, together with, in each case, a copy of this Notice as published in the *Edinburgh Gazette*, will be deposited for public inspection in the case of each such parish with the Session-Clerk thereof, at his residence, and also in the case of the Burgh of Kirkcaldy with the Town Clerk of the Royal Burgh of Kirkcaldy, at his office in Kirkcaldy.

Printed copies of the intended 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 16th day of November 1882.

DUNDAS & WILSON, C.S.,  
16 St. Andrew Square, Edinburgh,  
Solicitors for the Bill.

J. C. REES,  
13 Great George Street, Westminster,  
Parliamentary Agent.

Board of Trade—Session 1883.

#### LAMLASH PIER PROVISIONAL ORDER.

(Powers to construct Pier, regulate Vessels and Traffic at proposed and at existing Piers; Levy Tolls, Rates, Rents, Duties, and Charges; Constitute a Harbour Authority, Borrow Money, and other purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade, pursuant to the provisions of The General Pier and Harbour Act, 1861, and The General Pier and Harbour Act, 1861, Amendment Act, on or before the 23rd day of December next, by the Most Noble William Alexander Louis Stephen, Duke of Hamilton, Brandon, and Chatelherault, K.T. (who together with his Heirs, Assignees, and Successors are hereinafter called 'the Promoters'), for a Provisional Order for all or some of the following among other powers and purposes, that is to say:—

To authorize the Promoters to make, maintain, and regulate the Pier and other Works following, viz.:—

A Pier commencing at or near high-water mark of ordinary spring tides, at a point 175 yards or thereabouts, measured in a north-easterly direction, from the existing stone quay or pier at Lamlash where that pier crosses high-water mark, and extending in a south-easterly direction seawards for a distance of 220 yards or thereabouts from the said point of commencement, and there terminating; and in connection therewith an approach road, commencing by a junction with the public road leading from Lamlash to Brodick, at a point 175 yards or thereabouts, measured in a north-easterly direction, from the junction of the said public road with the approach road therefrom to the said existing stone quay or pier, and terminating at the point hereinbefore described as the point of commencement of the said intended pier, together with all other necessary Works, which Pier and Works will be situate in the Parish

of Kilbride, Island of Arran, and County of Bute, or on the foreshore, or in the sea adjacent thereto.

To authorize the Promoters, in the construction of such Pier and Works, to make all suitable deviations, lateral and vertical, and to make all necessary embankments, walls, approaches, roads, jetties, wharves, warehouses, sheds, cranes, mooring buoys, lights, electric apparatus, water pipes, and other works and conveniences, and to supply water to vessels.

To cross, alter, stop up, or divert temporarily or permanently, or otherwise interfere with foreshores, roads, streets, lanes, passages, sewers, drains, streams, watercourses, channels, conduits, gas and water or other pipes, and electric apparatus, and all other Works which it may be necessary to interfere with in the construction of the said intended Works or any of them.

To authorize the Promoters to levy tolls, rates, rents, duties and charges on vessels and boats, and on passengers, animals, fish, goods, vehicles, and other matters and things, at or in respect of the use of the said intended Pier and Works, and at or in respect of the said existing Pier, and the warehouses, sheds, cranes, mooring buoys, lights and other conveniences connected therewith respectively, and for the supply of water to vessels; and to make provisions for the collection and regulation of the same; and to confer, vary, and extinguish exemptions from such tolls, rates, rents, duties, and charges; and to confer, vary, or extinguish other rights and privileges.

To lease or compound the said tolls, rates, rents, duties, and charges, or any of them, in such manner and for such period as may be specified in the said Provisional Order.

To authorize the Promoters to borrow money for the purposes of the said Piers and other Works, and of the said Provisional Order, on the security of the said Piers, or either of them, and Works, and the lands and property connected therewith respectively, or of the tolls, rates, rents, duties, and charges authorized to be levied by the said Provisional Order, or on the security of such piers, works, lands, property, tolls, rates, rents, duties, and charges in combination, or of some of them.

To provide for the maintenance, management, and administration of the said intended Pier and Works, and of the said existing Pier, and all matters relating thereto; to authorize the Promoters to let on lease the said Piers, or either of them, and Works, and the said tolls, rates, rents, duties, and charges, or any of them; to make, alter, and rescind bye-laws, rules, and regulations for the management, use, and protection of the said Piers, or either of them, and Works, and for the regulation and control of vessels, persons, and traffic frequenting or resorting to, or employed, embarked, disembarked, loaded or unloaded, at or near the said Piers, or either of them, and Works; and to impose and recover penalties for the breach or non-observance of such bye-laws, rules, and regulations; and to appoint and remove pier-masters, meters, weighers, and other officers and servants.

To define the limits within which the powers of such pier-masters, meters, weighers, officers and servants may be exercised.

To constitute the Promoters the Harbour Authority and Pilotage Authority for the said Piers, or either of them, and the neighbourhood thereof, and to fix the limits of such authority; and to grant all the powers and privileges authorized by the Merchant Shipping Act, 1854, and Acts amending the same.



To confer on the Promoters all powers, rights, and privileges which may be necessary for carrying the said Provisional Order into effect; and to vary or extinguish all rights and privileges which might interfere therewith.

To incorporate with the said Provisional Order 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, and the Harbours, Docks, and Piers Clauses Act, 1847.

And notice is hereby given, that on or before the 30th day of November instant, plans and sections of the proposed Works, and a copy of this notice, will be deposited for public inspection in the Office of the Clerk of the Parliaments House of Lords, the Private Bill Office of the House of Commons, the Offices at Rothesay and Brodick of the principal Sheriff-Clerk for the County of Bute, the Custom-house of the Port of Ardrossan, and the Office in London of the Board of Trade.

Printed copies of the draft Provisional Order will be furnished by the undersigned at their offices, as undernoted, to all persons applying for the same, on and after the 23rd day of December next, at the price of One Shilling each.

Dated this 17th day of November 1882.

TODS, MURRAY, & JAMIESON, W.S.,  
66 Queen Street, Edinburgh.

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

#### SCOTTISH WIDOWS' FUND AND LIFE ASSURANCE SOCIETY.

(Enlargement of Powers of Ordinary Courts of Directors as respects Investment of Funds; Additional Subjects of Investment; Amendment of Acts.)

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

To enlarge the powers of the Ordinary Courts of Directors of the Scottish Widows' Fund and Life Assurance Society (hereinafter called 'the Society'), as respects the investment of the funds of the Society; and to confer on such Ordinary Courts specific authority for the investment of those funds in the purchase, or upon the security, of subjects, property, rights, and interests, heritable and moveable, real and personal, in the United Kingdom and elsewhere, other than, and in addition to, those for which such authority already exists.

To vary or extinguish any existing rights and privileges which might interfere with or prevent the execution of the purposes of the said Bill; and to confer all such powers, rights, and privileges as may be necessary for carrying the same into effect; to alter, amend, and extend, or to repeal and reenact with alterations, certain of the provisions of 'The Scottish Widows' Fund and Life Assurance Society's Incorporation Act, 1861,' and 'The Scottish Widows' Fund and Life Assurance Society's Act, 1882;' and to alter or repeal any other Act of Parliament, law, or custom which might in any way interfere with the objects of the said Bill.

Printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December 1882.

Dated this 15th day of November 1882.

JOHN C. BRODIE & SONS, W.S.,  
5 Thistle Street, Edinburgh.

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

Board of Trade—Session 1883.]

#### PAISLEY BURGH ELECTRIC LIGHTING.

(Application for Provisional Order, under the Electric Lighting Act, 1882, to Authorize the Town Council of Paisley and the Commissioners of Police of Paisley, or one of these Bodies, to Supply Electricity for Public and Private Purposes within that Burgh.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 21st day of December, 1882, by the Provost, Magistrates, and Council of the Burgh of Paisley, in the County of Renfrew (hereinafter called 'the Burgh'), as such Town Council and as Police Commissioners of the Burgh, or in one or other of those capacities, and as such, the Local Authority of the Burgh, for the purposes and within the meaning of The Electric Lighting Act, 1882 (hereinafter referred to as 'the Local Authority'), for a Provisional Order under the said Act for all or some of the following among other purposes, viz.:—

To authorize the Local Authority to construct, provide, enlarge, alter, renew, and maintain the works hereinafter mentioned, or some of them, for the supply of electricity for public and private purposes, as defined by the said Act, or some of those purposes, within the area hereinafter mentioned, or some part or parts thereof, together with all necessary and proper steam or other engines, buildings, machinery, batteries, cables, wires, conductors, drains, culverts, covered ways, receivers, and other works and apparatus, for generating, storing, conveying, transmitting, and distributing electricity and electric currents; and, among others, a station or place for generating and storing electricity at each of the following places, or one or more of them, viz.:—Upon the lands adjoining Blackstone Road in the Burgh belonging to the said Provost, Magistrates, and Council, under the Paisley Corporation Gas Act, 1870, and upon the property adjoining New Street in the Burgh belonging to the said Police Commissioners, and upon the lands adjoining Mill Street in the Burgh belonging to the Paisley Burgh Road Trustees, and such other stations or places upon lands within the Burgh already belonging to the Local Authority, or which may be acquired by them by agreement as hereinafter provided, as may be required for the purposes of the Bill.

To authorize the Local Authority, in perpetuity, or for such period as may be prescribed in the said Order, to produce, generate, make, and store, and to convey, transmit, supply, and distribute electricity for public and private purposes within the Municipal limits of the Burgh; and to lay down and place Electric lines and works as defined by the said Act in, under, over, or along all the Streets and Places within the Burgh.

To empower the Local Authority, for the purposes of the said Order, to open and break up the said Streets and Places; and to take up, remove, relay, alter, and interfere with any sewers, drains, gas and water pipes, electric and other wires and apparatus in, under, over, or along the same.

To empower the Local Authority to open and break up the following Streets and Places within the Burgh, which are not repairable by the Local Authority, viz.:—Abercorn Street, northwards from Hamilton Street; Abingdon Place; Albert Street; Argyle Street; Albion Street; Cameron Street; South Campbell Street; Camphill; Cumberland Court; Commercial Court; Castlehead; Calside; Cawthorn Court, Chain Road; Craigielea Street; Duke Street; Dyers' Wynd, from Gilmour Street to River Cart; Espedair Street, from Campbell Street southwards; East Lane, Williamsburgh; Ferguslie West Lane; Galloway Street; Garthland Lane; Hamilton Street (South); Highland Lane; Kilncroft Lane; King Street, Saucel; Macfarlane's Lane; Mary Street; Murray Street (West-End); Neil Street; Neilson Street (South); Oakshawhead; Orr Street (South); Pattison Street; Stevenson Street; Stirling Street; Thomas Street; Underwood Lane; Union Street; Victoria Street; Victoria Place; Wellington Street; Westmarch Street; William Street; Wilson Street; West Lane, Williamsburgh; Wilson's Place, Seedhills; and also to open and break up, and to cross with their electric wires and works, the following Railways, viz.:—The Glasgow and South-Western Railway, the Caledonian Railway, the Joint-Line of Railway between Glasgow and Paisley; as also the Glasgow, Paisley, and Ardrossan Canal, the Railway now in course of construction on and near the site of that Canal called the Paisley Canal Line, and the Navigable River Cart, without the consent of the companies or persons by whom such Streets, Places, Railways, Canal, and Navigable River, are respectively repairable or maintainable, or to whom they respectively belong.

To empower the Local Authority to purchase, take in feu, or on lease, or otherwise acquire by agreement, and to hold lands, houses, and hereditaments or easements, servitudes, or rights, in or over the same, and to sell, lease, sublet, or dispose of any lands, houses, or hereditaments, so acquired by them.

To empower the Local Authority to take, purchase, or otherwise acquire, and to hold and use patent rights or licenses, or authorities under letters patent, for the use of inventions or protected processes relative to the production, generation, utilization, supply, and distribution of electricity; and to make, purchase, supply, let, and deal in all necessary materials, apparatus, fittings, and things for the purpose of such production, generation, utilization, supply, and distribution.

To contract with any Local Authorities, Companies, or Persons, for the execution and maintenance of the before-mentioned and other works needed for the supply of electricity, and to contract for the supply of electricity within the Burgh.

To authorize the Local Authority to make charges and levy rates for the supply of electricity, and to recover the same.

To make or to empower the Local Authority to make regulations with respect to the use of the apparatus for the supply of electricity, and to empower the Local Authority to cut off such

supply in the event of any contravention of such regulations or non-payment of the charges or rates leviable in respect of such supply.

To define or limit the prices to be charged in respect of the supply of electricity.

To make provisions regulating the nature and amount of supply of electricity, and the conditions compulsory or permissive under which it shall be given, and for securing a regular and sufficient supply, and for the safety of the consumers and of the public from injury by shock, fire, or otherwise, in consequence of the powers of the said Order; and for enforcing the obligations of the Local Authority under the said Order in reference to the supply by them of electricity.

To empower the Local Authority to apply their funds and the local rates defined in the said Act, and to borrow money for all or any of the purposes of the said Order, and for defraying the expenses incurred thereunder; and to impose and levy rates to defray such expenses, and in security of the money so borrowed.

To confer upon the Local Authority all such powers, rights, authorities, and privileges, as are or may become necessary or expedient for carrying out the purposes of the said Order, and to vary or extinguish all rights and privileges which may be inconsistent therewith.

To incorporate with the said Order, with or without alteration, and to make applicable thereto, the provisions, or some of them, of the Electric Lighting Act, 1882; the Gasworks Clauses Act, 1847; the Gasworks Clauses Act, 1871; the Paisley Corporation Gas Act, 1870; the Commissioners Clauses Act, 1847; the Lands Clauses Consolidation (Scotland) Act, 1845; and the Lands Clauses Consolidation Acts Amendment Act, 1860,—except the provisions of the last-mentioned Acts with respect to the purchase and taking of lands otherwise than by agreement, and the entry upon lands by the promoters of the undertaking.

On and after the 21st day of December next, Printed Copies of the Draft Provisional Order may be obtained at the Offices of Messrs. Grahames, Currey, & Spens, 30 Great George Street, Westminster, London; and also at the respective Offices of the Town Clerks and of the Clerk of the Commissioners of Police of Paisley, in the said Burgh of Paisley, on payment of One Shilling for each Copy; and when the Provisional Order shall have been made by the Board of Trade, Printed Copies thereof may be obtained at the same Offices on payment of the same price.

Every Local or other Public Authority, Company, or Person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the said Application, may do so by letter addressed to the Board of Trade, Whitehall, Westminster, marked on the outside of the cover enclosing it 'Electric Lighting Act,' within Two Months from the Eighteenth day of November, 1882, being the date of the Newspaper containing the first Advertisement of the said application.

Dated this 15th day of November, 1882.

YOUNG & MARTIN,  
Town Clerks, Paisley.

THOS. WALKER,  
Clerk to the Commissioners of Police,  
Paisley.

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

In Parliament—Session 1883.]

### GLASGOW POLICE.

Repeal, Consolidation, and Amendment of Existing Police and other Acts; Incorporation of the Magistrates and Council of the City and Royal Burgh of Glasgow as the Board of Police of Glasgow; Extension and Alteration of Sanitary, Police, and other Powers and Authorities of the Board of Police, Dean of Guild, Magistrates, and their Officers; Additional Magistrates; Transfer of Powers and Rights; Provisions as to Special Officers; Constables, their Powers and Duties; Police and other Courts, their Powers and Duties; Penalties; Jurisdiction and Procedure before Magistrate; Offences against Good Conduct, Brothels, Vagrancy, Billiard-Rooms and other Places of Public Resort, Offences in Streets, etc.; Public Processions, Street Traffic; Offences against certain Acts, Clyde Police, Fires, Certificates and Licenses, Weights and Measures, Sale of Coals, Pawnbrokers and Brokers, Gunpowder and Explosives, Stage and Hackney Carriages, Porters, etc.; Sanitary Objects, Lighting and Cleansing, City Refuse, Streets, Courts, Common Stairs, Buildings, and Sewers; Baths and Wash-Houses, Damages and Bye-Laws, Sunday Trading, Borrowing Powers, Imposition, Alteration, and Increase of Rates, Assessments and Charges; Alteration of Incidence of Taxation, Incorporation of Acts, Amendment of Acts, and other Purposes.

**N**OTICE is hereby given, That application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill (in this Notice called the Bill) for the following, or some of the following, objects, powers, and purposes—that is to say:—

1. To appoint and incorporate the Lord Provost, Magistrates, the Dean of Guild, the Dean Conventor of the 'Trades' House of the City of Glasgow and the members of the Town Council of the City and their Successors in Office as the Board of Police of Glasgow (hereinafter called the Board of Police) for carrying the Bill into effect, and to make all needful provisions as to the constitution, election, meetings, disposal of business, powers, duties, authorities, rights, liabilities and responsibilities of the Board of Police and Magistrates, together with the further provisions hereinafter mentioned.

2. To alter, extend, and amend, or in whole or in part to repeal and to consolidate and re-enact with such amendments, alterations, and reservations as may be necessary or expedient, the provisions, or some of the provisions, of the following local and personal Acts (hereinafter in this Notice called existing Acts), or some of them, in so far as the same are unrepealed and applicable to the City and Royal Burgh of Glasgow (in this Notice called the City)—that is to say:—

'The Glasgow Police Act, 1866,' 29 and 30 Vict., cap. 273; 'The Glasgow Municipal Act, 1872,' 35 and 36 Vict., cap. 41; 'The Glasgow Police Act, 1873,' 36 Vict., cap. 38; 'The Glasgow Police Act, 1875,' 38 Vict., cap. 53; 'The Glasgow Police Act, 1877,' 40 and 41 Vict., cap.

167; 'The General Police and Improvement (Scotland) Act, 1862, Order Confirmation (Glasgow) Act, 1877,' 40 and 41 Vict., cap. 128; 'The Glasgow Municipal Act, 1878,' 41 Vict., cap. 100; 'The Glasgow Municipal Act, 1879,' 42 and 43 Vict., cap. 123; and 'The Glasgow Corporation and Police Act, 1882,' 45 Vict., cap. 19, together with the provisions of all or any Acts as to Gas, Water, Improvement, Railways, Tramways, or otherwise howsoever affecting the Corporation, or the Board of Police, or the City, or which will, or may in any way interfere with the objects and purposes of the Bill.

3. To provide for the appointment of Statutory and other Committees of the Board of Police, and to make provisions as to their jurisdiction, powers, authorities, and duties, and as to the meetings of the Committees and their proceedings.

4. To provide for the appointment of additional Magistrates, and to make provisions as to their jurisdiction, powers, authorities, and duties.

5. To define the area within which the powers of the Board of Police and the operation of the Bill shall extend, and to provide for the jurisdiction and powers of the Board of Police and the Magistrates and constables of police within the same, and over and on the River Clyde, and steamers, vessels, ships, boats, and other craft on the same and the Port of Glasgow.

6. To continue to, or re-enact and confer on, the Board of Police and the Magistrates of the city respectively all or some of the powers, rights, privileges, authorities, jurisdictions, liabilities, and obligations vested in, or enforceable against, the Magistrates and Council of Glasgow, and Magistrates respectively under the existing Acts, or exercisable by them, except in so far as the same may be altered, modified, or amended by the Bill; and to confer on the Board and the Magistrates respectively the further powers, authorities, and jurisdictions hereinafter specified or to be defined by the Bill; and to continue with, or to transfer to and vest in, or to provide for the transference to and vesting in the Board of Police of all lands and feu-duties, ground annuals, heritages, property, rates, assessments, debts, decreets, diligence, contracts, fines, penalties, and expenses, rights, claims, demands, estates and effects of every kind now, or which at the passing of the Bill, or at the time when the same shall come into operation, may belong or be available to, or be pronounced in favour of, or be vested in, the Magistrates and Council, under or by virtue of the existing Acts, or any of them, or otherwise in any way, together with all their rights, powers, privileges, liabilities, duties, and obligations, except in so far as the same may be altered or modified by the Bill.

7. To provide for the continuance in office of the officers and servants of the said Magistrates and Council and of the Corporation, on such terms and conditions as may be defined in the Bill; and to provide for the appointment and removal of special officers, to define their powers and duties, and to make such other provisions with respect to officers as the Bill will contain.

8. To define the powers and duties of the Board of Police and their officers, including the powers of assessment, and levying, collection, and recovery of rates, assessments, and charges, purchase, sale, or leasing of property, borrowing of money, making and maintenance of roads, streets, sewers, foot-pavements, and foot-paths, and the powers and duties of the Board of Police and their officers with respect to Watching,



Lighting, and Cleansing of the City, disposal of the City's refuse, Sewerage of the City, Sanitary condition and requirements of the City, with other Powers for good Government and the Improvement of the Public Health and Prevention of Disease among the Inhabitants, and among others, but without prejudice to the foregoing, generally to enlarge, extend, alter, and define the powers presently vested in the Magistrates and Council under the existing Acts, and to effect the purposes hereinafter referred to or to be included in the Bill.

9. To provide for the Division of the City into districts for Police purposes, and the maintaining of the present or the erection and maintenance of additional Police Offices and Courts, and to define and extend the powers and jurisdiction of, and to make other provisions in respect to, the Magistrates and Dean of Guild and other Courts within the City, and the imposition and disposal of penalties, and to make provisions with respect to the officers attending the Courts, and as to their powers and duties.

10. To confer on the Board of Police and on the Magistrates of the City powers with reference to offences committed under the following Acts, or some of them—that is to say, Acts relating to publicans, public-houses, locomotives, adulteration and sale of food, drink, and drugs, smoke abatement, cattle sheds, betting, petroleum, gunpowder and explosives, cruelty to animals, pawnbrokers, weights and measures, sale of bread, markets and slaughter-houses, and to make such other provisions with reference to the matters aforesaid and other similar matters as the Bill will define or Parliament may sanction.

11. To confer on the Board of Police and the Magistrates such powers and jurisdiction as the Bill will define with reference to nuisances and the removal thereof within and without the limits of the Bill and proceedings in relation thereto.

12. To provide for and regulate the formation, improvement, and maintenance, lighting and cleansing of public and private streets, courts, common stairs, and other thoroughfares, places, and foot pavements, and of public and private sewers and drains, and the erection, alteration, and use of houses and buildings, and of baths and washhouses in the City, and for the removal or otherwise dealing with the 'City Refuse,' and to make such further provisions with reference to the matters aforesaid as the Bill may define or Parliament sanction.

13. To make suitable provisions for the prevention and extinction of fires, and for the regulation of the Fire Establishment and Fire Brigade, and for providing horses, fire engines, fire escapes, and other appliances, and to make such other provisions for the prevention and extinction of fires and the saving of life and property as the Bill will contain, and for payment of the expenses attending the same.

14. To make provisions for the continuance, maintenance, erection, and regulation of gunpowder magazines, and the exaction of dues for the use of the same; for the regulation of the sale, conveyance, and storage of gunpowder and other explosives, and the licensing of persons to deal therein.

15. To make provisions for Special Constables within the City, and to make other and additional provisions as to Constables generally, and as to Notices and Service of Notices on Owners and Occupiers of property and other parties.

16. To make provision for the inspection and regulation of traction engines and other locomotives; to prohibit or restrict, and to regulate and make new and altered and other provisions with respect to dangerous or noisome trades, manufactures, or businesses, dairies and milkshops, and the sale of milk, street and public shows, games and gambling, disorderly houses, street music, caravans and public exhibitions, public processions and street traffic, dangerous or open places or buildings, overcrowding of houses, dangerous animals, stage, hackney, and other carriages or conveyances, bill-posting, mutilation of public and other buildings, vagrancy, obscene literature and indecent or obscene cards, bills, placards, photographs, or pictures, or other representations, and offences against decency, good conduct, and morality; and to define and make new and amended regulations for, and to license or restrict, hawkers, brokers, pawnbrokers, servants' registries, lodging-houses, seamen's boarding-houses, victualling or eating-houses, refreshment-rooms, dancing halls or rooms, marine stores and store-dealers, billiard-rooms, clubs, theatres, houses and places of public resort, entertainment, and amusement, porters, carters, chimney sweeps, stage and hackney carriages, and the drivers and conductors thereof, tramway cars, and vehicles, or animals plying for hire, and their drivers, keepers, and attendants, and offences in streets, courts, and common stairs, and other offences, and to make new and enlarged and amended provisions with respect to infectious or contagious diseases, diseased animals and diseased meat, or diseased or adulterated or unwholesome food or liquors, accumulations of manure, nuisances, and other sanitary and police matters, and also as to crimes and offences and attempts to commit crimes and offences, and to confer upon the Board of Police and the Magistrates further and enlarged and additional powers, jurisdictions, and authorities relative to all or some of the objects and matters aforesaid, and as to licenses and certificates, weights and measures, public weighing machines, and the sale of coals, and to the other purposes of the existing Acts, and the Bill, or some, or any of them, and also to make new, enlarged, and altered provisions as to the prevention and prosecution of crimes and offences, and to make such other provision in respect to all or any of the matters aforesaid as the Bill may contain or Parliament may sanction.

17. To make provision for the prohibition or regulation of Sunday trading, and the opening of shops and other places of business on Sundays.

18. To authorize the Board of Police, or the Magistrates, or the Chief-Constable, to make bye-laws for all or any of the purposes of the existing Acts, or of the Bill, and to impose and recover penalties for the breach or non-observance of such bye-laws, or of the provisions of the Bill, or any of them.

19. To authorize the Board of Police to apply to the purposes of the Bill any funds, monies, rates, or assessments now belonging to them, or which they now are, or by the Bill may be, authorized to raise or levy, or which may come into their possession under their present powers, or which may from time to time be conferred on them.

20. To alter and enlarge the present borrowing powers of the Board of Police, and to authorize them, in addition to the monies they are already authorized to borrow, to borrow and from time to time re-borrow on mortgage, bond, annuity, cash credit or otherwise, and to charge the monies

borrowed on their corporate estate and revenues and rents, and on the credit and security of the rates, rents, dues, duties, and assessments, or any of them, which they now are or may by the Bill be authorized to assess, levy, and collect, and on the lands and heritages, or of the rents or revenues issuing out of or from any lands and heritages from time to time, in the possession of or belonging to them, or from any interest therein, or by any of those means, and if expedient to fund the debt so to be created.

21. To make provision for the repayment of the moneys to be so borrowed by the Board of Police, to create a sinking fund or sinking funds, and to fix the amount thereof and the application thereof, and to repeal or alter and amend the provisions of the existing Acts, with reference to the repayment of moneys already borrowed by the Board of Police, and the sinking funds thereby provided, and to make other provisions in lieu thereof, and to make such other provisions with respect to the several matters mentioned in this and the last two preceding paragraphs, as this Bill may define or Parliament may sanction.

22. To authorize the Board of Police to continue or to alter and vary the existing rates and assessments and charges leviable under the existing Acts, or any of them; or to impose and levy new, special, and additional rates, assessments, and charges for the several objects and purposes of the existing Acts, or of the Bill, on and from the owners and occupiers, or owners or occupiers of lands, buildings, heritages, or other property within the city, and to alter the proportion of the mode in which rates, assessments, and charges shall be levied on such owners and occupiers, or owners or occupiers, or any of them; and to make such other provisions with respect to rates, assessments, and charges as the Bill will contain or Parliament may sanction.

23. To enable the Board of Police, on the one hand, and any Person or Persons, Company, Corporation, Trustees, Authority, or Body interested in, or affected by any of the objects of the Bill, on the other hand, to enter into and carry into effect agreements for, or in relation to, such objects; and to confirm with or without variation all or any agreements which may have been, or during the progress of the Bill may be, entered into touching the matters aforesaid.

24. To continue the powers for the Lighting and Cleansing by the Trustees acting under the Clyde Navigation Consolidation Act, 1858, and any other Acts relating to those Trustees, or their quays, wharves, sheds, and streets, and to make other provisions with respect thereto, and to the assessments levied on those Trustees.

25. The Bill will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with the objects or purposes of the Bill, and will confer other rights and privileges, and will incorporate with itself the necessary provisions, with or without modification or alteration of The Lands Clauses Consolidation (Scotland) Act, 1845; and The Lands Clauses Consolidation Acts Amendment Act, 1860; The Markets and Fairs Clauses Act, 1847; The Commissioners Clauses Act, 1847; The Local Loans Act, 1875; The General Police and Improvement (Scotland) Act, 1862; and the Public Health (Scotland) Act, 1867; or any Acts amending the same, or some of the said Acts, or some parts thereof, and to apply the same or some of them, or some parts or portions thereof, with or without

modification, amendment, alteration, or additions to the purposes of the Bill, and to the monies authorized, or to be authorized, to be raised by the Board of Police.

26. To vary, amend, alter, or repeal the existing Acts, and also the Acts following, or some or one of them, or some parts or portions thereof, that is to say—viz., Acts Local and Personal, 'The Glasgow Police Act, 1866,' 'The Glasgow Municipal Act, 1872,' 'The Glasgow Police Act, 1873,' 'The Glasgow Police Act, 1875,' 'The Glasgow Police Act, 1877,' 'The General Police and Improvement (Scotland) Act, 1862,' 'Order Confirmation (Glasgow) Act, 1877,' 'The Glasgow Municipal Act, 1878,' 'The Glasgow Municipal Act, 1879,' and 'The Glasgow Corporation and Police Act, 1882.'

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 16th day of November, 1882.

JOHN LANG, Clerk of Police, Glasgow,  
GEORGE PATERSON, Glasgow,  
Solicitors for the Bill.

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

INTIMATION is hereby given that Sir HUGH HUME CAMPBELL of Marchmont, Baronet, residing at Marchmont House, in the County of Berwick, Heir of Entail in possession of the Entailed Lands and Estate of MARCHMONT, in the said County of Berwick, has presented a Petition to the Lords of Council and Session (First Division, Junior Lord Ordinary,—Mr. Somerville, Clerk), in terms of the Entail Statutes and relative Acts of Sederunt, and more particularly of the Entail (Scotland) Act, 1882, for an Order of Sale of the Lands of Heatslaw, and of the Lands of Kelphope, being parts and portions of the said Entailed Lands and Estate of Marchmont. Date of Interlocutor ordering intimation, 17th November 1882.

DAV. TURNBULL, W.S.,  
Agent for Petitioner.

5 South Charlotte Street, Edinburgh,  
18th November 1882.

#### NOTICE.

A PETITION for Cessio bonorum, under the Debtors (Scotland) Act, 1880, and the Bankruptcy and Cessio (Scotland) Act, 1881, has been presented to the Sheriff of Inverness, Elgin, and Nairn at Inverness, at the instance of Messrs. James Watson & Company, Wine and Spirit Merchants, Dundee, Pursuers, against WILLIAM MUNRO, Grocer and Spirit Merchant, 9 Gilbert Street, Inverness, Defender; and the Sheriff-Substitute has ordained the said William Munro to appear for public Examination in Court, within The Castle, Inverness, upon the 6th day of December 1882, at twelve o'clock noon, at which Diet all Creditors of the said Debtor are required to attend; of all which Notice is hereby given.

KENNETH MACDONALD, Solicitor, Inverness,  
Agent for Pursuers.

Town Hall, Inverness, 20th November 1882.

**A** PETITION has been presented to the Sheriff of Ayrshire, at the instance of James Harvey & Company, Saucel, Paisley, against WILLIAM M'GAW, Spirit Dealer, Tarbolton, praying that the said William M'Gaw be decerned to execute a Disposition omnium bonorum for behoof of his Creditors, and for the appointment of a Trustee for the management and disposal of his Estate for such behoof; and the Sheriff-Substitute has ordained the said William M'Gaw to appear within the Sheriff Court House, County Buildings, Ayr, upon the 5th day of December next, at ten o'clock forenoon, for public Examination, at which Diet all his Creditors are required also to appear.

DAVID DOUGALL, Solicitor,  
62 Newmarket Street, Ayr,  
Agent for Petitioners.

Ayr, 18th November 1882.

**A** PETITION for Cessio bonorum has been presented to the Sheriff of Inverness, Elgin, and Nairn at Elgin, by JOHN ROSS, Cabinetmaker, Grantown; and all his Creditors are required to appear within the Sheriff Court House, Elgin, on Thursday the 14th day of December next, at eleven o'clock forenoon, when he will appear for public Examination.

ARTHUR DUFFES, Solicitor, Forres,  
Agent.

Forres, 17th November 1882.

**A** PETITION has been presented to the Sheriff of Dumfries and Galloway at Dumfries, at the instance of Alexander Henderson, Grain Merchant, High Street, Dumfries, against ARCHIBALD FISHER, residing at Glencaple, in the Parish of Caerlaverock and County of Dumfries, for Decree of Cessio bonorum. All the Creditors of the said Archibald Fisher are required to appear within the Sheriff Court House at Dumfries, on Friday the 8th day of December next, at twelve o'clock noon, when he, the said Archibald Fisher, will appear for Examination.

THOMAS B. ANDERSON, Solicitor, Dumfries,  
Agent.

Dumfries, 17th November 1882.

**P**ETER BELL, Contractor and Carrier, Stonefield, Blantyre, has presented a Petition in the Sheriff Court of Lanarkshire at Hamilton, praying for Decree of Cessio bonorum; and all his Creditors are required to appear in Court, within the Sheriff Court House, Hamilton, upon the 1st December next, at eleven o'clock forenoon, when he will appear for Examination.

ANDREW ELDER, Writer,  
24 Hutcheson Street, Glasgow,  
Agent for Petitioner.

**A** PETITION having been presented to the Sheriff of Renfrew and Bute at Paisley, at the instance of Robert Allan, Dealer in Horses, East Hill Street, Glasgow, against ALEXANDER FRASER, Carriage Hirer, Renfrew, for Decree of Cessio bonorum; and all his Creditors are hereby required to appear within the Sheriff Court House, Paisley, on the 5th day of December next, at twelve o'clock noon, when he will appear for Examination.

GEO. KENNEDY,  
108 West Regent Street, Glasgow,  
Petitioner's Agent.

TO THE CREDITORS ON

The Sequestrated Estates of JOHN REID, Shipping Agent, Grangemouth, one of the Partners of the GLASGOW AND MIDDLESBRO' STEAM SHIPPING COMPANY, carrying on business at Grangemouth and Middlesborough, as such Partner, and as an Individual.

**B**Y virtue of an Order of the Sheriff-Substitute of the Eastern District of Stirlingshire at Falkirk, John Reid, above designed, hereby intimates that he has presented a Petition to the Sheriff of Stirling, Dumbarton, and Clackmannan at Falkirk, to be finally discharged of all debts and obligations contracted by him or for which he was liable before the date of the Sequestration, either as Partner foresaid, or as an Individual, in terms of the Statutes.

JOHN REID.

Grangemouth, 19th November 1882.

**J**OHAN LAWRIE, Marble Cutter, Albert Street, Leith Walk, Edinburgh, Trustee on the Sequestrated Estate of JOHN STARK, Slate and Marble Merchant, 236 Leith Walk, Leith, hereby gives notice that the Commissioners have postponed a Dividend until the recurrence of another statutory period.

JOHN LAWRIE, Trustee.

Edinburgh, 20th November 1882.

**A**LEXANDER HUTTON, Banker in Arbroath, Trustee on the Sequestrated Estates of MUNRO & COMPANY, Ironfounders in Arbroath, Forfar, and Dundee, and of Robert Munro and Archibald Munro, Ironfounders, residing in Arbroath, and Bain Munro, Ironfounder, residing in Forfar, the Individual Partners of said Firm, as Partners thereof, and as Individuals, hereby intimates that the Commissioners have audited his accounts for the quarter ending on 6th November 1882, and postponed the declaration of a Dividend till the next statutory period.

ALEX. HUTTON, Trustee.

Arbroath, 18th November 1882.

**P**ATRICK TURNBULL, Chartered Accountant in Edinburgh, Trustee on the Sequestrated Estate of LAURENCE ANDERSON, Wood Merchants, Kincardine-on-Forth, Scotland, as a Company, and of Sundsvall, in Sweden, as a Company, and of James Simpson of North Lethans, and residing at Cleish Mills, Kinross, and Laurence Anderson, Wood Merchant, Kincardine-on-Forth and Sundsvall aforesaid, the Individual Partners of that Company, as such Partners, hereby intimates that the Commissioners have audited his accounts, brought down to 3d current, and 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.

31 Princes Street, Edinburgh,  
17th November 1882.

**SEQUESTRATION** of the Estates of DAVID MILNE, Boot and Shoe Maker, 16 Shandwick Place, Edinburgh.

**T**HE Trustee hereby intimates that his accounts, brought down to 4th current, have been audited by the Commissioners, and that they have postponed the declaration of a Dividend until the recurrence of the next statutory period, and dispensed with sending circulars to the Creditors.

JAMES TAYLOR, C.A., Trustee.

24 George Square, Glasgow,  
18th November 1882.



**T**HE Estates of WILLIAM LUNDIE, Ironfounder, Arbroath, were Sequestrated on 16th November 1882, by the Sheriff of Forfarshire.

The first Deliverance is dated 4th November 1882.

The Meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on the 29th day of November 1882, within the Royal Hotel, Arbroath.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 16th March 1883.

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

WALTER OSWALD, Law-Agent, Arbroath,  
Agent.

Brothock Bridge, Arbroath,  
17th November 1882.

**T**HE Estates of ALEXANDER BOSWELL, Music Seller, Dunfermline, were Sequestrated on the 18th day of November 1882, by the Sheriff of the Counties of Fife and Kinross.

The first Deliverance is dated the 18th day of November 1882.

The Meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Thursday the 30th day of November current, within Saint Margaret's Hall, Dunfermline.

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 18th March 1883.

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

DONALD MACKENZIE, Solicitor, Dunfermline,  
Agent.

18th November 1882.

**T**HE Estates of THOMAS STEVENSON, Builder and Joiner, Annandale Street Lane, Edinburgh, and residing at 20 Annandale Street there, were Sequestrated on 18th November 1882, by the Sheriff of the Lothians.

The first Deliverance is dated 18th November 1882.

The Meeting to elect the Trustee and Commissioners is to be held at eleven o'clock forenoon, on Friday the 1st day of December next, 1882, within Lyon & Turnbull's Rooms, No. 51 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 18th March 1883.

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

A. RODAN HOGG, Solicitor,  
7 North St. Andrew Street, Edinburgh, Agent.

**T**HE Estates of WHYTE BROTHERS, Wrights and Builders, 188 Claythorn Street, Glasgow, and William Whyte, Alexander Whyte, and John Whyte, Wrights and Builders there, the sole Individual Partners of that Company, as such Partners, and as Individuals, were Sequestrated on the 20th day of November 1882, by the Sheriff of Lanarkshire.

The first Deliverance is dated the 20th day of November 1882.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on the 30th day of November 1882, within the Faculty of Procurators' Hall, Saint George's Place, Glasgow.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 20th day of March 1883.

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

J. JACKSON,  
120 West Regent Street, Glasgow, Agent.

**T**HE Estates of CHARLES HELMORE MACKNESS, Wholesale Tea Merchant, 6 India Buildings, Edinburgh, and residing at No. 5 East Albert Street there, were Sequestrated on the 20th day of November 1882, by the Sheriff of the Lothians.

The first Deliverance is dated the 20th day of November 1882.

The Meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Thursday the 30th day of November 1882, 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 20th day of March 1883.

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

WM. CONSIDINE, S.S.C., Agent.

Chambers, 2 George Street, Edinburgh,  
21st November 1882.

#### SEQUESTRATION of ALEXANDER BOSWELL, Music Seller, Dunfermline.

**M**R. ANDREW BURT, Solicitor, Dunfermline, has been appointed Judicial Factor on this Sequestrated Estate. Parties indebted to the Bankrupt are requested to make payment to Mr. Burt forthwith.

DONALD MACKENZIE, Solicitor, Agent.

Dunfermline, 20th November 1882.

**N**OTICE is hereby given that the Sheriff of Aberdeen, Kincardine, and Banff acting in Banffshire, has, on considering a Petition by Messrs. C. & A. Johnstone, Merchants, Trinity Buildings, Aberdeen, for Sequestration of the Estates of JAMES TAYLOR, Merchant, Mid Street, Keith, in the Parish of Keith and County of Banff, granted Warrant for citing the said James Taylor to appear within the ordinary Sheriff Court House at Banff, on the 27th day of November current, at eleven o'clock forenoon, to show cause why Sequestration of his Estates should not be awarded.

JOHN G. FLEMING, Solicitor, Keith,  
Agent.

Keith, 17th November 1882.

#### NOTICE.

**A** PETITION having been presented to the Lord Ordinary officiating on the Bills, at the instance of Ferguson, Davidson, & Company, Timber Merchants, Leith, for Sequestration of the Estates of the Firm of WHYTE BROTHERS, Wrights and Builders, No. 188 Claythorn Street, Glasgow, and of John Whyte, residing in 371 Paisley Road, Glasgow, William Whyte, residing at 345 Gallowgate, Glasgow, and Alexander Whyte, residing at Middlemuir, Lenzie, the Individual Partners of the said Firm of Whyte Brothers, as such Partners, and as Individuals, his Lordship of this date, 20th November 1882, granted Warrant for citing the said Firm of Whyte Brothers, and the said John Whyte, William Whyte, and Alexander Whyte, as Partners, and as Individuals foresaid, to appear in Court on the seventh day next after citation if within Scotland, and on the twenty-first day next after citation if furth of Scotland, to show cause why Sequestration should not be awarded; of all which Intimation is hereby given.

KNIGHT WATSON, L.A.

30 St. Andrew Square, Edinburgh,  
20th November 1882.

SEQUESTRATION of JAMES BROWN, Ironmonger,  
Sauchiehall Street, Glasgow.

**JAMES HENDERSON FERGUSON**, Accountant, Glasgow, has been elected Trustee on the Estate; and Thomas Allan, a Partner of Thomas Allan & Sons, Springbank Ironworks, Glasgow, Hugh M'Ruer, sole Partner of Allan & M'Ruer, Dobbie's Loan, Glasgow, and Alfred Johnson, Accountant, Kirkintilloch, as Mandatory of John Napier & Company, Basin Foundry, Kirkintilloch, have been elected Commissioners. The Examination of the Bankrupt will take place within Mr. Sheriff Lees' Chambers, County Buildings, Glasgow, on Monday the 27th day of November current, at eleven o'clock A.M. The Creditors will meet in the Office of the Trustee, 71 Queen Street, Glasgow, on Friday the 8th day of December 1882, at twelve o'clock noon.

JAS. H. FERGUSON, Trustee.

71 Queen Street, Glasgow,  
17th November 1882.

**THOMAS LOGAN**, Accountant in Glasgow, Trustee on the Sequestrated Estates of J. & R. WALLACE, Wholesale Ironmongers, Mains Street, Glasgow, and John Wallace and Robert Wallace, both Wholesale Ironmongers in Glasgow, the Individual Partners of that Company, as such Partners, and as Individuals, hereby calls a Meeting of the Creditors, to be held within his Office, 4 Bath Street, Glasgow, on Friday, 1st December next, at eleven o'clock forenoon, for the purpose of electing a Commissioner in room of Mr. P. Rattray.

THOS. LOGAN.

4 Bath Street, Glasgow,  
20th November 1882.

**A S Trustee** on the Sequestrated Estate of **GEORGE SMITH**, Doctor of Medicine, carrying on business at 112 Renfield Street and 163 Stockwell Street, Glasgow, and residing at 257 Renfrew Street there, I hereby call a General Meeting of the Creditors, to be held within my Office, No. 59 St. Vincent Street, Glasgow, on Friday the 15th day of December next, at twelve o'clock noon, to consider as to an application to be made by me to the Court for my discharge as Trustee foresaid.

JOHN WILSON, C.A., Trustee.

Glasgow, 20th November 1882.

**A S Trustee** on the Sequestrated Estate of **ALEXANDER TAYLOR & SONS**, Hosiers and Flag-makers, Glasgow, as a Company, and James Edward Taylor, Hosier and Flagmaker there, the only Individual Partner of said Company, as such Partner, and as an Individual, I hereby call a General Meeting of the Creditors, to be held within my Office, No. 59 St. Vincent Street, Glasgow, on Friday the 15th day of December next, at half-past twelve o'clock afternoon, to consider as to an application to be made by me to the Court for my discharge as Trustee foresaid.

JOHN WILSON, C.A., Trustee.

Glasgow, 20th November 1882.

**A S Trustee** on the Sequestrated Estate of **JOHN DUNCAN**, Draper, Falkirk, I hereby call a General Meeting of the Creditors, to be held within my Office, No. 59 St. Vincent Street, Glasgow, on Friday the 15th day of December next, at one o'clock afternoon, to consider as to an application to be made by me to the Court for my discharge as Trustee foresaid.

JOHN WILSON, C.A., Trustee.

Glasgow, 20th November 1882.

**THOMAS NICOL**, Merchant, Dingwall, Trustee on the Sequestrated Estate of **NEIL M'LEAN**, Farmer, Meikle Ussie and Upper Bogchroe of Ussie, in the Parish of Fodderty and County of Ross, hereby calls a General Meeting of the Creditors, to be held within the Office of John Macrae, Solicitor, 84 High Street, Dingwall, on Saturday the 16th day of December next, to consider as to an application to be made for the Trustee's discharge.

THOMAS NICOL, Trustee.

Dingwall, 18th November 1882.

**A MEETING** of the Creditors on the Sequestrated Estate of **HUGH JAMIESON**, Farmer, Adamcroft, Tarbolton, will be held within the Writing Chambers of James Henderson, Solicitor, No. 23 Portland Street, Kilmarnock, on Thursday the 30th day of November 1882, at two o'clock afternoon, to consider an offer now made for the stock, crop, and effects on the Farm belonging to the Bankrupt Estate, and to give the Trustee instructions thereanent.

DAVID LAURIE, Trustee.

Kilmarnock, 18th November 1882.

**WILLIAM SHAW SOUTAR**, Solicitor, Blairgowrie, Trustee on the Sequestrated Estate of **WILLIAM LOWE**, Builder, Blairgowrie, hereby intimates that at a Meeting of the Creditors held on the 16th November current, the Bankrupt offered to the Creditors a Composition on his whole debts of One Shilling per pound, payable in one sum at two weeks from the date of his discharge, with security; and that the Creditors present unanimously entertained said offer and security for consideration; and the Trustee hereby calls another Meeting of the Creditors, to be held within the Royal Hotel, Blairgowrie, on Thursday the 14th day of December 1882, at eleven o'clock forenoon, to decide on the said offer and security.

W. S. SOUTAR, Trustee.

Blairgowrie, 18th November 1882.

**I ALEXANDER MOORE**, C.A., Glasgow, Trustee on the Sequestrated Estates of **A. & J. PARK**, Pawnbrokers, Brown Street, Glasgow, and Andrew Park, the only known Partner thereof, as such Partner, and as an Individual, hereby intimate that my accounts with the funds of the Estates, brought down to 3d instant, have been audited by the Commissioners; that I have examined the claim of the only Creditor who has lodged an oath and grounds of debt on or before said date; and further, that a first Dividend will be paid, within the Office of Moore & Brown, C.A., 128 Hope Street, Glasgow, on and after the 4th January 1883, to the Creditor whose claim has been admitted to a ranking.

ALEX. MOORE, Trustee.

Glasgow, 18th November 1882.

SEQUESTRATION of **WILLIAM GRAHAM**, Merchant, Barrhead, a Partner of the City of Glasgow Bank, incorporated under the Companies Act, 1862.

**A S Trustee** on this Estate, I hereby intimate that my accounts, brought down to the 3d instant, have been audited by the Commissioners, and that on and after Thursday the 4th day of January next, a further Dividend will be paid, at my Office here, to those Creditors whose claims have been admitted.

JOHN WILSON, C.A., Trustee.

59 St. Vincent Street, Glasgow,  
20th November 1882.

In the SEQUESTRATION of GEORGE RICHARDSON, now or lately Farmer, Upper Samieston, Roxburghshire.

THOMAS BALMER DOVE, S.S.C., Kelso, Trustee, hereby gives notice that a first Dividend will be paid, within his Office at Kelso, upon the 8th day of January 1883.

T. BALMER DOVE, Trustee.

Kelso, 17th November 1882.

PETER GARDEN CHRISTIE, Merchant, Portsoy, Trustee on the Sequestrated Estate of ALEXANDER STRACHAN, Farmer, Hillside, in the Parish of Fordyce and County of Banff, hereby intimates that a Dividend will be paid to those Creditors whose claims have been admitted by the Trustee, at his Office in Portsoy, on the 8th day of January next.

P. G. CHRISTIE, Trustee.

Portsoy, 14th November 1882.

SEQUESTRATION of JOHN MURRAY, Provision Merchant, Charlotte Street, Glasgow.

DAVID BIRD, Junior, C.A., Glasgow, Trustee, hereby gives notice that a first Dividend will be paid, within his Office, 115 St. Vincent Street, Glasgow, upon the 4th day of January next.

DAVID BIRD, Jr., Trustee.

Glasgow, 18th November 1882.

In the SEQUESTRATION of JAMES SMITH, Boat Builder, Findochty, in the Parish of Rathven and County of Banff.

ALEXANDER MAIR, Solicitor, Buckie, Trustee, hereby gives notice that a first Dividend will be paid, within the Trustee's Office in Buckie, upon the 3d day of January 1883.

ALEX. MAIR, Trustee.

In the SEQUESTRATION of ARTHUR EDWARD BAIRD, sometime residing at Croftinloan, thereafter in France, and afterwards at Ardentinn, Argyllshire.

EVAN FRASER, Banker, Pitlochrie, Trustee on the said Sequestrated Estate, hereby intimates that the Commissioners have postponed the declaration of a Dividend till the recurrence of another statutory period.

EVAN FRASER, Trustee.

17th November 1882.

SEQUESTRATION of THOMAS MILLER, Builder and House Carpenter, Canal Bank, Lower Gilmore Place, Edinburgh.

THE Trustee hereby intimates that his account of intromissions, brought down to 6th instant, has been audited by the Commissioners, who have postponed the declaration of a Dividend until the recurrence of another statutory period.

JOHN WALKER, C.A., Trustee.

30 St. Andrew Square, Edinburgh,  
21st November 1882.

CHARLES BROWN DAVIDSON, Advocate in Aberdeen, Trustee on the Sequestrated Estate of JOHN FRASER, sometime Farmer, Chapel Towie, in the County of Aberdeen, now deceased, hereby intimates that the Commissioners have postponed a Dividend until the recurrence of another statutory period.

C. B. DAVIDSON, Trustee.

Aberdeen, 17th November 1882.

JOHN MILLER, Chartered Accountant, Glasgow, Trustee on the Sequestrated Estate of the Deceased JAMES MAY WATT, Newspaper Proprietor and Printer, Glasgow, hereby intimates that a first and final Dividend will be paid, at his Office, No. 71 Queen Street, Glasgow, on Wednesday the 29th current, to those Creditors whose claims have been duly lodged with and sustained by him in terms of the Statute.

JNO. MILLER, C.A., Trustee.

71 Queen Street, Glasgow,  
20th November 1882.

#### NOTICE OF DISSOLUTION.

THE Firm of D. HUNTER & COMPANY, Clothiers, &c., 71 King Street, Tradeston, Glasgow, of which Firm Subscribers were sole Partners, was DISSOLVED on 18th October 1882.

DUNCAN HUNTER.

ARCHD. M'INTYRE.

PETER COLLINS, Law-Apprentice, Glasgow, Witness.  
R. MONTGOMERY, Law-Clerk, Glasgow, Witness.

#### NOTICE.

BY mutual arrangement, the Subscriber George Wright as on the 31st July 1879, and the Subscriber William Craig Wright as on the 13th August 1882, retired from the Copartnership Concern of the CLYDE PAPER COMPANY, carrying on business as Paper-makers at Eastfield, Rutherglen, of which Company the Subscribers were the sole Partners.

All debts due to and by the Company will be received and paid by the remaining Partners, Hugh Rose, Charles Arthur Rose, and Alexander Rose.

W. C. WRIGHT.

GEO. WRIGHT.

HUGH ROSE.

CHAS. A. ROSE.

ALEX. ROSE.

ROBERT BRODIE, of 87 St Vincent Street, Glasgow, Writer, Witness.

THOS. M'KECHNIE, of 87 St. Vincent Street, Glasgow, Law-Clerk, Witness.

Witnesses to the Signatures of  
W. C. Wright, Hugh Rose,  
Chas. A. Rose, and Alex.  
Rose.

J. A. ALDRED, Tottenham Court Road, Cabinetmaker, Witness.

J. KNIGHT, residing at Liss, Hants, Gardener, Witness.

Witnesses to the Signature of  
Geo. Wright.

Glasgow, 18th November 1882.



THE Copartnership carrying on business as Contractors and Joiners in Brandon Street, Motherwell, under the Firm of MUIR & GIRDWOOD, of which the Subscribers were the sole Partners, was DISSOLVED of mutual consent as on the 18th day of November 1882.

The Subscriber William Girdwood, who will carry on the Business for his own behoof and in his own name, is authorized to receive payment of all debts due to, and will pay all debts due by, the said Firm.

WILLIAM MUIR.

WM. GIRDWOOD.

JOHN D. FAIRLEY, Solicitor, Motherwell, Witness.

ALEX. L. WRIGHT, Law-Clerk, Motherwell, Witness.

THE Copartnership carried on by the Subscribers under the Firm of MORRISON & HENDERSON as Tinsmiths and Gasfitters at 54 Graeme Street, Glasgow, was DISSOLVED on 11th November 1882, of mutual consent.

The Subscriber James Morrison is authorized to collect the outstanding debts, and will pay the liabilities.

JAMES MORRISON.

GEORGE HENDERSON.

W. A. DAVIDSON, Writer, Glasgow, Witness.

ROBERT LOVE, Law-Clerk, 226 West George Street, Glasgow, Witness.

Glasgow, 18th November 1882.

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

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

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