



The Edinburgh Gazette.

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FRIDAY, NOVEMBER 24, 1882.

WHITEHALL, November 20, 1882.

THE Queen has been pleased to direct Letters Patent to be passed under the Great Seal of the United Kingdom of Great Britain and Ireland, granting the dignity of a Baron of the said United Kingdom unto Sir Frederick Beauchamp Paget Seymour, G.C.B., Admiral and Commander-in-Chief of Her Majesty's Naval Forces in the Mediterranean, and the heirs male of his body lawfully begotten, by the name, style, and title of Baron Alcester of Alcester, in the County of Warwick.

WHITEHALL, November 20, 1882.

The Queen has been pleased to direct Letters Patent to be passed under the Great Seal of the United Kingdom of Great Britain and Ireland, granting the dignity of a Baron of the said United Kingdom unto 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, and the heirs male of his body lawfully begotten, by the name, style, and title of Baron Wolseley of Cairo, and of Wolseley, in the county of Stafford.

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

Sir Charles Elphinstone Adam, Bart., to be Deputy Lieutenant. Dated 6th November 1882.

The Honourable Robert Preston Bruce, M.P., to be Deputy Lieutenant. Dated 6th November 1882.

The Honourable Hugh Frederick Hislop Elliot to be Deputy Lieutenant. Dated 6th November 1882.

The Honourable Hew Hamilton Haldane Duncan Mercer Henderson to be Deputy Lieutenant. Dated 6th November 1882.

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

Sir Reginald Archibald Edward Cathcart, Bart., to be Deputy Lieutenant. Dated 17th November 1882.

Lieutenant-Colonel William Gordon Gordon Cumming to be Deputy Lieutenant. Dated 17th November 1882.

Thomas Duff, Esq., to be Deputy Lieutenant. Dated 17th November 1882.

John Guthrie Smith, Esq., to be Deputy Lieutenant. Dated 17th November 1882.

Alexander Stuart, Esq., to be Deputy Lieutenant. Dated 17th November 1882.

AN ACCOUNT showing the Quantities of certain kinds of Agricultural Produce Imported into the United Kingdom in the Week ended 18th November 1882.

						Quantities.	
Animals living :—						Number	
Oxen, Bulls, Cows, and Calves	...	...	...	...	...		5,095
Sheep and Lambs	...	...	...	...	...	"	18,041
Swine	...	...	...	...	...	"	105
Dead Meat :—						cwts.	
Bacon	...	...	...	...	...	"	12,692
Beef, salted and fresh	...	...	...	...	...	"	16,500
Hams	...	...	...	...	...	"	3,856
Meat unenumerated, salted and fresh	...	...	...	...	...	"	450
" " preserved	...	...	...	...	...	"	4,615
Pork, salted (not Hams) and fresh	...	...	...	...	...	"	4,175
Mutton, fresh	...	...	...	...	...	"	8,479
Poultry and Game (including Rabbits)	...	...	...	...	...	Value £	14,111
Butter	...	...	...	...	...	cwts.	42,294
Cheese	...	...	...	...	...	"	35,851
Eggs	...	...	...	...	...	Great Hundred	142,481
Lard	...	...	...	...	...	cwts.	1,536
Vegetables :—						Bushels	
Onions, raw	...	...	...	...	...	cwts.	103,230
Potatoes	...	...	...	...	...	Value £	61,142
Unenumerated	...	...	...	...	...		4,301
Corn, Grain, Meal, and Flour :—						cwts.	
Wheat	...	...	...	...	...	"	882,955
Barley	...	...	...	...	...	"	578,325
Oats	...	...	...	...	...	"	387,039
Pease	...	...	...	...	...	"	30,840
Beans	...	...	...	...	...	"	20,326
Maize	...	...	...	...	...	"	62,127
Wheat Meal and Flour	...	...	...	...	...	"	239,446

Statistical Office, Custom House, London,
November 20, 1882.

S. SELDON, Principal.

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure, as received from the Inspectors and Officers of Excise, in the Week ended 18th November 1882, conformably to the Act of the 27th and 28th Victoria, cap. 87.

				QUANTITIES SOLD.		AVERAGE PRICE.	
				Qrs.	Bus.	s.	d.
Wheat	...	...	...	48,986	2	40	8
Barley	...	...	...	89,932	0	34	4
Oats	...	...	...	7,249	1	20	6

Commercial Department, Board of Trade,
November 18, 1882.

R. GIFFEN,
Comptroller of Corn Returns.



COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1878 to 1881.

Corresponding Week in	QUANTITIES SOLD.						AVERAGE PRICE.					
	WHEAT.		BARLEY.		OATS.		WHEAT.		BARLEY.		OATS.	
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1878	49,580	1	84,317	7	2,854	7	41	2	39	9	21	7
1879	40,065	2	72,275	1	4,451	4	47	10	39	8	21	6
1880	40,982	3	88,276	6	4,061	2	44	1	33	9	20	4
1881	41,911	3	70,882	4	6,637	1	45	4	34	6	20	2

R. GIFFEN,
Comptroller of Corn Returns.

Commercial Department, Board of Trade,
November 18, 1882.

BANKRUPTS

FROM THE LONDON GAZETTE.

BANKRUPTCIES ANNULLED.

Samuel Wedgwood, of 81 Boughton, Chester, baker, grocer, provision and corn dealer.
Francis Rawlinson and John Townsley Radcliffe, both of 76 Lodge Lane, and of 4 Wapping, Liverpool, carrying on business at these places under the firm of Francis Rawlinson & Co. as rope manufacturers, the said Francis Rawlinson residing at 1 Windsor Road, The Brook, West Derby, Lancaster, and the said John Townsley Radcliffe residing at 3 Fern Grove, Lodge Lane, Toxteth Park, Lancaster.

BANKRUPTCIES AWARDED.

Edwin Meredith, of 40 Monkwell Street, London, tracer of embroidery and manufacturer, trading under the style or firm of E. Meredith & Company, and residing at 29 Wilmington Square, Middlesex.
Frederic Robinson, of 38 Wool Exchange, Coleman Street, London, merchant.
Jonas Clark, formerly of Wick Farm, near Swindon, Wilts, farmer and cattle dealer, then of Minety Common, Minety, Wilts, out of business, and now of Darby Green Farm, Yateley, Southampton, farmer, cowkeeper, and dairyman.
Henry Harrison, of 4 Staple Gardens, Winchester, Southampton, and James Reading, of 20 Clifton Road, otherwise West Hill, Winchester aforesaid, carrying on business as builders, carpenters, and undertakers at 20 Clifton Road, otherwise West Hill aforesaid, under the style or firm of Harrison & Reading.
John Cann, of Aldeby, Norfolk, farmer and cowfeeder.
Henry Stuart, of George Street, Altricham, Chester, hatter.
Edwin Gale, of Batley, York, rag merchant.

Burgh of Borrowstounness; Power to Borrow Money to Defray cost of Drainage, and Levy Rates to Pay Interest and Repay Capital Sum Borrowed; Sinking Fund; Extension of Harbour Limits; Increased or Additional Borrowing Powers to Harbour Commissioners; Additional Powers to North British Railway Company to Raise, Subscribe, and Lend Money; Sinking Fund; Power to Acquire Property within Limits; Power to Reclaim Lands or Foreshore; and to Sell, Feu, Lease, or Rent the same or other Lands, the Property of Harbour Commissioners; Power to Erect Warehouses, etc.; Extended Rating or Assessing Powers to Harbour Commissioners, and Power to Levy Additional Rates and Charges; Power to Purchase or Hire Steam Tugs; to Constitute Harbour Commissioners, Pilotage Authority, and Define Limits; Powers to Appoint Contractors and Arrange as to Stevedoring or Contracting at Harbour and Dock, Byelaws and Regulations, Provisions as to Weighing Goods, Electric Lighting, Provisions as to Wrecks; Power to form Timber Basin and Levy Dues; Power to Arrange or Contract with North British Railway Company or others as to Working Traffic in and about Dock and Harbour; to Confirm Agreement with and Conveyance to North British Railway Company of Site of Goods Depot, etc., at Dock; Power to Acquire and Confirm Agreement with Kinneil Iron and Coal Company, Limited, and others acquiring certain Minerals, under Harbour and Dock Property; and other Purposes.)

In Parliament—Session 1883.

BORROWSTOUNNESS TOWN AND HARBOUR.

ADDITIONAL POWERS.

(Amendment of the Borrowstounness Town and Harbour Act, 1875, and the Borrowstounness Town and Harbour (Amendment) Act, 1878; Increased or Additional Borrowing Powers to the Borrowstounness Town Trustees; Power to Execute a General Drainage Scheme for the

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

To alter, amend, vary, extend, and enlarge,

and, so far as may be necessary for the purposes of the Bill, to repeal, or to repeal and re-enact, with or without modification or alteration, all or some of the powers and provisions of the Borrowstounness Town and Harbour Act, 1875 (in this notice referred to as the Act of 1875), and the Borrowstounness Town and Harbour (Amendment) Act, 1878 (in this notice referred to as the Act of 1878), with respect to the Town and Harbour of Borrowstounness as defined in these Acts.

To authorise the Borrowstounness Town Trustees (in this notice called the Town Trustees), incorporated by the Act of 1875 and the Act of 1878, to borrow, in addition to the sum authorised to be borrowed by the Act of 1875, and from time to time to re-borrow, on the security of the property, funds, rates, tolls, dues, and duties, and other charges belonging to, or leviable by them, or under their control, within the Town of Borrowstounness such further sums of money on mortgage, bond, debenture, cash-credit, or otherwise, as shall be deemed expedient, or as the Bill may provide.

To authorise the Town Trustees to execute and carry out a general system of drainage for the Town of Borrowstounness, and to construct, make, and maintain all requisite sewers, drains, and sewerage and drainage works, and to borrow money for the purposes aforesaid, on the securities before mentioned, and on the rates and assessments next hereinafter mentioned, and authorise the Town Trustees to assess, levy, and collect drainage and other rates and assessments in such way and to such extent as may be deemed expedient, or as the Bill may provide.

To alter, extend, and enlarge the limits of the Harbour and Dock undertaking of the Borrowstounness Harbour Commissioners (in this notice called the Harbour Commissioners), as defined by the Act of 1875, so as to include within the limits of the Harbour all property, ground, or foreshore included between the present limits of the Harbour, as defined upon the plan signed by the Chairman of the Committee of the House of Commons, to whom the Bill for the Act of 1875 was referred, and which plan was deposited at the office of the Principal Sheriff-Clerk for the County of Linlithgow on or about the 21st July 1876, and a line commencing on the present boundary of the Harbour, as defined upon the said plan, at a point on the sea wall or embankment formerly known as the Promenade, 150 yards or thereabouts, measured in a south-westerly direction, from the south-west corner of the Engine-House erected on the West Pier of Borrowstounness Harbour, proceeding thence in an easterly direction for a distance of 160 yards or thereabouts, across the Slamannan and Borrowstounness Branch of the Monklands Section of the North British Railway, and along the south wall of the site of the Old Scouring Basin, to the eastern side of the East Street or approach leading to the Harbour, and called Harbour Street; thence northwards along the eastern side of that street to its junction with the new street or road called Union Street; thence along the southern side of said new road or street to the north-west corner of Dock Street; thence in a southerly direction along the western side of that street for a distance of 78 yards or thereabouts; thence across Dock Street and along the south side of a lane leading eastwardly to the Timber Basin; thence along the southern side of the said Timber

Basin in an irregular line to the north-east corner of Messrs. Thomson and Balfour's wood-yard; thence in a northerly direction for a distance of 32 yards or thereabouts along the boundary dividing the Parishes of Borrowstounness and Carriden; thence in an easterly direction in a curved line for a distance of 107 yards or thereabouts, and thence in a northerly direction for a distance of 17 yards or thereabouts, to a point on the southern side of the Borrowstounness and Bridgeness Branch of the North British Railway; and thence in an easterly direction along the south side of said Railway for a distance of 163 yards or thereabouts; thence in a northerly direction on a line parallel, or nearly parallel, to the present eastern limit of the Harbour, as shewn on the said plan deposited as before mentioned, in 1875, for a distance of 1203 yards or thereabouts into the Firth of Forth; and from thence, in a westerly direction for a distance of 263 yards or thereabouts, until it meets the north-east corner of the said present Harbour limits, as shewn upon the said plan, possessed or occupied by the said Harbour Commissioners, or used or occupied in connection with their Harbour undertaking, or such other property, ground, or foreshore within the extended limits, as proposed, and situated within the Parishes of Borrowstounness and Carriden, or as the Bill may define.

To authorise the Harbour Commissioners to acquire or purchase, by agreement with other parties, any of said lands, or such other lands or property as they may consider necessary for their Harbour and Dock undertaking, or works in connection therewith.

To authorise the Harbour Commissioners to reclaim and embank from the sea certain lands or foreshore on the Firth of Forth, situated to the eastward of their Docks and works, and bounded as follows:—by a line commencing at a point on the high-water mark of spring tides 263 yards or thereabouts, measured in an easterly direction on the said high-water mark along the north side of the Borrowstounness and Bridgeness Railway, from the boundary dividing the Parishes of Borrowstounness and Carriden; thence in a northerly direction into the Firth of Forth for a distance of 233 yards or thereabouts; and thence in a westerly direction for a distance of 610 yards to the north-east corner of the present reclamation wall of the new Dock works; and thence south-eastwardly and easterly for a distance of 675 yards or thereabouts, along high-water mark of spring tides, to the point hereinbefore described as the point of commencement of the boundary.

To enable the Harbour Commissioners to make and maintain the embankments or sea walls and other works hereinafter described, or some or one of them, or some part or parts thereof, with all needful quays, walls, wharves, cranes, fences, gates, bridges, approaches, drains, accesses, roads, communications, and other works and conveniences connected therewith, that is to say:—

An embankment or sea wall, commencing in the Parish of Carriden, in the County of Linlithgow, at the point hereinbefore described as the commencement of the said boundary of the lands to be reclaimed, and proceeding along the said boundary in a northerly and westerly direction for a distance of 843 yards or thereby, and terminating in the Parish of Borrowstounness at

the existing reclamation wall, the property of the Harbour Commissioners.

A Timber Pond or Basin situate on certain lands to the south of the Borrowstounness and Bridgeness Branch of the North British Railway Company, being bounded on the west partly by the property held on lease by Mr. William Donaldson, Shipping Agent in Borrowstounness, and partly by the said lane or ground or foreshore, the property of the Trustees of His Grace the Duke of Hamilton, etc.; on the south partly by the property leased or feued by Messrs. Frederick Robert Hughes and Company, Chemists, Borrowstounness, partly by East Shore Street, and partly by the property leased by Messrs. Thomson and Balfour, Timber Merchants there; on the east by the boundary dividing the Parishes of Borrowstounness and Carriden; and on the north by the said Railway, such Timber Pond commencing in the Parish of Borrowstounness, at or near the property leased by the said Mr. William Donaldson, and terminating at or near the boundary separating the Parishes of Borrowstounness and Carriden, being situated wholly in the said Parish of Borrowstounness. All which intended works, and the lands to be taken for the purposes thereof, and for other the purposes of the Bill, will be situate in the Parishes of Borrowstounness and Carriden, and the Firth of Forth, or one of them, in the County of Linlithgow.

To divert into and use for the purposes of the said Timber Pond or Basin and other works the waters of the Firth of Forth.

To deviate laterally from the lines of the intended works to the extent shewn on the plans hereinafter mentioned, and also to deviate vertically from the levels shewn on the sections hereinafter mentioned to such extent as may be authorised by the Bill.

To cross, divert, alter, stop up, or otherwise interfere with, either temporarily or permanently, all turnpike and other roads, highways, streets, passages, sewers, drains, pipes, railways, and tramways, and telegraph apparatus which it may be necessary or convenient to cross, divert, alter, or stop up for any of the purposes of the Bill.

To enable the Harbour Commissioners to purchase and acquire by compulsion or by agreement lands, houses, and other property for the purposes of the intended works, and of the Bill, and to vary or extinguish all rights, easements, and privileges in any manner connected with the lands, houses, and property so purchased or taken, and to enable the Harbour Commissioners to sell, feu, rent, or lease the same, or any other lands the property of the said Commissioners.

To authorise the Harbour Commissioners to erect, provide, and maintain bonded and other warehouses, sheds, vaults, or for other purposes in connection with the Harbour and Dock undertaking, stores, or other buildings; and to provide hydraulic and other machinery, hoists, cranes, and other conveniences, and to provide places for the deposit of ballast on any of the lands owned by them, and within the limits of the Harbour, and to lease or let the same, and to levy and collect rents, rates, and charges for the same and the use thereof.

To authorise the Harbour Commissioners to levy and collect tolls, rates, dues, and duties, and other charges on shipping, and on goods, merchandise, passengers, animals, and fish, at, upon, or in respect of their Harbour, Dock, and works,

and within the said extended limits, and in respect of the said Timber Pond or Basin, in a similar manner to the powers to levy and collect tolls, rates, dues, duties, and other charges conferred on them by the said Acts of 1875 and 1878; and in particular to charge dues, duties, and charges for the use of hydraulic cranes, hoists, and other machinery, provided and erected, or to be provided and erected by them, and used in loading or unloading goods to or from vessels or trucks at said Harbour and Dock, and other relative works, and for supplying, loading, unloading, and removing ballast, and to levy rates, dues, or duties for water supplied to vessels entering, leaving, or using the Harbour or Dock, or at other Quays, or in the Firth of Forth, for domestic, steam, or other purposes; to alter existing tolls, rates, dues, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, dues, duties, and charges, and other rights and privileges.

To authorise the Harbour Commissioners to borrow, in addition to the sums authorised to be borrowed by the Acts of 1875 and 1878, or otherwise, and from time to time to re-borrow money on the security of the tolls, rates, dues, duties, and other charges leviable by them, and on the security of the Harbour undertaking, Dock, Piers, and other property vested in, or which may be acquired or constructed by them, such further sums, whether by mortgage, cash-credit, debenture, or otherwise, as shall be deemed expedient, or as the Bill may provide, and to provide for the repayment of the money borrowed in the manner provided for in respect to money authorized to be borrowed and applied by the Act of 1878, or otherwise as the Bill may provide.

To authorise the North British Railway Company (in this notice referred to as the North British Company) to subscribe or advance on loan to the Harbour Commissioners, on mortgage bonds or otherwise, on security of the tolls, rates, dues, duties, and charges for the time being leviable by the Harbour Commissioners, and of their Harbour works and undertaking, or any of them, such further sums of money, in addition to that authorised by the Acts of 1875 and 1878, as may be found necessary, or as the Bill may provide, and to guarantee payment of interest on moneys borrowed by the Harbour Commissioners from third parties, all in manner provided in the Act of 1878, in respect to advances authorised by said Act of 1878 to be made by the North British Company to the Commissioners, and to make applicable to such subscription or advance on loan the provisions of the Act of 1878 with respect to loans by the North British Company to the Harbour Commissioners.

To provide for the application of the money to be borrowed by the Harbour Commissioners to the construction of the said reclamation and Embankments or Sea Walls and other works, and to purposes connected with their Harbour and Dock undertaking, and the payment or capitalising of all arrears of interest due or which may be due to the North British Company on advances heretofore made by them for Harbour or other purposes, and including the payment of the amount of interest capitalised as aforesaid and otherwise to provide for the application of money borrowed or received by the Harbour Commissioners as the Bill may prescribe.

To provide that the sinking funds authorised by the Acts of 1875 and 1878, as the same may

be altered and amended, shall be made applicable to moneys to be borrowed under the provisions of the Bill.

To authorise the North British Company to apply, for the purposes of such subscription or advance on loans and of the Bill, any of their existing or authorised funds, and to raise more money by the creation of ordinary guaranteed preference or debenture shares or stock, or by mortgage or cash credit, and on the security of the mortgages, bonds, and other securities granted to them by the Harbour Commissioners, and of the interest or other annual or other payment to be made to the said Company in respect of any such subscription, advance, or loan, or by such other ways and means as may be prescribed by the Bill, and to enable the North British Company to assign any such mortgages, bonds, or other securities so granted to them, and such interest or payment as aforesaid.

To authorise the Harbour Commissioners to acquire, purchase, or hire steam tugs or other vessels, and to let or hire the same for the accommodation of vessels using, and for the better navigation of the Harbour, Docks, and works of the Harbour Commissioners, and to demand and levy rates and charges for such vessels.

To constitute the Harbour Commissioners the pilotage authority for the Harbour, and to fix the limits of their jurisdiction as such pilotage authority, and to alter, vary, or extend the limits of the Harbour for pilotage and other purposes; and to authorise the Commissioners to license and appoint pilots, and to appoint and regulate the duties of and rates of remuneration to be paid to pilots plying at said Harbour, and within said pilotage limits.

To authorise the Harbour Commissioners to appoint and to regulate the duties of stevedores, contractors, wharfingers, meters, and weighers at the said Harbour and Dock, and to fix and determine their remuneration and rates to be charged, to manage and regulate the trimming of coals, minerals, and other traffic in or about the Harbour and Dock, or the vessels therein, and the working of hoists, cranes, steelyards, and other machinery used thereat, or in connection therewith, and levy dues therefor.

To enable the Harbour Commissioners on the one hand, and the North British Company on the other hand, from time to time to enter into and to carry into effect, and rescind and renew contracts, agreements, and arrangements for or with respect to the use, working, management, and maintenance of the Harbour, Dock, and works of the Harbour Commissioners or some part or parts thereof, and the division, appropriation, and apportionment of the revenue arising from the traffic thereon, and to confirm agreements with the North British Company and others as to the matters aforesaid and the working said traffic, or any part thereof.

To authorise the Harbour Commissioners to make and enforce byelaws, rules, and regulations in respect of said traffic, and for and with respect to the several purposes of the Bill.

To authorise the Harbour Commissioners to erect and provide steelyards within the limits of their Harbour and Dock undertaking, and to levy and collect such charges for the use of the same as they may think proper, or as the Bill may define.

To confirm Agreement between the Harbour Commissioners and the North British Company

to feu a piece of ground at Harbour for site of a goods depot, and feu-disposition thereof granted by the Commissioners to the Company under said Agreement.

To confirm Agreement between the Kinneil Iron and Coal Company (Limited), the Trustees of His Grace the Duke of Hamilton, and the Harbour Commissioners, as to acquiring certain Minerals under Harbour and Dock property, and with power to acquire any further portion of the Minerals lying within or under the Harbour limits.

To authorise the Harbour Commissioners to provide for the lighting of their Harbour, Dock, and other works by electricity or otherwise, and for that purpose to produce, store, distribute, and supply for public or private purposes within their Harbour limits for the time being light, heat, or motive power by means of electricity or gas, or any light produced by artificial means or power, and for these purposes, or any of them, to utilise in any way that may be expedient all or any of their lands or works, and (if need be) to erect and maintain new works, plant, machinery, and apparatus, and to manufacture, buy, sell, provide, supply, and deal in or let on hire machines, machinery, steam-engines, gas engines, apparatus, materials, meters, fittings, cables, and other articles, and to acquire patent rights, licenses, or authorities under letters patent for the use of any inventions, machinery, apparatus, methods, materials, or other things, and to demand and recover rates, rents, or charges, and to execute, do, and perform all incidental matters, or to contract, or arrange with any Company or person so to light the said Harbour, Dock, and other works, and, if need be, to enter into agreements or contracts with the Borrowstounness Town Trustees for the lighting with electricity the said Harbour and Dock works or of the Town or Burgh of Borrowstounness.

To make certain provisions in the event of wrecks occurring within the jurisdiction of the Harbour Commissioners, or in the fairway of said Harbour.

To make provision for payment of the costs of the Bill out of the revenues or property of the Commissioners, or out of the assessments, rates, revenues, or loans to be created or arise under the Bill.

The Bill will vary, alter, or extinguish or modify all rights, powers, privileges, and jurisdictions inconsistent with all or any of the objects of the Bill, and will confer other rights and privileges, and will incorporate with itself the provisions, or some of the provisions, of the following Acts, or either of them, viz.:—‘The Harbours, Docks, and Piers Clauses Act, 1847,’ and ‘The Commissioners Clauses Act, 1847.’

And it is proposed by the Bill to repeal, alter, or amend certain of the provisions of ‘The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862,’ and of the several Acts of Parliament following, or some of them, relating to the North British Railway Company, and the undertakings belonging to, amalgamated with, or held on lease by or vested in or worked by that Company, that is to say, Acts passed in the sessions of Parliament held respectively in the 49th, the 54th, the 57th, and the 59th years of the reign of King George the Third; the 2d, the 4th, the 5th, the 7th, the 10th, and the 11th years of the reign of King George the Fourth; the 1st, 3rd, 4th, 4th and

5th, 5th and 6th, 6th and 7th, and the 7th years of the reign of King William the Fourth; the 2d and 3d, the 4th and 5th, the 6th and 7th, the 7th and 8th, the 9th, the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th, the 12th and 13th, the 14th, the 14th and 15th, the 15th, the 15th and 16th, the 16th, the 16th and 17th, the 17th, and every consecutive session down to and inclusive of the session held in the 45th and 48th years of the reign of Her present Majesty, and all or any Acts recited in any of the before mentioned Acts or relating to or affecting the Company or their undertaking, or any branch or part thereof, or any other company or body who, or whose property and interests, may be affected by any of the powers or provisions of the Bill.

Duplicate Plans and Sections, describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property in, through, or under which they will be made, or which may be taken under the powers of the Bill, together with a Book of Reference to such plans, 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 Linlithgow; at his office at Linlithgow, and on or before the same day a copy of so much of the said Plans, Sections, and Book of Reference as relates to the Parishes of Borrowstounness and Carriden respectively, and a copy of this notice, will be deposited for public inspection with the Session-Clerk of each such Parish at his usual place of abode.

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 1882.

Dated this 10th day of November 1882.

ROB. J. JAMIESON,
Town Clerk, Borrowstounness,

AND
W. WHITE MILLAR, S.S.C.,
Edinburgh,
Solicitors for the Bill.

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

In Parliament—Session 1883.]

BARRMILL AND KILWINNING RAILWAY.

(Incorporation of Company; Construction of Railway from Barrmill to Kilwinning; Powers to Caledonian and Glasgow and South-Western Railway Companies to Contribute to, and to Construct, Maintain, and Work proposed Undertaking; to Raise Capital and Appoint Directors; Traffic and other Agreements with Caledonian and Glasgow and South-Western Railway Companies; Running Powers over portion of Glasgow and South-Western Railway, and Use of Stations; Power to take Portions of Certain Properties; Payment of Interest out of Capital during Construction of Works; Capital; Agreements with Landowners and others; Incorporation and Amendment of Acts, etc.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act (hereinafter called 'the

intended Act') to effect the purposes following, or some of them, viz. :—

To incorporate a Company (hereinafter called 'the Company') for the purpose of making and maintaining, wholly within the County of Ayr, the Railways and Works hereinafter mentioned, or some part thereof respectively, together with all necessary sidings, stations, approaches, works, and conveniences connected therewith respectively, and to confer on the Company all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them, that is to say :—

1. A Railway (No. 1) commencing in the Parish of Beith by a junction with the Beith Branch Railway of the Caledonian and Glasgow and South-Western Railways (Kilmarnock Joint Line), hereinafter called 'the Kilmarnock Joint Line,' at a point thereon 340 yards or thereabouts, measuring along that Branch Railway in an easterly direction, from the east end of the Barrmill Station House on that Branch Railway, and terminating in the Parish of Kilwinning, on the east side of the Turnpike Road leading from Dalry to Kilwinning, at a point 300 yards or thereabouts, measuring in a north-westerly direction, from the north-west corner of the dwelling-house called or known as Inner Wood.
2. A Railway (No. 2) wholly situate within the Parish of Kilwinning, commencing at the termination of Railway (No. 1) above described, and terminating by a junction with the Glasgow and South-Western Railway, at a point thereon 200 yards or thereabouts, measuring along that Railway in a northerly direction, from the north end of the Kilwinning Passenger Station Buildings :

Which intended Railways and Works will pass from, through, and into, or be situate within the parishes, townships, extra-parochial, and other places following, or some of them, that is to say,—the Parishes of Beith, Dalry, and Kilwinning, all in the County of Ayr, or some or one of them.

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

To cross, divert, alter, and stop up, either temporarily or permanently, turnpike, statute-labour and other roads, streets, ways, streams, gas and water pipes, drains, sewers, navigations, rivers, bridges, footways, telegraphs, railways, and tramways, within the parishes and places aforesaid, or any of them, for the purposes of the intended Railways and Works, and of the intended Act, and to provide that all altered or diverted portions of road, which may be constructed by the Company under the powers of the intended Act, shall in all respects form respectively parts of the existing roads, in lieu of or in connection with portions for which the same are respectively substituted or made under the said powers, and shall be maintained by the respective bodies or persons liable to maintain the said existing roads, or such other bodies or persons as shall be specified in the intended Act.

To purchase and take, by compulsion or agreement, lands, houses, and hereditaments for the purposes of the intended Act, and to vary or extinguish all rights and privileges connected with such lands, houses, and hereditaments which would in any manner impede or interfere with the con-

struction, maintenance, or use of the intended Railways or Works.

To levy tolls, rates, duties, and charges upon or in respect of the intended Railways and Works, and for the conveyance of passengers, animals, minerals, goods, and other traffic thereon, and upon the railway, stations, and works hereinafter mentioned belonging to the Glasgow and South-Western Railway Company, and to confer and extinguish exemptions from the payment of such several tolls, rates, duties, and charges, and to confer, vary, or extinguish other rights or privileges.

To authorise the Company to raise money for the purposes of their undertaking by the creation and issue of shares, and by borrowing on mortgage by instalments or otherwise, and to exercise all other usual and necessary powers for carrying into effect the objects of the intended Act.

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

To authorise the Caledonian Railway Company and the Glasgow and South-Western Railway Company, or either of them, by themselves or others on their behalf, to subscribe and contribute money towards the expense of the undertaking of the Company, and to take, purchase, and hold ordinary or preferred and deferred shares in that undertaking, and to guarantee any such dividend, interest, or other payment on any of the shares of the Company as they may think fit, or as may be agreed upon by them or either of them and the Company, and for the purposes aforesaid or any of them, to apply any capital or funds now or hereafter belonging to them respectively, or under the control of their respective directors, or to raise additional capital by the creation of new shares or stock in their respective undertakings, either with or without priority of interest or dividend, and by borrowing on mortgage, or by one or other of those means, and to issue debenture stock in lieu of the amount so borrowed or authorised to be borrowed, and also to empower the said other Companies respectively to appoint one or more of the directors of the Company, and to vote at meetings of the Company.

To empower the Company and the Caledonian and the Glasgow and South-Western Railway Companies, or either of them, to enter into arrangements or agreements with respect to the purchase or lease of the undertaking of the Company; and also with respect to the construction, maintenance, management, working, or use of the Railways and Works to be authorised by the intended Act, or any part thereof, and with respect to the interchange, accommodation, conveyance, and delivery

of traffic passing over the respective Railways of the Company and the Caledonian and Glasgow and South-Western Railway Companies, or any part thereof respectively, and the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, revenue, and profits arising therefrom, and to enable the Caledonian and Glasgow and South-Western Railway Companies respectively to apply any portion of their income or capital to the purposes of any such arrangements or agreements.

To make provision for facilitating the interchange and transmission of traffic from, to, and over the said intended Railways and the Railways belonging to the Caledonian and the Glasgow and South-Western Railway Companies respectively, or to the Kilmarnock Joint Line Committee, or any of them, and for securing through booking and through invoicing, through trains and through rates, from, to, and over the said Railways respectively, or any of them; also for fixing and ascertaining and settling the tolls, rates, and charges to be levied or charged, and other terms and conditions to be imposed for or in respect of any of the purposes aforesaid, and to make such alterations and reductions in the tolls, rates, and charges at present authorised to be levied or charged upon the railways of the said last-named Companies, or either of them, or the Kilmarnock Joint-Line, as may be necessary; and to authorise the Company, and the said last-named Companies, or either of them, and the Kilmarnock Joint Line Committee, from time to time to enter into agreements with respect to all or any of the matters aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act, and to authorise the appointment of a Joint Committee or Joint Committees for carrying into effect any such agreements or any of the purposes of the intended Act.

To authorise the Company, and all Companies and persons lawfully working or using the intended Railways, or any part thereof, to run over and use with their engines and carriages, waggons, officers, and servants, and for the purposes of traffic of all kinds, so much of the Glasgow and South-Western Railway as lies between the junction of the intended Railway (No. 2) therewith and the station or stations at Kilwinning, belonging to the Glasgow and South-Western Railway Company, together with the use of that station or stations, or any alteration or extension of that station or stations which may hereafter be made, and all other stations, sidings, platforms, points, signals, junctions, and roads, water, engines, engine-sheds, standing-room for engines, booking and other offices, warehouses, machinery, works and conveniences connected with such portion of Railway as aforesaid, on payment of such tolls, rates, rent, or other consideration, and on such charges, terms, and conditions as may be agreed on, or as shall be prescribed or provided by the intended Act.

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



made, or which, prior to the passing of the intended Act, may be made.

To vary or alter the provisions of Section 90 of 'The Lands Clauses Consolidation (Scotland) Act, 1845,' and to provide that it shall not be necessary for the Company to purchase the whole of any house or other building or manufactory, when part only is required for the purposes of the intended Act.

To vary, for the purposes of the intended Act, the provisions of 'The Railways Clauses Consolidation (Scotland) Act, 1845,' with respect to the diminishing the radius of curves and increasing the gradient described on the plans and sections, and with respect to the limits of lateral and vertical deviation in the construction of works, and with respect to alterations of roads and substitution of roads in lieu of altered roads.

To enable the Company, notwithstanding anything contained in 'The Companies Clauses Consolidation (Scotland) Act, 1845,' to pay interest and dividends on any shares or stock of the Company during the construction of the intended Railways and Works, and until the completion thereof respectively, or until such other time as may be prescribed by the intended Act.

To vary and extinguish all rights and privileges which would in any manner interfere with the objects and purposes of the intended Act, and to confer other rights and privileges, and to incorporate with the intended Act (except so far as may be expressly varied thereby) the whole or such of the provisions as may be necessary of 'The Companies Clauses Consolidation (Scotland) Act, 1845,' 'The Companies Clauses Act, 1863,' 'The Companies Clauses Act, 1869,' 'The Lands Clauses Consolidation (Scotland) Act, 1845,' 'The Lands Clauses Consolidation Acts Amendment Act, 1860,' 'The Railways Clauses Consolidation (Scotland) Act, 1845,' and 'The Railways Clauses Act, 1863,' and Acts amending any of the said Acts.

To alter, amend, enlarge, or repeal, as far as may be necessary for the purposes of the intended Act, the several Acts following, or some of them, that is to say: 'The Caledonian Railway Act, 1845,' 'The Glasgow and South-Western Railway Consolidation Act, 1855,' 'The Caledonian and Glasgow and South-Western Railways (Kilmarnock Joint Line) Act, 1869,' and the several other Acts relating to or affecting the Caledonian and Glasgow and South-Western Railway Companies respectively.

Plans and Sections in duplicate, describing the lines and levels of the said intended Railways and Works, and the lands and property which may be required to be taken for the purposes thereof, together with Books of Reference to such Plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, as also an Ordnance Map, with the lines of the intended Railways delineated thereon, and a copy of this Notice, as published in the Edinburgh Gazette, will be deposited for public inspection, on or before the 30th day of November 1882, in the offices at Ayr and Kilmarnock respectively of the Principal Sheriff-Clerk for the County of Ayr; and a copy of so much of the said Plans, Sections, and Books of Reference as relates to each of the several parishes before specified, together with a copy of the said Gazette Notice, will, on or before the said 30th day of November 1882, be deposited for public inspection with the Session-Clerk of such parishes respectively, at their respective residences.

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

Dated this 14th day of November 1882.

KEYDENS, STRANG, & GIRVAN,
186 West George Street, Glasgow,
Solicitors for the Bill.

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

Board of Trade—Session 1883.

INVERNESS HARBOUR.

Application for Provisional Order, for Power to Construct New Quay and other Works; Power to levy Rates, to alter and increase Existing Rates, and to regulate Application of Rates, to Amend Local Acts, to Confirm Agreements, and for other Purposes.

NOTICE is hereby given, that in pursuance of the provisions of 'The General Pier and Harbour Act, 1861,' and 'The General Pier and Harbour Act, 1861, Amendment Act,' application is intended to be made to the Board of Trade on or before the 23rd day of December next by the Trustees of the Harbour of Inverness, acting under 'The Inverness Harbour and Navigation Act, 1847,' in this Notice called 'the Trustees,' for a Provisional Order for all or some of the following powers and purposes, that is to say—

To empower the Trustees to improve, deepen, maintain, and regulate the Harbour of Inverness, in the Burgh and Parish of Inverness, and approaches thereto, and to make and maintain the works hereinafter described, or some of them. That is to say—

To construct a new Quay Wall at or near Shore Street of Inverness, in the Burgh, Parish, and County of Inverness, five feet or thereby outside of the present Quay, beginning at a point twelve yards or thereby in a northerly direction from the north or north-east side of the Viaduct of the Inverness and Ross-shire Railway, or of the Highland Railway across Shore Street and the River Ness, to a distance of one hundred and eighty yards or thereby in a northerly direction along the River Ness.

To deepen and improve the entrance to the Harbour of Inverness and the said Harbour itself along the front of the Quay above mentioned, and the other portions of the said Harbour, and to dredge the bed of the River Ness from the said Railway Viaduct to the deep water of the Firth of Inverness, in the Burgh and Parish and County of Inverness.

To authorise the Trustees to construct Railways or Tramways on their Lands between the said proposed Quay Wall, and the Quays to the north thereof on the one side, and the Roadway of Shore Street of Inverness on the other, and to levy Tolls, Rates, Duties, and Charges from Persons, Companies, or Corporations using said Railways or Tramways.

All which intended Works shall be situated within the Burgh of Inverness, and the Parish and County of Inverness, and in the Foreshore and Bed of the River Ness, and the Moray or

Inverness Firth, or of or in and *ex adverso* of the said Burgh and Parish.

To empower the Trustees to make all suitable lateral and vertical deviations in the construction of said works, and, in connection with said works, to make and maintain all necessary Embankments, Excavations, Quays, Jetties, Piers, Roads, Approaches, Tramways, Warehouses, Cranes, and other works and conveniences; to cross, alter, stop up, or divert, or otherwise interfere with Foreshores, Roads, Streets, Sewers, Drains, and Water-courses, and Gas and Water and other Pipes.

To define the limits of the said Harbour of Inverness.

To authorise the Trustees to levy new, altered, or additional Tolls, Rates, Duties, and Charges upon and in respect of their undertaking, and to make provision for the collection and regulation of such Tolls, Rates, Duties, and Charges.

To empower the Trustees to borrow, in addition to the Money they are at present authorised to borrow, such further Money as may be required for the purposes of their undertaking, and of the Order, by way of Mortgage, or Cash Credit, or otherwise, and to re-borrow on the security of the said Harbour, and of the Lands and Property connected therewith, and the Works to be constructed thereon, and the Tolls, Rates, Duties, and Charges which they are or may be authorised to levy, and to establish a Sinking Fund for the repayment of Monies borrowed.

To constitute the Trustees the proper Pilotage Authority and Local Authority within the limits of the Harbour, or within such limits as may be fixed by the said Provisional Order, and to grant all the powers conferred on Pilotage Authorities by the Merchant Shipping Act of 1854, and Acts amending that Act.

To confer upon the Trustees all the other powers, rights, and privileges which may be necessary for the maintenance, management, and administration of the said Harbour, and for carrying the said Provisional Order into effect, and to extinguish all rights and privileges which might interfere therewith.

To confirm an agreement entered into between the Provost, Magistrates, and Town Council of Inverness (in this Notice called 'the Corporation'), and the Trustees, in regard to arrears of an annuity payable by the Trustees to the Corporation, and to authorise the Corporation to grant a discharge to the Trustees, and to make such provisions with respect to the debts and obligations of the Trustees as the Order may provide.

To authorise the Trustees to enter into arrangements and agreements with the Corporation, and with other Persons, Companies, or Corporations, with respect to the undertaking of the Trustees.

To authorise and confirm agreements entered into by the Trustees in regard to the use of the Railways or Tramways above mentioned.

To make such other provisions with respect to the undertaking of the Trustees as the Order will contain.

To vary, alter, and extinguish all rights and privileges which are inconsistent with, or which would or might in any way impede or interfere with the objects of the proposed Order, and to confer other rights and privileges.

To alter, amend, extend, and enlarge, or to repeal all or any of the powers and provisions of the following Acts, and Local and Personal Acts,

namely, 48 George III., cap. 41, and 10 and 11 Victoria, cap. 209, and any other Acts relating to the Trustees or their undertaking; and to incorporate with the Order all or some of the provisions of the Harbours, and Passing Tolls, &c., Act, 1861.

A copy of this Advertisement, with Plans, Sections, and Maps of the said proposed Works, will, on or before the 30th day of November 1882, 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 Inverness of the Principal Sheriff-Clerk of the County of Inverness; at the Office of the Town-Clerk of Inverness; in the Custom House at Inverness; and in the Office of the Board of Trade, London.

On and after the 23rd day of December next, 1882, printed copies of the proposed Provisional Order will be furnished, at the price of One Shilling each, to all persons applying for the same, at the Offices of the undersigned Solicitor and Agents for the Trustees.

Dated this 17th day of November 1882.

KENNETH MACDONALD,
Town-Clerk, Inverness,
Solicitor.

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

In Parliament—Session 1883.

GOUROCK AND CLOCH FERRY RAILWAY.

(Incorporation of Company; Construction of Railways and Pier; Agreements with Landowners and others; Powers to the Caledonian and Glasgow and South-Western Railway Companies to subscribe and to raise Money and to appoint Directors; Powers to, and Working Traffic and other Agreements with those Companies and with the Greenock and Wemyss Bay Railway Company; Running Powers over Greenock and Wemyss Bay Railway; Running Powers to Caledonian and Glasgow and South-Western Companies over proposed Railways; Purchase of Ferry Rights; Power to Purchase parts of certain Properties; Payment of Interest out of Capital during construction of Works; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act (hereinafter called 'the intended Act') to effect the purposes following, or some of them, viz. :—

To incorporate a Company (hereinafter called 'the Company') for the purpose of making and maintaining the Railways, and Pier, and works hereinafter mentioned, or some or one of them, together with all necessary stations, approaches, works and conveniences connected therewith respectively, and to confer on the Company all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them, that is to say :—

(1.) Railway No. 1, situate in the Parish of

Inverkip, Burgh of Gourock, and County of Renfrew, commencing by a junction with the Greenock and Wemyss Bay Railway, at or near the bridge carrying the occupation road from Branchton Farm Steading over that Railway, and terminating near high-water mark of the Firth of Clyde, on the north side of the turnpike road leading from Greenock to Inverkip by Cloch at a point 260 yards or thereabouts, measured in a westerly direction from the west corner of Cloch Ferry House;

- (2.) Railway No. 2, situate in the Parish of Greenock or East Parish of Greenock, Burgh of Greenock, and County of Renfrew, commencing by a junction with the Glasgow and South-Western Railway (Greenock Section), at a point thereon 240 yards or thereabouts, measured along that Railway in a south-easterly direction from the centre of the bridge carrying that Railway over the Greenock and Wemyss Bay Railway, and terminating by a junction with the Greenock and Wemyss Bay Railway, at a point thereon 320 yards or thereabouts, measured along that Railway in a westerly direction, from the centre of the bridge which carries the said Greenock and Wemyss Bay Railway over the stream called Carts Burn;
- (3.) Railway No. 3, being a line or lines of rails, situate in the Parish of Greenock or East Parish of Greenock, Parish of Greenock or West Parish of Greenock, and Parish of Inverkip, Burgh of Greenock, and County of Renfrew, in addition to the present single line of rails on the Greenock and Wemyss Bay Railway, commencing by a junction with the Greenock and Wemyss Bay Railway at or near the bridge carrying that Railway over the said stream, called the Carts Burn, and terminating by a junction with that Railway at a point 300 yards or thereabouts, measured in a westerly direction from the point of junction hereinbefore described of the intended Railway No. 1 with the said Greenock and Wemyss Bay Railway;
- (4.) A Pier or Wharf or Quay, wholly situate in the Parish of Inverkip, and the Firth of Clyde *ex adverso* of that Parish, and the County of Renfrew, commencing at a point near high-water mark of the Firth of Clyde, on the north side of the Turnpike Road, leading from Greenock to Inverkip by Cloch, 210 yards or thereabouts, measured in a westerly direction from the west corner of Cloch Ferry House, thence proceeding in a northerly direction for 130 yards or thereabouts, and thence in an easterly direction for 65 yards or thereabouts, and terminating at a point in the Firth of Clyde 190 yards or thereabouts, measured in a north-westerly direction from the west corner of Cloch Ferry House.

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

To deviate laterally from the line of the intended Railways, Pier, and Works, to the extent shown on the plans hereinafter mentioned; and to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross, divert, alter and stop up, either temporarily or permanently, turnpike, statute labour and other roads, streets, ways, streams, gas and water pipes, drains, sewers, navigations, rivers, bridges, footways, telegraphs, Railways and Tramways, within the parishes and places aforesaid, or any of them, for the purposes of the intended Railways, Pier, and Works, and of the intended Act, and to provide that all altered or diverted portions of road, which may be constructed by the Company under the powers of the intended Act, shall, in all respects, form respectively parts of the existing roads, in lieu of or in connection with portions for which the same are respectively substituted or made under the said powers, and shall be maintained by the respective bodies or persons liable to maintain the said existing roads, or such other bodies or persons as shall be specified in the intended Act.

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

To vary or alter the provisions of Section 90 of 'The Lands Clauses Consolidation (Scotland) Act, 1845,' and to provide that it shall not be necessary for the Company to purchase the whole of any house or other building or manufactory, when part only is required for the purposes of the intended Act.

To levy tolls, rates, duties, and charges upon or in respect of the intended Railways, Pier, Stations, and Works, and for the conveyance of passengers, animals, and goods thereon, and upon the Railways, Stations, and Works hereinafter mentioned belonging to the Greenock and Wemyss Bay Railway Company or other Companies; to confer exemptions from the payment of such several tolls, rates, and duties; and to confer, vary, or extinguish other rights or privileges.

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

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

To authorize the Caledonian Railway Company and the Glasgow and South-Western Railway Company, or either of those Companies

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

To empower the Company, the Caledonian Railway Company, the Glasgow and South-Western Railway Company, and the Greenock and Wemyss Bay Railway Company, or any of them, either solely or jointly, to enter into arrangements or agreements with respect to the construction, maintenance, management, working, or use of the Railways, Pier, and Works to be authorized by the intended Act, or any of them, or any part thereof, and with respect to the interchange of traffic passing over the respective Railways of the Company and the above-named Companies, or any of them or any part thereof, and the fixing, collecting, and apportionment of the tolls or profits arising therefrom, and to enable the said Companies, or any of them, to apply any portion of their income or capital to the purposes of any such arrangements or agreements.

To make provision for facilitating the interchange and transmission of traffic from, to, and over the said intended Railways and the Railways belonging to the Greenock and Wemyss Bay, the Caledonian, and the Glasgow and South-Western Railway Companies respectively, or any of them, and for securing through booking and through invoicing, through trains, and through rates from, to, and over the said Railways respectively, or any of them; also for fixing and ascertaining and settling the tolls, rates, and charges to be levied or charged, and other terms and conditions to be imposed for or in respect of any of the purposes aforesaid, and to make such alterations and reductions in the tolls, rates, and charges at present authorized to be levied or charged upon the Railways of the said last-named Companies, or any of them, as may be necessary; and to authorize the Company, and the said last-named Companies, or any of them, from time to time to enter into agreements with respect to all or any of the matters aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act.

To authorize the Company, and all Companies and persons lawfully working or using the intended Railways, or any part thereof, to run over and use with their engines and carriages, waggons, officers and servants, and for the purposes of traffic of all kinds, the Greenock and Wemyss Bay Railway, or such part or parts thereof as may be provided by the intended Act, together with the use of all stations, sidings, platforms, points, signals, junctions, and roads, water, engines, engine-sheds, standing room for engines, booking and other offices, warehouses, machinery, works, and conveniences connected with such Railway or portions of Railway as aforesaid, on payment of such tolls, rates, rent or other consideration, and on such charges, terms, and

conditions as may be agreed on, or as shall be prescribed or provided by the intended Act.

To enable the Caledonian and the Glasgow and South-Western Railway Companies, or either of those Companies, to run over and use, with their engines and carriages, waggons, officers and servants, and for the purposes of traffic of all kinds, the Railways to be authorized by the intended Act.

To authorize the Company, and the owners and others interested in the Ferries or Ferry rights between Cloch and Dunoon, to make and enter into, and carry into effect, contracts and agreements for the purchase of such Ferries or Ferry rights by the Company, or the acquisition of other rights by the Company over the same.

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 lifeboats, and with respect to keeping a tide and weather gauge, shall not apply to the Company or their undertaking.

To empower the Company to appoint and remove pier masters, meters, weighers, and other officers and servants; and the intended Act will define the limits within which such pier and other masters, meters, weighers, and other officers and servants may exercise the powers to be conferred upon them respectively by the intended Act.

To authorize 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 Pier, or any of the works, conveniences, or lands of the Company.

To enable the Company, notwithstanding anything contained in The Companies Clauses Consolidation (Scotland) Act, 1845, out of moneys raised or to be raised by the Company under the powers of the intended Act, to pay interest or dividends during the construction of the intended Railways, Pier, and Works, until the completion thereof respectively, or until such other time as may be prescribed by the intended Act, to the Shareholders of the Company, on the sums which have been, or may be, from time to time, paid up on the shares allotted to or held by them respectively.

To vary and extinguish all rights and privileges which would in any manner interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

To alter, amend, enlarge, or repeal, as far as may be necessary for the purposes of the intended Act, the several Acts following, or some of them, that is to say: The Caledonian Railway Act, 1845, and the several other Acts relating to or affecting the Caledonian Railway Company; The Glasgow and South-Western Railway Consolidation Act, 1855, and any other Acts relating to or affecting the Glasgow and South-Western Railway Company; and the Greenock and Wemyss Bay Railway Act, 1862, and any other Acts relating to or affecting the Greenock and Wemyss Bay Railway Company.

Plans and sections in duplicate describing the lines and levels of the said intended Railways, Pier, and Works, and the lands and property which may be required to be taken for the purposes thereof, together with Books of Reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, as also an Ordnance map

with the lines of the proposed Railways delineated thereon, and a copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection on or before the 30th day of November 1882, in the offices in Paisley and Greenock respectively, of the principal Sheriff-Clerk for the County of Renfrew; and a copy of so much of the said plans, sections, and Books of Reference as relates to each of the several parishes before specified, together with a copy of the said *Gazette* 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.

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

Dated this 11th day of November 1882.

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

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

In Parliament.—Session 1883.

GOUROCK RAILWAY AND QUAY.

(Incorporation of Company; Construction of Railway from the Greenock and Wemyss Bay Railway to the Bay of Gourock, with a Quay and Relative Works there, and a Railway at and in connection with the Upper Greenock Station of the Greenock and Wemyss Bay Railway; Acquisition of Lands; Power to take Portions of Certain Properties; Tolls, Rates, and Charges; Running Powers over Part of the Greenock and Wemyss Bay Railway; Working and other Agreements with the Caledonian Railway Company; Agreements with other Bodies and Persons; Power to the Caledonian Railway Company and the Greenock and Wemyss Bay Railway Company to subscribe and to raise Money; and to appoint Directors; Appointment of Harbour and Pilotage Authority; Erection of Hotel; Payment of Interest out of Capital during Construction of Works; Incorporation and Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill (hereinafter called the Bill) to incorporate a Company (hereinafter called the Company), and to authorize the Company to make the Railways and Works and Quay hereinafter described, or some of them, or some part or parts thereof, with all necessary and convenient Stations, Sidings, Junctions, Approaches, Viaducts, Bridges, Roads, Tunnels, Covered Ways, Shafts, Engines, Pumping Stations, Communications, Wharves, Warehouses, Sheds, Weighing Machines, Cranes, and other Works and Conveniences connected therewith or incidental thereto, viz. :—

1. A Railway (No. 1) commencing by a junction with the Greenock and Wemyss Bay

Railway at a point thereon 65 yards, or thereabouts, measuring in a south-easterly direction along the said last-mentioned Railway from the mile-post indicating three-and-a-half miles from the junction of the said last-mentioned Railway with the Caledonian Railway, and terminating at a point on the foreshore in the Bay of Gourock distant 200 yards, or thereabouts, in a south-easterly direction, from the junction of King Street with Shore Street, in the Town of Gourock, which 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 Inverkip and the Town of Gourock, in the County of Renfrew, and on the foreshore and bed of the Sea or Firth of the River Clyde, in or *ex adverso* of said Parish, Town, and County.

2. A Railway (No. 2) commencing by a junction with the Greenock and Wemyss Bay Railway at a point thereon 75 yards, or thereabouts, measuring in a westerly direction, along the said last-mentioned Railway, from the mile-post indicating two miles from the junction of the said last-mentioned Railway with the Caledonian Railway, and terminating by a junction with the said Greenock and Wemyss Bay Railway at a point distant 193 yards, or thereabouts, measuring in a westerly direction from the West End of the Booking Office of the Upper Greenock Passenger Station of the said last-mentioned Railway, which 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 Greenock, or East Parish of Greenock, or one of them, and Town of Greenock, in the County of Renfrew.

3. A Quay, commencing at a point in the Firth of the River Clyde, about 105 yards, measuring in a north-easterly direction, from the Coastguard Station at Kempock Point, and terminating at a point in the Bay of Gourock, about 120 yards, measuring in an easterly direction, from the junction of John Street with Shore Street in the Town of Gourock, which intended Quay, 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 Inverkip and the Town of Gourock, in the County of Renfrew, and on the foreshore and bed of the Sea or Firth of the River Clyde, in or *ex adverso* of the said Parish, Town, and County.

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

To deviate laterally and vertically from the lines and levels of the proposed Works as shown on the Plans and Sections hereinafter mentioned, within the limits usually authorized or as may be prescribed by the Bill.

To cross, alter, stop up, and divert, temporarily or permanently, all turnpike, statute labour, and other roads and highways, streets, footways, pas-

sages, streams, canals, railways, tramways, sidings, sewers, drains, telegraphic and electric apparatus, mains, pipes, and works of every description which it may be necessary or expedient to cross, alter, stop up, or divert for any of the purposes of the Bill.

To purchase by compulsion or agreement, or to lease, feu, or otherwise acquire, all such lands, houses, and other property, as may be necessary or convenient for the purposes of the intended Railways and Quay and Works connected therewith, and also rights of easement and servitude, and other rights in or over lands, houses, and other property, and to purchase other lands by agreement; and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and other property to be purchased or taken as aforesaid.

To provide that any 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 portions of which the same are respectively substituted, 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 vary for the purposes of the Bill the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to the diminishing the radius of curves and increasing the gradients described on the plans and sections, and with respect to the limits of lateral and vertical deviation in the construction of works, and with respect 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 the purchase of houses, buildings, and manufactories; and to provide that it shall not be necessary for the Company to purchase the whole of any house or other building or manufactory where part only is required for the purposes of the Bill; and the provisions of the Railways Clauses Act, 1863, with respect to protection of navigation.

To levy tolls, rates, duties, and charges on or in respect of the intended Railways, Quay, and other Works to be authorized by the Bill, and for the conveyance and accommodation of passengers, animals, minerals, goods, and other traffic thereon and thereat, and for the shipment and unshipment of the same, and on vessels and boats using the said quay, or entering or leaving the limits of the Harbour of Gourock as prescribed by the Bill, and for the use of wharves, warehouses, sheds, weighing-machines, cranes, and other conveniences in connection therewith, to alter the tolls, rates, duties, and charges leviable under the existing Acts relating to the Pier and Harbour at Gourock, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, duties, and charges.

To empower the Caledonian Railway Company and the Greenock and Wemyss Bay Railway Company (hereinafter called the Wemyss Bay Railway Company), respectively or either of these Companies, to contribute to the undertaking of the Company, and to take and hold shares or stock in the capital of the Company, and to authorize the Caledonian Railway Company and the Wemyss Bay Railway Company, respectively or either of these Companies, to raise for that purpose additional capital in their own respective undertakings or undertaking by the

creation and issue of New, Ordinary, or Preference shares and stock and by borrowing upon Mortgage, and by the creation and issue of Debenture stock, or by one or more of those modes, and to apply to the purpose of such contributions or contribution any capital or funds belonging to or authorized to be raised by such Companies or Company which may not be required for the purposes for which the same were authorized to be raised, and to vote at meetings of the Company in respect of the shares or stock in the capital of the Company so taken and held by them respectively.

To authorize the Company on the one hand, and the Caledonian Railway Company on the other hand, to enter into and carry into effect contracts, agreements, and arrangements, either in perpetuity or otherwise, for or with respect to the construction, working, use, management, and maintenance by the Caledonian Railway Company of the undertaking of the Company and the traffic thereon, the amount and proportion of the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the traffic upon the respective undertakings of the Company and the Caledonian Railway Company and the Wemyss Bay Railway Company, the fixing, collection, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any such contract, agreement, or arrangement already made, or which prior to the passing of the Bill may be made; and to empower the Caledonian Railway Company to exercise the powers of the Company, and all other necessary powers in relation to the said matters, or some of them; also, to empower the Company and the Caledonian Railway Company to enter into Contracts and Agreements with reference to the purchase or lease by the Caledonian Railway Company of the undertaking of the Company.

To require and compel the Caledonian Railway Company and the Wemyss Bay Railway Company, upon such terms as shall be agreed upon or be settled by arbitration, or be provided by the Bill, to receive, book through, forward, accommodate, transmit, and deliver on, over, and from their Railways or the Railways of which they or either of them are or may be joint owners or lessees, or in which they or either of them may be otherwise interested, and at the stations, warehouses, and booking offices thereof, and to afford all necessary facilities for all passengers, goods, minerals, animals, carriages, and other traffic of whatsoever description coming from or destined for the intended Railways or either of them, or any part thereof; and to alter and vary the tolls, rates, and charges which the Caledonian Railway Company and the Wemyss Bay Railway Company or either of them may be entitled to take and receive upon their respective Railways, or upon the Railways of which they or either of them are or may be joint owners or lessees, or in which they or either of them may be otherwise interested, and to confer, vary, and extinguish exemptions from payment of such tolls, rates, and charges.

To authorize the Company, and any company or persons for the time being working or using the

intended Railways or any part thereof to run over, work and use with their engines, carriages, and waggons, and officers and servants, whether in charge of engines or trains or for any other purpose, and for the purposes of traffic of every description, the Greenock and Wemyss Bay Railway from the junction with that Railway of the intended Railway No. 1 to the junction of the Greenock and Wemyss Bay Railway with the Caledonian Railway at or near Port-Glasgow, and the stations, roads, platforms, water, water-engines, engine-sheds, booking and other offices, warehouses, sidings, signals, points, junctions, machinery, works, and conveniences of or connected with the said Greenock and Wemyss Bay Railway upon terms to be agreed on between the Company and the Wemyss Bay Railway Company, or determined by arbitration or prescribed by the Bill, and to levy tolls, rates, and duties in respect of the traffic of every description conveyed by the Company over the Greenock and Wemyss Bay Railway.

To authorize the Company and any Companies or Corporations, or Commissioners, or Road, Statute Labour, Bridge, or Harbour Trustees, or other bodies or persons to enter into and carry into effect such arrangements and agreements as may be necessary or expedient for making, maintaining, working, or using the intended Railways and Quay and other Works, and for the construction and maintenance of any Works which may be interfered with or rendered necessary in carrying into effect the objects and purposes of the Bill, and to confirm all such arrangements and agreements already made, or which prior to the passing of the Bill may be made.

To prescribe and define limits for the Harbour of Gourock, and to constitute the Company a Harbour Authority and Pilotage and Local Authority with powers and jurisdiction as such within such limits and over the Works to be authorized by the Bill so far as situate within the Bay of Gourock and for such distance around those works as shall be defined by the Bill, or over the whole of the said Bay; and to appoint Harbourmasters and Piermasters with powers and jurisdiction as such within the limits to be defined as aforesaid or over the whole of the said Bay, and also meters and weighers and other officers and servants.

To enable the Company to erect and maintain on the lands to be taken or acquired by them under the Bill at or near Kempock Point a Station Hotel with Refreshment-Rooms and other conveniences, and to let or manage the same.

To enable the Company notwithstanding anything contained in 'The Companies Clauses Consolidation (Scotland) Act, 1845,' to pay interest and dividends on any shares or stock of the Company during the construction of the intended Railways, Quay, and Works, and until the completion thereof respectively, or until such other time as may be prescribed by the Bill.

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

To incorporate with the Bill (except so far as may be expressly varied thereby) all or some of

the powers and provisions of the Companies Clauses Consolidation (Scotland) Act, 1845; the Companies Clauses Act, 1863; the Companies Clauses Act, 1869; the Lands Clauses Consolidation (Scotland) Act, 1845; the Lands Clauses Consolidation Acts Amendment Act, 1860; the Railways Clauses Consolidation (Scotland) Act, 1845; the Railways Clauses Act, 1863; and the Harbour, Docks, and Piers Clauses Act, 1847, and Acts amending any of the said Acts.

To alter, amend, enlarge, or repeal, so far as may be necessary for the purposes of the Bill, the several Acts following, or some of them—that is to say, the Caledonian Railway Act, 1845, and the several other Acts relating to the Caledonian Railway Company and to the undertakings belonging to, amalgamated with, or leased or worked, or authorized to be worked by or vested in, that Company; the Greenock and Wemyss Bay Railway Act, 1862; and the Greenock and Wemyss Bay Railway Extension Act, 1863; and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting the Caledonian Railway Company and the Wemyss Bay Railway Company, or either of them. As also the Act (Local) 5th and 6th William IV., chap. 78, and any other Acts relating to the Pier or Harbour of Gourock; as also the Act 3 and 4 William IV., chap. 116, and any other Acts relating to the Turnpike Road leading from Greenock to Gourock; as also the Clyde Navigation Consolidation Act, 1858, and the Clyde Lighthouses Act, 1871, and the Clyde Lighthouses Act, 1880, and any other Acts relating to the Navigation of the Firth of Clyde, and the Harbour and Pilotage jurisdictions within the same; as also the Greenock Police Acts, 1877 and 1882.

Plans and Sections, describing the lines, situations, and levels of the intended Railways, Quay, and other Works, and the lands, houses, and other property, which will or may be taken for the purposes thereof, with a Book of Reference to such Plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and an Ordnance or published map with the line of the intended Railways delineated thereon, and a copy of this notice, as published in the 'Edinburgh Gazette,' will, on or before the 30th day of November 1882, be deposited for public inspection, in the offices at Paisley and Greenock, of the Principal Sheriff-Clerk of the County of Renfrew, and a copy of so much of the said Plans, Sections, and Book of Reference, as relates to each of the above-mentioned parishes, 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-Clerk of each of such Parishes at his Residence.

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

Dated this 15th day of November 1882.

KEYDENS, STRANG, & GIRVAN,
180 West George Street, Glasgow.

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

In Parliament.—Session 1883.]

DUMBARTON WATER-WORKS, STREETS, AND BUILDINGS.

Power to make Additional Water-Works, and to Divert, Take, and Supply Water; Acquisition of Lands; Definition of Limits of Supply; Rates, Rents, and Charges; Prevention of Waste; Making and Confirming Agreements; Borrowing Powers; Bye-Laws; Regulation of Streets, Buildings, and other matters; Incorporation, Application, and Amendment of Acts, and other Purposes.

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

To authorize the Provost, Magistrates, and Town Council of the Burgh of Dumbarton, acting as Commissioners, constituted by the Dumbarton Waterworks, Reclamation and Municipal Extension Act, 1857 (hereinafter called 'the Water Commissioners'), to make, maintain, and use the additional Waterworks hereinafter described, or some of them, together with all proper embankments, bridges, roads, approaches, ways, wells, tanks, basins, gauges, filter-beds, stand-pipes, dams, sluices, waste-weirs, outlets, outfalls, discharge pipes, adits, shafts, tunnels, aqueducts, culverts, cuts, channels, conduits, drains, mains, pipes, junctions, valves, engines, apparatus, and conveniences connected with the said Works, or any of them, or necessary for conducting, inspecting, maintaining, repairing, cleansing, managing, and using the same, viz:—

1. A Reservoir, being an enlargement of the Reservoir or Loch known as Loch Humphrey, in the Parish of Old or West Kilpatrick, and County of Dumbarton, to be formed by an embankment, which is intended to commence at a point about 23 yards north-eastward from the point where the existing bye-wash issues from Loch Humphrey aforesaid, and to terminate at a point about 210 yards westward from the said point of commencement. The said Reservoir will commence at a point on the stream known as the Black Burn (which flows from the loch called Loch Fyn into Loch Humphrey aforesaid), about 560 yards north-westward from the aforesaid point where the existing bye-wash issues from Loch Humphrey, and will terminate at the said intended embankment.

2. A conduit or line of pipes, commencing in the intended Reservoir hereinbefore described, at a point at or near the gangway to the sluice used for regulating the issue of water from Loch Humphrey aforesaid, and terminating in the existing Reservoir of the Water Commissioners, known as Garshake Reservoir, at or near the eastern corner thereof.

3. A conduit or line of pipes, commencing in the said Garshake Reservoir, at or near the centre of the western embankment thereof, and terminating at or near the north-western corner of the ground occupied by the existing filters and pure water tank of the Water Commissioners, near the Dumbarton Cemetery.

4. A filter or filters and pure water tank adjoining, and on the northern, western, and southern sides of the existing filters and pure water tank hereinbefore mentioned.

Which intended Reservoir, conduits, or lines

of pipes, filter or filters, and pure water tank, 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 Parishes of Old or West Kilpatrick and Dumbarton and the Royal Burgh of Dumbarton, or some or one of them, all in the County of Dumbarton.

To provide that the said intended works shall for all purposes whatsoever, unless otherwise provided by the Bill, be deemed part of the Water-Works of the Water Commissioners.

To authorize the Water Commissioners to lay down, maintain, use, alter, renew, relay, extend, enlarge, and discontinue, within the limits of supply defined in the aforesaid Act, or to be defined in the Bill, mains, pipes, works, and other conveniences for the distribution and supply of water, and from time to time to alter, renew, relay, extend, enlarge, and discontinue the same, and for that purpose to confer on them the powers contained in the Water Works Clauses Acts 1847 and 1863 of opening and breaking up streets, roads, highways, and other public passages and places within the said limits.

To authorize the Water Commissioners in the construction of the works to be authorized by the Bill to deviate from the lines, situation, and levels thereof, delineated on the plan and sections hereinafter mentioned, to the extent defined on the said plan, or provided by the Bill.

To authorize the Water Commissioners within the aforesaid limits of supply to sell and supply water for domestic purposes, and also water in bulk or otherwise for sanitary, trading, manufacturing, and other purposes; to levy and recover rates, rents, and charges for the supply of water; to alter, vary, or increase existing rates, rents, and charges; and to confer, vary, and extinguish exemptions from the payment of rates, rents, and charges now leviable or which may become leviable under the Bill.

To authorize the Water Commissioners to sell and supply water by meter; and to purchase, hire, manufacture, provide, lease, or sell meters to parties supplied with water; and to charge rates or rents for the use of meters.

To empower the Water Commissioners and any other companies, bodies, or persons to enter into agreements with each other for the supply of water or for the laying of mains, pipes, or other works within the aforesaid limits of supply, and to confirm any such agreements already made or which may be made previously to the passing of the Bill.

To authorize the Water Commissioners to divert, impound, take, appropriate, store, use, and distribute for the purposes of the Water Supply hereinbefore mentioned, or of the Bill, the waters of the said Loch Fyn and Loch Humphrey, and of the said stream known as the Black Burn, and all streams, springs, and waters flowing into or arising within the said lochs and stream, and into or within the site of the Reservoir, and other works to be authorized by the Bill, or which shall be found within the limits of deviation marked upon the plan hereinafter mentioned; which waters now flow along the said Black Burn, and thence into Loch Humphrey aforesaid, and thence into and along the stream known as Loch Humphrey Burn, and thereafter at Duntocher Burn, and thence into the River Clyde Navigation, and which supply the milldams or reservoirs known respectively

as Faifley Pedlars' Steps Dam, Hardgate Mill Dam, Golden Hill Dam, Old Corn Mill Dam, Milton Mill Dams, Duntocher Mill Dam, and Collins' Dalnuir Mill Dams, and the cuts connected therewith respectively.

To authorize the Water Commissioners to make and maintain such embankments, dams, weirs, channels, conduits, pipes, culverts, cuts, sluices, filtering tanks, gauges, drains, approaches, buildings, and other works and conveniences as may be necessary or convenient for diverting, taking, collecting, storing, impounding, distributing, and regulating the waters hereinbefore mentioned, and for the other objects and purposes of the Bill; and to divert, impound, and use the said waters for the purpose of compensating all persons whose present supply of water may be affected in consequence of the works authorized by the Bill or any of them; and to make any other provisions necessary for compensating such persons or any of them.

To define the limits within which the Water Commissioners are and shall be authorized to supply water, and to include within such limits and to enable them to supply water for public and private purposes to and within the village of Bowling and district adjoining, and such other places within the parishes of Old or West Kilpatrick, Dumbarton, and Cardross, as may be defined in the Bill.

To authorize the Water Commissioners to enter upon, take, and use, temporarily or permanently, and either compulsorily or by agreement, all such lands, houses, buildings, and other property as may be necessary or convenient for the purposes of the said several works, and of the Bill; and easements and servitudes over, in, or under lands, houses, buildings, and other property; to cross, stop up, appropriate, alter, and divert, temporarily or permanently, or to acquire easements, servitudes, or rights of way, over, in, or under, any highways, county, or other roads, railways, tramways, bridges, streets, lanes, paths, passages, sewers, drains, water-courses, electric apparatus, and gas and water pipes, so far as may be necessary or expedient, for the purpose of making and maintaining the said works, and to exercise all other usual and necessary powers.

To regulate or to authorize the Water Commissioners to make and enforce regulations for the use of the water supplied for domestic and other purposes, and for preventing the water from being wasted, contaminated, polluted, or improperly used, and for preventing any improper or unauthorized interference with the water or works; and to regulate or to enable the Water Commissioners to make and enforce regulations as to the construction and use of cisterns, pipes, taps, fittings, and other apparatus for the proper and economical use of water within any dwelling-houses or other buildings or places to which water may be supplied by them, and to enter such dwelling-houses and other buildings for the purpose of inspecting the said cisterns, pipes, taps, fittings, and other apparatus; and to discontinue the supply of water in cases in which such regulations may be contravened; and to provide that no cisterns, pipes, taps, fittings, or other apparatus, shall be used in such dwelling-houses, or other buildings, or places, except such as may be authorized by the Water Commissioners.

To authorize the Water Commissioners to borrow, and from time to time to re-borrow

money for the several purposes hereinbefore mentioned, and of the Bill, on mortgage annuity cash credit, or otherwise upon the security of such property, rates, rents, charges, or assessments as may be defined by the Bill: to make provision for repayment of borrowed money, and for renewal of works, plant, and apparatus, and for meeting depreciation thereof; and for these or other purposes or any of them to create a sinking fund or sinking funds, and to alter any existing or authorized sinking fund, and to fix the amount thereof and mode of application of the same.

To enable the Water Commissioners to make, alter, vary, and rescind bye-laws, rules, orders, and regulations for or with respect to any of the objects of the Bill, and to impose and enforce the payment of penalties for breach or non-observance of such bye-laws, rules, orders, and regulations; and to provide for the recovery and application of penalties.

To regulate or to empower the said Provost, Magistrates, and Town Council, acting as Commissioners of Police of the Burgh of Dumbarton (hereinafter called 'The Police Commissioners'), or the Dean of Guild Court constituted under the powers of the General Police and Improvement (Scotland) Act, 1862, to regulate the laying out and formation of new streets, roads, and lanes within the Burgh of Dumbarton (hereinafter called 'The Burgh'), the width, lines, and levels thereof, the erection, height, structure, and ventilation of buildings, the distance from the centre of existing and future streets, roads, and lanes, within which buildings may be erected, altered, or re-built, and the setting back of buildings to certain distances from the centre of such streets, roads, and lanes: to make additional or altered provisions for the erection, alteration, re-building, and repair of buildings within the burgh, to alter the height and structure of existing buildings, to provide open spaces behind buildings, and to repair, shut up, or demolish any dangerous or uninhabitable buildings, or to require the owners thereof to repair, shut up, or demolish the same, as also to empower the Police Commissioners to acquire compulsorily or by agreement the lands, houses, and other property required for the above-mentioned purposes, or any of them, and to shut up any streets, roads, or lanes which may be of no further public use, and to acquire compulsorily or by agreement, and to feu out, let, or sell the solum thereof.

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

To incorporate with and to extend and make applicable to the purposes of the Bill all or some of the provisions of The Commissioners' Clauses Act, 1847; The Lands Clauses Consolidation (Scotland) Act, 1845; The Lands Clauses Consolidation Acts Amendment Act, 1860; The Water Works Clauses Acts, 1847 and 1863; The General Police and Improvement (Scotland) Act, 1862; The General Police and Improvement (Scotland) Act, 1862, Amendment Act; and the provisions of the Railways' Clauses Consolidation (Scotland) Act, 1845, with respect to the temporary occupation of lands near the railway during the construction thereof, and with respect to the crossing of roads or other interference therewith, with such exceptions from or alterations or

modifications of the provisions of those Acts as may be thought expedient or be prescribed by the Bill, and to amend and interpret the same.

To alter, amend, and extend, or to repeal, so far as may be necessary or desirable for the purposes of the Bill, the whole or some of the provisions of the following local Acts, viz.:—The Dumbarton Water Works, Reclamation and Municipal Extension Act, 1857; and The Dumbarton Water Works and Municipality Act, 1869; and all other Acts relating to the Dumbarton Water Works or to the Burgh of Dumbarton.

And Notice is further given, That a plan and sections describing the lines, situation, and levels of the several works hereinbefore specified, and the lands, houses, and other property which may be taken for the purposes thereof, and of the works and conveniences connected therewith, and a book of reference to the said plan containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property; and a copy of this notice as published in the *Edinburgh Gazette* will, on or before the 30th day of November instant, be deposited for public inspection in the office at Dumbarton of the Principal Sheriff Clerk of the County of Dumbarton; and that a copy of so much of the said plan, sections, and book of reference as relates to each of the Parishes hereinbefore mentioned and to the Royal Burgh of Dumbarton respectively, with a copy of this Notice as published in the *Edinburgh Gazette*, will, on or before the said 30th day of November instant, be deposited for public inspection with the Session Clerk of such Parish at his office, and with the Town Clerk of the said Royal Burgh at his office in Dumbarton.

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.

ALEXANDER ALLAN, Town Clerk,
Dumbarton.

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

In Parliament—Session 1883.

CHETHAM'S PATENT FOR IMPROVEMENTS IN SELF-ACTING TEMPLES FOR LOOMS.

(CONFIRMATION OF PATENT.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill and pass an Act for the following purposes:—

To continue and confirm certain Letters Patent, bearing date the 8th day of August 1879, granted to William Chetham, of Salford, near Manchester, in the county of Lancaster, Machinist, for the term of fourteen years, for the invention of 'Improvements in Self-Acting Temples for Looms.'

To authorize the said Letters Patent, or a duplicate thereof, to be stamped with the proper stamp showing the payment of the stamp duty thereon of £50, and to be produced at the office of the Commissioners of Patents for the said Commissioners of Patents, or their clerk, to stamp such Letters Patent or duplicate, specifying the date of such production, and to endorse on such Letters Patent or duplicate a certificate of the

production of the same duly stamped, and to endorse a like certificate upon the Warrant for such Letters Patent, filed in the said office.

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

Dated this 22d day of November 1882.

WYATT, HOSKINS, & HOOKER,
28 Parliament Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1883.

MULLINGS' PATENT FOR 'EXTRACTING OIL AND FAT FROM WOOL, &c.'

(CONFIRMATION OF PATENT.)

APPLICATION is intended to be made to Parliament next Session for leave to bring in a Bill to revive, continue, and confirm certain Letters Patent, dated the 21st day of October 1879 (No. 4262), granted to Thomas John Mullings, of No. 16 George Street, Mansion House, within the city of London, Gentleman, his executors, administrators, and assigns, for the term of 14 years from the date of such Letters Patent, for the invention of 'A New and Improved Process for extracting Oil and Fat and Oily and Fatty Matters from Wool and other substances and the Apparatus connected therewith and applicable thereto,' and to enable the said Thomas John Mullings, his executors, administrators, or assigns, or any of them, to pay the prolongation duty of £50 upon the said Letters Patent which became due and payable on or before the 21st day of October 1882, and, upon such payment being made, to enable the Commissioners of Patents, or their clerk, to stamp the said Letters Patent or a duplicate thereof.

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.

DURNFORD & CO.,
38 Parliament Street, Westminster, S.W.,
Parliamentary Agents.

In Parliament—Session 1883.]

CLYDE NAVIGATION.

(Construction of Docks or Tidal Basins, Graving Docks, Tramways, Accesses, Roads or Streets, Quays, Wharfs, and other Works; Alterations of Glasgow and Renfrew Turnpike Road and the Tramways thereon; Alteration of Point-house Road; Agreements with the Vale of Clyde Tramways Company; Construction of Railway between the Govan Branch of the Glasgow and Paisley Joint-Line of Railway and the proposed Docks; Power to Stop up Roads, Streets, and Footpaths; Agreements with the Caledonian and the Glasgow and South-Western Railway Companies, and Traffic Arrangements and Facilities as regards these Companies, and Power to them to Subscribe towards Railway; Powers to Purchase Land, to Levy and Alter

Rates and Tolls, and to Borrow Money; Incorporation, Amendment, or Repeal of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for effecting the objects and purposes aftermentioned, or some of them, that is to say—

To authorize the Trustees of the Clyde Navigation (hereinafter called the Trustees) to make and maintain the Docks or Tidal Basins, Graving Docks, Tramways, Accesses, Roads or Streets, Quays, Wharfs, Railway, and other Works hereinafter described, or some of them, and all necessary and proper approaches, communications, buildings, and other works and conveniences connected therewith, viz.:—

1. A Dock or Tidal Basin (hereinafter called Dock No. 1), entering from the south side of the River Clyde, and commencing at or near the west end of Plantation Quay Wall, and terminating at a point 110 yards or thereabout north-westward from the north-west corner of Maclean Street, Govan, at its junction with the Glasgow and Renfrew Turnpike Road, hereinafter called 'Renfrew Road.'
2. A Dock or Tidal Basin (hereinafter called Dock No. 2), with a central Pier or Wharf, commencing at a point 66 yards or thereabout eastward from a point on the east side of Whitefield Road, Govan, 260 yards or thereabout, measured southward from the north-east corner of that Road at its junction with Renfrew Road, and terminating in two branches or divisions, the north branch or division at a point 76 yards or thereabout eastward from a point on the east side of Cessnock Road, Govan, 178 yards or thereabout, measured southward from the north-east corner of that Road at its junction with Renfrew Road; and the south branch or division at a point 5 yards or thereabout eastward from a point on the east side of Haughhead Road, Govan, 183 yards or thereabout, measured northward from the south-east corner of Avondale Terrace, Govan, at its junction with the Glasgow and Paisley Turnpike Road, hereinafter called 'Paisley Road.'
3. A Connecting Basin between Dock No. 1 and Dock No. 2, with Swing or Draw Bridges over the same, in connection with Road No. 1 and Road No. 2 (after described), commencing by a junction with Dock No. 1 at a point on the north side of Renfrew Road 58 yards or thereabout eastward from the south-east corner of Old Main Street, Govan, at its junction with Renfrew Road, and terminating by a junction with Dock No. 2 at a point 172 yards or thereabout south-eastward from the south-east corner of Elphinstone Street, Govan, at its junction with Whitefield Road aforesaid.
4. Two Graving Docks entering from the north branch or division of Dock No. 2, that is to say:
 - (1) A Graving Dock (hereinafter called Graving Dock No. 1), commencing at a point 77 yards or thereabout eastward from a point on the east side of Cessnock Road aforesaid 153 yards or thereabout, measured southward from

the north-east corner of that Road at its junction with Renfrew Road, and terminating at a point at or near the east side of Haughhead Road aforesaid 153 yards or thereabout, measured southward from the north-east corner of that Road at its junction with Renfrew Road.

- (2) A Graving Dock (hereinafter called Graving Dock No. 2), commencing at a point 74 yards or thereabout eastward from a point on the east side of Cessnock Road aforesaid, 201 yards or thereabout, measured southward from the north-east corner of that Road at its junction with Renfrew Road, and terminating at a point at or near the west side of Haughhead Road aforesaid, 201 yards or thereabout, measured southward from the north-west corner of that Road at its junction with Renfrew Road.

5. Main Lines of Tramways for the accommodation of the Traffic of the Docks before mentioned, that is to say:

- (1) A Tramway (hereinafter called Tramway No. 1), commencing on the east side of Whitefield Road aforesaid at a point 204 yards or thereabout, measured northward from the south-west corner of Ibrox Street, Govan, at its junction with Whitefield Road aforesaid, and passing along or near the southern side and eastern end of Dock No. 2, the eastern ends of Graving Dock No. 2 and Graving Dock No. 1, thence passing to and along or near the east end of Dock No. 1, and terminating on the south side of Mavisbank Quay, at a point 43 yards or thereabout eastward from the north-east corner of the Weigh-house of the Trustees' Harbour Workshops.
- (2) A Tramway (hereinafter called Tramway No. 2), commencing by a junction with Tramway No. 1 at a point 100 yards or thereabout eastward from the commencement of Tramway No. 1, and passing along or near the southern side and eastern end of Dock No. 2, the eastern ends of Graving Dock No. 2 and Graving Dock No. 1, and the northern sides of Graving Dock No. 1 and Dock No. 2, and terminating at a point 50 yards or thereabout northward from the north-west corner of Cessnock House, Govan.

6. Accesses to the Docks and works before described, that is to say:

- (1) An Access (called Access No. 1), commencing by a junction with Maclean Street aforesaid at a point 235 yards or thereabout southward from the north-west corner of that Street at its junction with Renfrew Road, and terminating at a point 67 yards or thereabout eastward from a point on the east side of Haughhead Road aforesaid 262 yards or thereabout, measured southward from the north-east corner of that Road at its junction with Renfrew Road.
- (2) An Access (called Access No. 2), partly on the line of a Road or Street

already partially formed, commencing at a point 27 yards or thereabout north-eastward from the north-east corner of Avondale Terrace, Govan, at its junction with such already partially formed Road or Street, and terminating at a point 50 yards or thereabout eastward from a point on the east side of Haughhead Road aforesaid 120 yards or thereabout, measured northward from the south-east corner of Avondale Terrace aforesaid at its junction with Paisley Road; together with a branch Access from such last-mentioned access along the line of Lorne Street, Govan, to a point 43 yards or thereabout northward from the south-east corner of that Street at its junction with Paisley Road.

7. Roads or Streets, with Tramways thereon, in substitution of the portion of Renfrew Road, with the Tramways thereon, proposed to be shut up, as after mentioned, that is to say:

(1) A Road or Street (hereinafter called Road No. 1), commencing by a junction with Renfrew Road at a point 22 yards or thereabout northward from the north-west corner of Whitefield Road aforesaid at its junction with Renfrew Road, and terminating by a junction with Renfrew Road at a point 23 yards or thereabout north-westward from the north-west corner of Maclean Street aforesaid at its junction with Renfrew Road, and having a swing or draw bridge across the connecting Basin above described:

(2) A Road or Street (hereinafter called Road No. 2), commencing by a junction with Renfrew Road at or near the point above described as the commencement of Road No. 1, and terminating by a junction with Road No. 1 at a point 266 yards or thereabout eastward from the north-east corner of Elphinstone Street aforesaid at its junction with Whitefield Road aforesaid, and having a swing or draw bridge across the connecting Basin above described:

(3) A Temporary Road (hereinafter called Road No. 3), commencing by a junction with Road No. 2 at a point 30 yards or thereabout southward from the north-west corner of Whitefield Road aforesaid at its junction with Renfrew Road, and terminating by a junction with Road No. 1 at a point 232 yards or thereabout eastward from the north-east corner of Elphinstone Street aforesaid at its junction with Whitefield Road aforesaid:

(4) Tramways, with double lines, to be laid upon and along Road No. 1, Road No. 2, and Road No. 3, severally above described, with junctions to be formed with the existing lines of Tramways on Renfrew Road, at or near the points above described as the commencement and termination of Road No. 1. Portions of the Tramways on Road No. 1 and Road No. 2 are pro-

posed to be laid so that a less space than 10 feet 6 inches would intervene between the outside of the existing footpaths on the south side of Renfrew Road and the west side of Whitefield Road aforesaid, and the nearest rail of the Tramways, as follows, viz.:—On Road No. 1 for a distance of 17 yards eastward from the commencement of that Road, as above described; and on Road No. 2 for a distance of 28 yards eastward and southward from the commencement of that Road, as above described; but in constructing Road No. 1 and Road No. 2 it is intended so to form the same, and alter the existing footpaths, as that not less than the above space shall intervene between the altered footpaths and the nearest rail of the Tramways.

8. A Tramway (called Tramway No. 3), commencing by a junction with Tramway No. 1 at the termination thereof before described, passing eastward along Mavisbank Quay, and terminating by a junction with the Trustees' existing Western Tramway connection with the Caledonian Railway, at a point on the General Terminus Quay 128 yards or thereabout eastward from the south-east corner of the shed on Mavisbank Quay.

9. A Quay or Wharf, on the south side of the River Clyde, commencing at a point on the River bank 45 yards or thereabout westward from the west side of the south stair of Govan Ferry (West), and terminating at a point 92 yards or thereabout westward from the west side of the said Ferry stair, together with the raising of the River bank and public footpath in connection therewith.

10. A Pier, commencing on the south side of the River Clyde and Harbour of Glasgow at a point 20 yards or thereabout westward from the west side of the stair of Hydepark Ferry, extending thence into and down the River and Harbour, and terminating at a point 60 yards or thereabout northward from the north-east corner of the Shed on Mavisbank Quay.

11. A Tramway (called Tramway No. 4), commencing by a junction with the Trustees' existing Tramway on the General Terminus Quay, at a point 35 yards or thereabout, measured westward from the south-west corner of the Shed on Springfield Quay, and passing upon the General Terminus Quay and along the Pier tenth above described, and terminating at or near the termination above described of that Pier.

12. Quayage or Wharfage on the north side of the River Clyde, commencing at the eastern end of Yorkhill Wharf, continuing thence in an easterly direction for a distance of 273 yards or thereabout, thence southward for a distance of 43 yards or thereabout, thence westward for a distance of 110 yards or thereabout, thence southward for a distance of 25 yards or thereabout, and terminating at the northernmost point of the west end of Kelvinhaugh Wharf.

13. A Road or Street in substitution of the portion of Pointhouse Road, Glasgow, proposed to be shut up, as after mentioned, commenc-

ing by a junction with Pointhouse Road at a point 133 yards or thereabout, measured in a north-westerly direction, along the centre of the said Road from the east end of Yorkhill Wharf aforesaid, and terminating by a junction with Sandyford Street, Glasgow, at a point 9 yards or thereabout southward of the south side of the Bridge carrying the North British Railway (Stobcross Branch) over Sandyford Street aforesaid.

14. A Railway, for the accommodation of the Traffic of the Docks and other works connected therewith before mentioned, commencing at a point on the Govan Branch of the Railway between Glasgow and Paisley, belonging to the Caledonian Railway Company and the Glasgow and South-Western Railway Company, at a point 16 yards or thereabout north-westward from the west side of the Bridge over the said Govan Branch at the west end of the south platform for the Govan Branch at Ibrox Station, and terminating on the east side of Whitefield Road aforesaid by a junction with Tramway No. 1 at or near the commencement thereof above described.

Together with all necessary Buildings, Warehouses, Sheds, Quays, Wharfs, Railways, Sidings, Tramways, Approaches, Cranes, Weighing Machines, Walls, Culverts, Sewers, Arches, Engines, Pumps, Hydraulic Machinery, Sluices, Bridges, Gates, Embankments, Excavations, Dredging, and other Works and conveniences connected with or required for the construction, maintenance, and use of the Works before described, or some of them.

The intended Works before described, and the lands, houses, and other property which will or may be required to be taken for the purposes thereof, will be and are situate in the Parishes or places following, or some of them, viz.:—The Parish of Govan, the Barony Parish of Glasgow, the Burgh of Govan, and the City and Royal Burgh of Glasgow, all in the County of Lanark.

To authorize the Trustees to deviate in the construction of the said intended Works to such extent as may be defined on the Plans and Sections to be deposited, as hereinafter mentioned, or specified in or provided by the Bill; and to cross, alter, stop up, and divert, so far as may be necessary for the purpose of making, maintaining, and using the said intended Works, and for the other purposes of the Bill, any turnpike or other roads, streets, highways, lanes, paths, passages, bridges, sewers, telegraphic or telephonic or electric apparatus, gas and water pipes, railways and tramways, or other works within the Parishes and places aforesaid.

To authorize the Trustees to stop up permanently and appropriate, for the purposes of the Bill or of the Trustees, the Roads, Streets, and Footpath, or portions thereof following, that is to say:

- (1) The portion of Renfrew Road, with the Tramways thereon, situate between the points of commencement and termination, before described, of Road No. 1:
- (2) The street or road called 'Plantation Quay, East,' Govan, between Renfrew Road and Plantation Quay:
- (3) The street or road called 'Plantation Quay, West,' Govan, between Renfrew Road and Plantation Quay:
- (4) The street or road on the east side of Newstead Place, Govan, extending southward

from Renfrew Road for a distance of 92 yards or thereabout:

- (5) Cessnock Road, from its junction with Renfrew Road to its junction with the north side of an intended Street at a point 178 yards or thereabout, measuring northward from the south-east corner of Cessnock Street at its junction with Paisley Road:
- (6) Haughhead Road, from Renfrew Road to the north side of the said intended Street, at a point 113 yards or thereabout, measuring northward from the south-east corner of Avondale Terrace aforesaid at its junction with Paisley Road:
- (7) The public Footpath on the south side of the River Clyde, extending from the Western end of Plantation Quay, Govan, to the entrance to the existing Graving Dock at Govan, belonging to the Trustees.
- (8) The portion of Pointhouse Road situate between the commencement of the Road or Street thirteenth above described and the west side of Sandyford Street.

To authorize the Trustees to purchase, take, and acquire, compulsorily or otherwise, lands, houses, and other property which will or may be required to be taken for the purposes of the intended Works hereinbefore described, and for the purposes of the Bill; and to purchase, take, and acquire, compulsorily or by agreement, part of any house, building, or manufactory which may be required for such purposes, without being obliged to purchase the whole of such house, building, or manufactory; and to vary or extinguish all rights and privileges connected with such lands, houses, and other property, and any such house, building, or manufactory which would interfere with or prevent the construction of the intended Works, or the execution of the purposes of the Bill; and to vary and alter, so far as may be necessary for the aforesaid purposes, the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, as incorporated with the Bill.

To authorize the Trustees and the owners of and other persons interested in the lands, houses, and other property required for the purposes aforesaid, and any other Companies, Corporations, Commissioners, Trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the Trustees, of such lands, houses, and other property, in fee, lease in perpetuity, or otherwise, for such prices, feu-duties, ground-annuities, or rent charges, or for such consideration in mortgages or bonds of the Trustees as may be agreed on or provided by the Bill; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments and other rights, privileges, restrictions, or prohibitions which may affect or be affected by the construction, maintenance, or use of the said intended Works, or by the interference with any roads, streets, sewers, telegraphic or telephonic or electric apparatus, gas and water pipes, footpaths, lanes, passages, or thoroughfares; and to execute all agreements, conveyances, contracts, leases, and other deeds necessary for these purposes.

To authorize the Trustees to sell and dispose of any lands, houses, or other property already acquired or hereafter to be acquired by them, and which may not be required for the purposes of their undertaking, or of the Bill, on such terms and conditions, and at such times, and for such price

or consideration as the Trustees may fix, or as may be provided by the Bill.

To provide for the watching, lighting, and cleansing by the Marine Division of the City of Glasgow Police, or by the Trustees, of the quays, wharfs, sheds, graving docks, tramways, roads and streets (with the exception of public roads and streets) connected with the said Docks and other works and the entrances thereto; and for fixing the amount of the assessment for those purposes upon the said Docks and other works and property connected therewith, leviable by the Magistrates and Commissioners of the Burgh of Govan or other Local Authority, or for fixing the amount of abatement to be made from such assessment; and to enable the Trustees, the said Magistrates and Commissioners, or other Local Authority, and the Lord Provost, Magistrates, and Council of the City and Royal Burgh of Glasgow, or some of them, to enter into and make agreements with each other in relation to the said objects, and to confirm any agreements which have been or may be entered into.

To provide that Road No. 3 and the Tramways thereon, above described, may be disused and removed on the completion and opening for public traffic of Road No. 1 and Road No. 2, or one of them, or some part or parts thereof.

To provide that the Tramways laid on Road No. 1 and Road No. 2, and also the Tramway laid on Road No. 3 while it exists, shall be in substitution of the portion of the existing Tramways which is situate on Renfrew Road between said points of commencement and termination of Road No. 1, and shall, for Tolls and all other purposes, form part of the undertaking of the Vale of Clyde Tramways Company, and that the provisions of the Act or Acts relating to that Company shall apply to the said Tramways. Also, to provide for the abandonment of the said portion of the existing Tramways between the said points; and to enable the Trustees to make agreements with the said Tramways Company in relation to the alteration of their lines, and to confirm any agreements which have been or may be entered into.

To provide that, for Tolls and all other purposes, Road No. 1 and Road No. 2, and also Road No. 3 while it exists, shall form part of Renfrew Road, and that the Road thirteenth above described shall form part of Pointhouse Road, and that the said intended Roads shall be managed and maintained by the parties respectively entitled to manage and liable to maintain the Renfrew Road and the Pointhouse Road respectively; and that the provisions of the Acts relating to such Roads shall apply to the said intended Roads respectively.

To provide for the proper regulation of the Traffic on, and the maintenance of, the intended Swing or Draw Bridges before mentioned, and the opening and closing thereof.

To authorize the Trustees to levy tolls, rates, rents, and duties for or in respect of the use of the said intended Docks, Graving Docks, Quays or Wharfs, Tramways and Railway, and other works; and for and in respect of the use of the Govan and Partick Wharf and other quays, wharfs, docks, warehouses, sheds, cranes, weighing-machines, or other works and conveniences erected or constructed or to be erected or constructed by the Trustees; to repeal or to alter and vary the existing tolls, rates, rents, and duties, or some of them, which are or may be leviable by the Trustees

in respect of their undertaking or any part thereof; and to levy new or additional tolls, rates, rents, and duties, and to confer, vary, or extinguish exemptions from the payment of such existing or new tolls, rates, rents, and duties.

To authorize the Trustees to borrow, on the security of their undertaking, lands, property, and works already acquired and constructed or to be acquired and constructed, and of the tolls, rates, rents, and duties which are or may be leviable by them, additional money for the purposes of the said intended works, for the purchase of lands, houses, and other property, to be acquired and taken under the authority of the Bill, and for the general purposes of their undertaking, and to apply their funds and revenues for or towards the several purposes above mentioned.

To repeal so much of the Clyde Navigation Consolidation Act, 1858, as provides for compulsory Pilotage within the Harbour of Glasgow.

To repeal Section 11 of the Clyde Navigation (Glasgow Harbour Tramways) Act, 1864, and to authorize the Trustees or any other Corporation or person, with concurrence of the Trustees, to use any other power besides animal power for propelling carriages upon the Tramways authorized by that Act.

To empower the Trustees to appropriate any money which they have received or may receive under or by virtue of the provisions of the Clyde Navigation (Stobcross Dock) Act, 1870, or of the agreement confirmed by that Act, in or towards the cost of the said intended works, or any of them, or to the general purposes of the undertaking of the Trustees.

To relinquish and abandon the construction of the eastmost part, extending to 80 yards or thereabout, of the Quay or Wharf secondly described in and authorized by the Clyde Navigation Act, 1873.

To authorize the Caledonian Railway Company and the Glasgow and South-Western Railway Company, or either of those Companies by themselves, or others on their behalf, to subscribe and contribute towards the cost of construction of the Railway fourteenth above described, and for that purpose to authorize the said Companies, or either of them, to raise money by the creation and issue of new shares or stock in their respective undertakings, with or without such guarantee or preference, or priority in payment of dividend, and other privileges, if any, as may be thought expedient, or by borrowing on mortgage or bond, or by one or other of these means, and to fund or issue debenture stock in lieu of the amount so borrowed or authorized to be borrowed.

To empower the Trustees to enter into arrangements or agreements with the Caledonian Railway Company and the Glasgow and South-Western Railway Company jointly, or either of them solely, with respect to the construction, maintenance, management, working, or use of the said Railway, and the Tramways of the Trustees, or any part thereof, and with respect to the interchange of traffic passing over the respective Railways and Tramways of the Trustees, and the above-named Companies, or any of them, or any part thereof, and the fixing, collecting, and apportionment of the tolls or profits arising therefrom, and to enable the said Companies, or either of them, to apply any portion of their income or capital to the purposes of any such arrangements or agreements.

To make provision for facilitating the interchange and transmission of traffic from, to, and

over the said intended Railway and Tramways, and the Railways belonging to the Caledonian and the Glasgow and South-Western Railway Companies respectively, or any of them, and for securing through booking and through invoicing, through trains, and through rates from, to, and over the said Railways and Tramways respectively, or any of them; also for fixing and ascertaining and settling the tolls, rates, and charges to be levied or charged, and other terms and conditions to be imposed for or in respect of any of the purposes aforesaid, and to make such alterations and reductions in the tolls, rates, and charges at present authorized to be levied or charged upon the Railways of the said last-named Companies, or any of them, as may be necessary; and to authorize the Trustees and the said last-named Companies, or either of them, from time to time to enter into agreements with respect to all or any of the matters aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the Bill.

To incorporate with the Bill, subject to such alterations or modifications as may be provided therein, all or some of the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845; the Lands Clauses Consolidation Acts Amendment Act, 1860; the Railways Clauses Consolidation (Scotland) Act, 1845; the Railways Clauses Act, 1863; and the Tramways Act, 1870, and Acts amending the said Acts, or any of them.

To alter, amend, enlarge, or repeal, so far as may be necessary for the purposes of the Bill, the following Local Acts of Parliament, viz.:—'The Clyde Navigation Consolidation Act, 1858,' 'The Clyde Navigation (Glasgow Harbour Tramways) Act, 1864,' 'The Clyde Navigation (Amendment) Act, 1868,' 'The Clyde Navigation (Stobcross Dock) Act, 1870,' 'The Clyde Navigation Act, 1873,' 'The Clyde Navigation Act, 1878,' and any other Acts relating to the Clyde Navigation; 'The Vale of Clyde Tramways Act, 1871,' 'The Vale of Clyde Tramways Act, 1876,' and any other Acts relating to or affecting the Vale of Clyde Tramways Company; 'The Caledonian Railway Act, 1845,' 'The Caledonian Railway (Glasgow Harbour) Act, 1864,' and all other Acts amending that Act or relating to or affecting the Caledonian Railway Company; 'The Glasgow and South-Western Railway Consolidation Act, 1855,' and any other Acts relating to or affecting the Glasgow and South-Western Railway Company; the Acts 1 Victoria, cap. 116 and 117, 'The Glasgow and Paisley Joint Railway Act, 1864,' and any other Acts relating to or affecting the said Joint Railway, and Branches thereof; 'The Govan Burgh Act, 1878,' and any other Local or Public Acts relating to or affecting the Burgh of Govan; the Glasgow Police Acts, 1866, 1872, 1873, 1875, 1877, 1878, 1879, and 1882, and any other Local or Public Acts relating to or affecting the City and Royal Burgh of Glasgow.

To vary or extinguish all rights and privileges which would in any manner interfere with or prevent the execution of the objects and purposes of the Bill, or any of them, and to confer all such powers, rights, and privileges as may be necessary for carrying into effect the objects and purposes of the existing Acts relating to the undertaking of the Trustees and of the Bill.

Plans and Sections describing the lines, situations, and levels of the said intended works, and the lands, houses, and other property which will or may be required to be taken for the purposes

thereof, with a Book of Reference to such Plans, containing the names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of such lands, houses, and other property, and a Copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November 1882, be deposited for public inspection with the principal Sheriff-Clerk of the County of Lanark at his Office in Glasgow, and with the Session-Clerks of the said Parishes of Govan and Barony Parish of Glasgow respectively, at their respective Offices, and with the Town-Clerk of the City and Royal Burgh of Glasgow at his Office in Glasgow.

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 11th day of November 1882.

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

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

In Parliament.—Session 1883.

EDINBURGH NORTHERN TRAMWAYS.

(Incorporation of Company; Power to make and maintain Tramways and other Works; Power to work Tramways by Horses, Steam, Mechanical, or other Power; Power to levy Tolls, Rates, and Charges; Compulsory Purchase of Lands, Houses, etc.; Provisions as to Breaking Up, User, Maintenance, etc., of Streets, Roads, Bridges, etc., and of Intersection of Railway Lines on Roads; Agreements and Confirmation of Agreements with Local and Road Authorities and Others; Incorporation of Acts; Sale or Lease of Undertaking; Amendment of Acts; and other Purposes.)

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

I. To incorporate a Company and to enable the Company so to be incorporated (in this Notice called the Company) to make, form, lay down, and maintain, and work with all proper rails, plates, points, junctions, sleepers, engines, engine-houses, tubes, subways, ropes, manholes, shafts, turntables, houses, offices, weighbridges, stables, carriages, horses, warehouses, and other works and conveniences connected therewith, the Tramways hereinafter described, or some or one of them or some part or parts thereof, that is to say—

[Where in the description in this Notice of any of the proposed Tramways reference is made to streets intersecting or forming a junction with the road or street along which the Tramways are proposed to be laid, the point of intersection or junction, as the case may be, is, except where otherwise expressed, to be taken as the point at which lines drawn along the centres of the streets

or roads (and if needs be produced) would intersect each other; and where reference is made to a building or house the measurement is taken from a point in the centre line of Tramway, from which a perpendicular would cut the particular portion of the building mentioned. All measurements are taken along the centre line of proposed Tramway, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.]

Tramway No. 1, partly situated in the Parish of the City of Edinburgh and partly in the Parish of St. Cuthbert's—all in the Royal Burgh City, County of the City and County of Edinburgh—commencing at the south end of South Hanover Street, in the Parish of the City of Edinburgh, at the junction of that street with north side of Princes Street, passing thence, in a north-westwardly direction, along South Hanover Street, North Hanover Street, Queen Street Gardens, Dundas Street, Pitt Street, North Pitt Street, and Brandon Street, into and along the road or street leading north-eastward, in continuation of the last-mentioned street to Brandon Terrace and Huntly Street, and thence along Huntly Street, and terminating in the Parish of St. Cuthbert's in the Royal Burgh City and County of the City of Edinburgh at the south-east end of Canon Mills Bridge over the Water of Leith.

Tramway No. 1 will be a double line throughout, except for a distance of three-quarters of a chain or thereby at its commencement in South Hanover Street.

Tramway No. 2, partly situated in the Parish of St. Cuthbert's in the Royal Burgh City and County of the City of Edinburgh and partly in the Parish of North Leith, all in the County of Edinburgh, commencing in the Parish of St. Cuthbert's by a junction with Tramway No. 1 at the point hereinbefore described as the point of the termination of that Tramway, passing thence in a north-westwardly direction over Canon Mills Bridge before mentioned, and along the roadway between Howard Street, Tanfield, and Summers Place on the one side, and Warriston Place and Howard Place on the other side, and along Inverleith Row, thence in a north-eastwardly direction through a private street in course of formation called Royston Terrace, thence in a north-westwardly direction through a private street in course of formation called Monmouth Terrace, and passing thence into and along Trinity Road—first, in a northwardly direction (crossing the Bridge over the Leith Branch of Caledonian Railway Company), and afterwards in an eastwardly direction to its junction with East Trinity Road, thence in a north-eastwardly direction along East Trinity Road, thence in a northwardly direction along the New Cut, and thence in a westwardly direction along Maitland Place, Newhaven, and terminating by a junction with Tramway No. 3 hereinafter described, at a point in Maitland Place, half a chain or thereby westward from the New Cut in the Parish of North Leith in the Burgh of Leith.

Tramway No. 2 will be a single line except at the passing places hereinafter described, where it will be laid as a double line—that is to say, in Inverleith Row, between points respectively $3\frac{1}{2}$ chains and $7\frac{1}{2}$ chains or thereby north-westward of the point of junction of Eildon Street with Inverleith Row.

In the private street in course of formation

called Royston Terrace, between points respectively $\frac{1}{2}$ a chain and $4\frac{1}{2}$ chains or thereby north-eastward of the point of junction of Royston Terrace with Inverleith Row.

In Trinity Road, between points respectively $5\frac{3}{4}$ chains and $1\frac{3}{4}$ chains or thereby south-westward of the point of the junction of Trinity Road with East Trinity Road.

In East Trinity Road, between points respectively 4 chains and 8 chains or thereby north-eastward of the point of the junction of York Road with East Trinity Road.

In New Cut and Maitland Place, Newhaven, between a point in New Cut $2\frac{1}{2}$ chains or thereby southward of the point of the junction of New Cut with Maitland Place, and the point before described as the termination of the Tramway.

Tramway No. 2A, situated in the Parish of North Leith and Burgh of Leith, all in the County of Edinburgh, commencing in New Cut by a junction with Tramway No. 2 above described, at a point $\frac{3}{4}$ of a chain southward from the point of the junction of New Cut with Maitland Place, Newhaven, and passing thence by a curved line in a north-eastwardly direction and terminating in Main Street, Newhaven, by a junction with Tramway No. 3 hereinafter described, at a point $\frac{1}{2}$ a chain to the eastward of the point of the junction of New Cut with Maitland Place before mentioned. Tramway No. 2A will be a double line throughout.

Tramway No. 3, situated in the Parish of North Leith and Burgh of Leith, all in the County of Edinburgh, commencing at a point in Maitland Place, Newhaven, $2\frac{1}{2}$ chains or thereby westward from the point of the junction of New Cut with Maitland Place before described, passing thence in an eastwardly direction along Main Street, Newhaven, Newhaven Links, Annfield, Anchorfield, thence, in a south-eastwardly direction, over the Bridge crossing the Leith Branch of the Caledonian Railway Company, thence first in an eastwardly and then in a south-eastwardly direction along Lindsay Road, Hamburg Place, Portland Place, and Commercial Street, and in Commercial Street intersecting the railway lines connecting the Leith Branch of the North British Railway Company with the Leith Docks, and terminating in that street, in the Parish of North Leith, in the Burgh of Leith, at a point eight yards southwards from the south-east corner of the Custom-House.

Tramway No. 3 will be a single line, except at the passing places hereinafter described, where it will be laid as a double line, that is to say,

In Maitland Place and Main Street, Newhaven, between points respectively $\frac{1}{2}$ a chain and $4\frac{1}{2}$ chains or thereby eastward from the point above described for the commencement of the Tramway.

In the roadway opposite Annfield, between points respectively 4 chains and 8 chains or thereby eastward of the point of the junction of New Lane with Annfield.

In the roadway opposite Portland Place and in Commercial Street between points respectively $\frac{3}{4}$ of a chain and $5\frac{3}{4}$ chains or thereby south-eastward of the point of the junction of Albany Street with the said roadway opposite Portland Place.

In Commercial Street between points respectively 1 chain and 5 chains or thereby north-westward of the point above described for the termination of the Tramway.

Tramway No. 4, partly situated in the Parish of the City of Edinburgh, and partly in the Parish



of St Cuthbert's, all in the Royal Burgh City and County of the City and County of Edinburgh, commencing in the Parish of the City of Edinburgh by a junction with Tramway No. 1, hereinbefore described, at a point 1 chain or thereby southward of the point of the intersection of George Street with North Hanover Street and South Hanover Street, and proceeding thence by a curved line westwardly into and along George Street, and northwardly along North Frederick Street, Queen Street Gardens, and Howe Street, thence north-westwardly along South-East Circus Place, across the Royal Circus, North-West Circus Place, Spring Gardens, Baker's Place, Glanville Place, Kerr Street, over Stockbridge, and thence along Deanhaugh Street, and thence by a curved line along Johnston Place, and thence in a westwardly direction along Raeburn Place, Mary's Place, and the road leading to Comely Bank, and terminating at a point one chain or thereby eastward from the eastern end of Comely Bank.

Tramway No. 4 will be a double line throughout, except for a distance of $\frac{3}{4}$ of a chain or thereby at its termination in the road leading to Comely Bank.

All which said intended Tramways will pass from, through, or into, or be situate in the several Parishes and Royal Burghs following, or some of them, that is to say, the Parishes of the City Parish of Edinburgh, St. Cuthbert's, and North Leith, and the Royal Burgh City and County of the City of Edinburgh, all in the County of Edinburgh.

The Tramway or Tramways along the following streets are proposed to be so laid, that, for a distance of 30 feet or upwards between the points hereinafter described, a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the Tramway on the side or sides of the street specified in each case, that is to say—

(1.) In Inverleith Row on the north-east side thereof between points respectively $3\frac{1}{2}$ chains and 7 chains or thereby north-westward of the point of junction of Eildon Street with Inverleith Row.

(2.) In Royston Terrace on both sides thereof between points respectively 1 chain and $4\frac{1}{2}$ chains or thereby north-eastward of the point of junction of Royston Terrace with Inverleith Row.

(3.) In Trinity Road on the west side thereof, between points respectively $10\frac{1}{4}$ chains and 1 furlong $8\frac{1}{2}$ chains or thereby northward of the point of junction of Trinity Road with Ferry Road.

(4.) In Trinity Road on the north-west side thereof, between points respectively $5\frac{1}{2}$ chains and $1\frac{3}{4}$ chains or thereby south-westward of the point of junction of Trinity Road with East Trinity Road.

(5.) In East Trinity Road on the north side thereof, between points respectively $\frac{1}{4}$ chain and 6 chains or thereby eastward of the point of junction of Trinity Road with East Trinity Road.

(6.) In East Trinity Road on the south-east side thereof, between a point $1\frac{3}{4}$ chains north-eastward of the point of junction of York Road with East Trinity Road to the point of junction of East Trinity Road with New Cut.

(7.) In Main Street, Newhaven, on the north side thereof, between a point $1\frac{1}{2}$ chains eastward of the point of junction of Main Street with New Cut, to a point 5 yards eastward of the point of junction of the east entrance to Ramsay Square with Main Street.

(8.) In Main Street, Newhaven, on both sides thereof, between the point before-mentioned, 5 yards eastward or thereby of the junction of the east entrance of Ramsay Square with Main Street, to a point 6 yards or thereby south-eastward of the south-east corner of the buildings upon the west side of St. Andrew Square.

(9.) In Main Street, Newhaven, on the north side thereof, between a point 6 yards or thereby south-westward of the south-west corner of the buildings upon the east side of St. Andrew Square, and a point $3\frac{1}{4}$ chains westward of the point of junction of Newhaven Road with Main Street.

(10.) In Mary's Place on the south side thereof, between the point of junction of Allan Street with Mary's Place, and a point $3\frac{1}{4}$ chains or thereby westward of the last-mentioned point.

To empower the Company from time to time to enter upon, open, and break up the surface and subsoil of, and to alter, divert, stop up, and otherwise interfere with streets, highways, turnpike and other roads, footpaths, passages, and places, railways, tramways, rivers, canals, streams, water-courses, sewers, drains, bridges, pavements, water pipes, gas pipes, electric telegraph, electric lighting, and telephone pipes, tubes, wires, and apparatus in or under any streets, roads, highways, footpaths, passages, and places within all or any of the parishes and other places mentioned in this Notice, for the purpose of constructing, laying down, maintaining, repairing, removing, renewing, or altering the proposed Tramways and works connected therewith, or substituting others in their place, or for other the purposes of the Bill.

To enable the Company, for all or any of the purposes of the proposed Tramways and works, and for all or any of the purposes of the Bill, to purchase by compulsion or agreement, or to feu, lease, or otherwise acquire, or to take rights of way, easements, or servitudes in or over lands, houses, and other property, and to erect and hold offices, buildings, stables, engine-houses, warehouses, carriage-houses, and other works and conveniences on any such lands, and to sell, feu, lease, or dispose of any such lands, houses, or other property.

To authorize the temporary occupation by the Company of lands and buildings for the purposes of the Bill, and to incorporate all or some of the provisions of 'The Railways Clauses Consolidation (Scotland) Act, 1845,' with reference to the temporary occupation of lands, or to make other provision with reference thereto.

To enable the Company to levy or demand, take, and recover tolls, rates, and charges for the use of the proposed Tramways and works by carriages passing along the same, and for the conveyance of passengers, parcels, animals, goods, wares, and merchandise, or other traffic thereon; and to confer, vary, and extinguish exemptions from the payment of such tolls, rates, and charges.

To make provision for the maintenance and repair of the whole or any portion or portions of the respective streets, roads, highways, bridges, and places upon or along which any of the proposed Tramways, or any rails, plates, chairs, sleepers, tubes, shafts, manholes, or works connected therewith, may be laid; and to exempt the Company from the payment of the whole or part of any highway or other rate or assessment in respect of the said streets, roads, highways, bridges, and places, or any portion thereof respectively.

To provide for and to regulate the user by the

Company for the purposes of the Bill of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.

To reserve to the Company the exclusive right of using on the proposed Tramways, carriages with flange wheels or other wheels especially adapted to run on an edged, grooved, or other special rail.

To prohibit, except by agreement with the Company, and upon such terms as may be prescribed by the Bill or otherwise, the use of the proposed Tramways and works by persons, companies, or corporations other than the Company, with carriages with flanged wheels or other wheels especially or particularly adapted to run on an edged, grooved, or other special rail, and to authorize and give effect to agreements between the Company and any other persons, companies, or corporations, for the use of the said Tramways and works, with such carriages, and to confer all necessary powers in that behalf on such persons, companies, or corporations.

To make provision for regulating the passage of traffic whether of the Company or not, along streets, roads, and places in which the proposed Tramways and works will be laid, or any part or parts thereof, and along, over, and across such Tramways and works, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective local or road authorities or any of them or some other public body or authority to make bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such bye-laws, rules, and regulations, or of any of the provisions of the Bill.

To enable the Company, when by reason of the execution of any work in, or the alteration of any street, road, or other thoroughfare through or along which any Tramway is laid, it is necessary or expedient to remove, alter, or discontinue the use of any such Tramway, or any part thereof from time to time, to make and lay down in the same or any adjacent or convenient street, road, or other thoroughfare in any of the aforesaid parishes and places, and to maintain, so long as occasion may require, a temporary Tramway or temporary Tramways in lieu of the Tramway, or part of a Tramway so required to be removed, or discontinued to be used, or found expedient so to be.

To empower or require the Company to lay down, make, and maintain from time to time such passing places, junctions, curves, crossings, turnouts, and other works, as they may find necessary for the due and satisfactory working of their Tramways, or for facilitating the traffic of the streets in which the same are laid, subject to such restrictions as regards the position and extent of such junctions, curves, crossings, turnouts, and other works, as may be provided or prescribed by the Bill.

To authorize the Company, and all Persons, Corporations, and Companies lawfully working or using the intended Tramways, or any of them, from time to time, to work such Tramways, or any one or more of them, or any part or parts thereof respectively, by means of animal power or such steam power or other mechanical or other motive power or by ropes in connection with

stationary engines or otherwise or by means of electricity or by any power other than or in addition to animal power, as may be prescribed or authorized by the Bill, and to empower the Company and all such Persons, Corporations, and Companies aforesaid to hold and acquire patent and other rights and licences and to use patent rights in relation to any such steam, mechanical, electric, or other motive power.

To enable the Company on the one hand, and any of the following Bodies on the other hand, viz.:—The Lord Provost, Magistrates, and Council of the City of Edinburgh, and the Provost, Magistrates, and Council of the Town or Burgh of Leith, and any other parties (whether Bodies corporate or persons) having the direction of the repair or having the control or management of any streets, roads, and other thoroughfares in the said City Burgh and places to enter into agreements with reference to all or any of the purposes of the Bill, and with respect to the making, maintaining, renewing, repairing, leasing, working, and using of the intended Tramways, and the rails, plates, sleepers, pavements, and works connected therewith, and with reference to the widening of streets or portions thereof, the opening up and reinstating of streets, roads, thoroughfares, and other places, and the maintenance and repair thereof, and all other matters and things relating thereto and to the intended Tramways, and with reference to the acquisition by or transfer to any such parties of the powers of the Bill or of any such Tramways when made, and for facilitating the passage of the traffic and carriages over or along the same, and to confirm or give effect by the Bill to any such agreements which may have been or may be made before the passing of the Bill, and, if thought fit, to confer upon such Bodies or persons by the Bill instead of upon the Company all necessary powers for making, maintaining, renewing, and repairing the intended Tramways within their respective districts, and for raising moneys for that purpose by or on the security of any rates or revenues which they now are or by the Bill may be authorized to levy or apply to or for the purposes thereof.

To confer upon the Company all such other powers, authorities, rights, and privileges as may be necessary or convenient for carrying into effect the objects of the Bill, and to vary or extinguish all existing powers, rights, and privileges which would in any manner impede or interfere with any of such objects, and to confer other rights and privileges and to authorize further agreements between the Company and the said Bodies with reference to all or any of the matters aforesaid.

To sanction, confirm, and give effect to any contracts or agreements made, or to be hereafter made, for any of the purposes in this Notice above mentioned.

To empower the Company to sell or lease their undertaking to any person, Corporation, or Company, or to any Local Authority, of any district within which the Tramways or any part thereof are situate, and to make applicable to such sale so far as requisite the provisions of sections 43 and 44 of the Tramways Act, 1870, or to make such other provisions with respect to the sale or lease of the undertaking as the Bill may define or Parliament may sanction.

The Bill will vary or extinguish all rights and privileges which are inconsistent with, or which would, or might in any way impede or interfere with its objects, and will confer other rights and

privileges, and will or may incorporate with itself with or without alterations all or some of the 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,' and such parts of 'The Railways Clauses Consolidation (Scotland) Act, 1845,' as relate to roads, bridges, and the temporary occupation of lands during construction of the works, and 'The Tramways Act, 1870,' and will or may alter, amend, or repeal the provisions of any public or local Acts so far as may be necessary for carrying into effect the purposes of the Bill.

And Notice is hereby given, That on or before the 30th day of November 1882, plans and sections of the said intended Tramways with a Book of Reference to such plans, and a copy of this Notice as published in the *Edinburgh Gazette*, will be deposited for public inspection with the principal Sheriff-Clerks of the County of the City of Edinburgh, and of the County of Edinburgh, at their respective Offices at Edinburgh, and with the Clerk of the Royal Burgh of Edinburgh, at his Office in Edinburgh, and with the Town Clerk of the Burgh of Leith, at his Office in Leith; and on or before the same date a copy of so much of the said plans, sections, and Book of Reference as relates to each of the parishes of the City Parish of Edinburgh, St. Cuthbert's, and North Leith, and also a copy of this Notice, will be deposited for public inspection with the Session-Clerk of each of such parishes, at the usual place of abode of such Session-Clerk.

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

Dated this 14th day of November 1882.

J. KNOX CRAWFORD, S.S.C.,

10 George Street, Edinburgh; and

A. & G. V. MANN, S.S.C.,

33 Bernard Street, Leith;

Solicitors for the Bill.

SIMSON, WAKEFORD, GOODHART, & MEDCALF,

11 Great George Street, Westminster,

Parliamentary Agents.

In Parliament.—Session 1883.]

CALEDONIAN RAILWAY (ADDITIONAL POWERS).

Construction of Railway from the North British Railway Company's Stobcross Branch to the Glasgow, Yoker and Clydebank Railway; Acquisition of Lands; Running Powers and Facilities over Portions of the North British Railway, and over the Glasgow, Yoker and Clydebank Railway and Railways in connection therewith; Agreements relative thereto; Power to levy Tolls, Rates and Charges; Alteration of Tolls, Rates and Charges, and of Rights and Privileges; 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 Railway and other works hereinafter described, and all proper stations, approaches, sidings, and conveniences in connection therewith, that is to say:—

A Railway commencing by a junction with the Stobcross Branch of the North British Railway at a point thereon 30 yards or thereabouts measured in a southerly direction along the said Branch from the centre of the Bridge carrying that Branch over the Parish road leading from the Crow Road to the Great Western Road *via* Gartnavel, and terminating by a junction with the Glasgow, Yoker and Clydebank Railway at a point thereon 200 yards or thereabouts measured in a westerly direction along the said last-mentioned Railway from the centre of the Bridge carrying that Railway over the said Crow Road: Which intended Railway 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 parishes of Govan and Renfrew, or one of them, and in the counties of Lanark and Renfrew, or one of them.

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

To empower the Company to deviate in the construction of the said intended Railway from the line 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, watercourses, sewers, drains, gas and water pipes, and electric apparatus in the parishes or places hereinbefore mentioned which it may be necessary or expedient to cross, stop up, appropriate, alter, or divert for the purposes of the said intended Railway and other works; 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 the purchasing the whole of any house, building, or manufactory where part only thereof is required for the purposes of the Bill.

To provide that all altered or diverted portions of road which may be constructed by the Company under the powers of the Bill, shall for all purposes 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 and charges for the use of the said intended Railway and the works connected therewith, and of the Railways over which running

powers and facilities are to be applied for as hereinafter mentioned, and the conveyance and accommodation of traffic thereon and thereat; to confer, vary, and extinguish exemptions from the payment of tolls, rates and charges.

To empower the Company to run over, work and use with their own or other engines and carriages, officers and servants, and for the purposes of traffic of every description, the following Railways or any part thereof, that is to say, so much of the Railways of the North British Railway Company as extends from the Junctions of that Company's Sighthill Branches with the Caledonian Railway to the Junction of the Glasgow, Yoker and Clydebank Railway with the Stobcross Railway of the North British Railway Company, as also the several Railways authorized by the Glasgow, Yoker and Clydebank Railway Act, 1878, and any other Railways and Branch Railways which may be hereafter formed in extension of or in connection with the Railways authorized by the last-mentioned Act, and all sidings, stations, approaches, watering-places, water, and other works and conveniences upon and connected with the said Railways or any of them upon such terms and conditions and upon payment of such tolls, rates, and charges or other consideration as may be agreed upon or determined by or under the provisions of the Bill; and to require the North British Railway Company and the Glasgow, Yoker and Clydebank Railway Company and each of these Companies to receive, accommodate, through-book, and invoice forward, convey and deliver at, over, from, and to the said several Railways and each of them traffic of every description passing or intended to pass between any place on or beyond the Railways of the Company, and any place on or beyond the Glasgow, Yoker and Clydebank Railway, and to afford to such traffic all other reasonable and necessary facilities, all upon such terms and conditions and on payment of such tolls, rates and charges or other consideration as may be agreed upon or determined as aforesaid, and for these purposes to alter the tolls, rates and charges leviable on or in respect of the Railways over which running powers and facilities are sought as aforesaid, and to confer, vary, and extinguish exemptions from payment of such tolls, rates and charges; as also to enable the Company on the one hand and the North British Railway Company and the Glasgow, Yoker and Clydebank Railway Company and each of those Companies on the other hand, to enter into agreements with respect to the use by the Company and their officers and servants of the said several Railways and the facilities to be afforded to the Company over and in respect of the same, and to confirm any agreements which may have been entered into in relation to any of the aforesaid matters.

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 the other companies hereinbefore named, and all other companies, corporations, commissioners, trustees, and persons affected by those

objects, to enter into agreements with each other in relation thereto, and to confirm any such agreements that may have been entered into.

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, and the several other Acts relating to the Company and to the undertakings belonging to or held in lease or worked by them jointly or separately; the North British Edinburgh, Perth and Dundee and West of Fife Railways Amalgamation Act, 1862, and all other Acts relating to the North British Railway Company and their undertaking; the Glasgow, Yoker and Clydebank Railway Act, 1878; the North British and Yoker Railway Companies Act, 1880; and the Caledonian Railway (Glasgow Harbour) Act, 1864; and the Edinburgh and Glasgow Railway (Extensions) Act, 1864, and the Agreement scheduled to and confirmed by the two last-mentioned Acts; the Clyde Navigation (Stobcross Dock) Act, 1870, and the Agreements scheduled to and confirmed by that Act, and any other Acts recited in any of the before-mentioned Acts or relating to or affecting the Company or any other Company or undertaking hereinbefore mentioned or referred to.

Plans describing the line and situation of the said intended Railway 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 intended 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 line of the said 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 Gazettes* will, on or before the 30th day of November instant, be deposited for public inspection in the office at Glasgow of the Principal Sheriff-Clerk of the County of Lanark, and in the office at Paisley of the Principal Sheriff-Clerk of the County of Renfrew; and copies of so much of the said Plans, Sections, and Books of Reference as relates to the respective parishes hereinbefore mentioned, with copies of this Notice, will, on or before the said 30th day of November, be deposited for public inspection with the Session-Clerks of such parishes respectively at their respective offices.

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 17th day of November 1882.

GEO. JACKSON, Glasgow.

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

Board of Trade.—Session 1883.

DUNDEE ELECTRIC LIGHTING.

(Construction of Works for and Manufacture and Supply of Electricity and Electric Light for Public and Private Purposes, and for Heating and Motive Power, Storage of Electricity, Application and Adaptation of

Lands and Works of Gas Commissioners, and Acquisition of Additional Lands, for the said Purposes; Acquisition of Patent Rights, etc.; Breaking up of Streets, etc.; Levying of Rates and Charges; Contracts and Agreements; Repeal, Enlargement, Alteration or Amendment of Acts, Incorporation of Acts, and other Powers and Purposes.)

NOTICE is hereby given, that the Dundee Gas Commissioners (hereinafter called the Commissioners) intend to apply to the Board of Trade, on or before the 21st day of December next, for a Provisional Order (hereinafter called 'the Order') under 'The Electric Lighting Act, 1882' (in this Notice called the Electric Lighting Act), for the following or some of the following Powers, Objects, and Purposes—that is to say:—

1. To authorise the Commissioners to Manufacture, Produce, and Store, and to Supply, Sell, or Distribute Electricity, Electric Currents, or other like Agency (in this Notice called Electricity), for Lighting, or as a Heating or Motive Power, and for all or any other purposes, including public and private purposes, as defined by the Electric Lighting Act, and for any other purpose to which Electricity is or may become applicable, and on such terms and conditions, and under such restrictions and regulations, and for such price or other consideration as the Order may define, or the Board of Trade or Parliament may sanction, all within the following Area (which is in this Notice referred to as the Area of Supply), that is to say:—Within the Burgh of Dundee, in the County of Forfar, as the Boundaries of such Burgh are specified in and fixed and defined by the Public Act 2 and 3 Will. IV., Cap. 65, or in any or some part or parts thereof; and to carry on all such business as may be incidental to such Manufacture, Production, Storage, Supply, Sale, and distribution within the Area of Supply, or within any or some part or parts thereof.

2. To authorise the Commissioners to continue, use, and adapt the several Lands now belonging to them, and the Buildings, Works, Machinery and Plant thereon, or any of them, and to acquire other Lands, Buildings, or Works for the purposes of the Order or any of them; and to erect, construct, provide, and maintain, and from time to time to alter, enlarge, renew, or discontinue upon any such lands or parts thereof such Buildings, Works, Engines, Machinery, Electric Lines, Batteries, Reservoirs, Wires, Conductors, and other Plant and Apparatus as are or may be necessary in or for the Manufacture, Generation, Production, Storage, and Supply of Electricity; and from time to time to sell, let, and otherwise dispose of such Lands, Houses, Buildings, and other Property, or any of them, or any part thereof.

3. The Works so proposed to be erected, constructed, provided, and maintained are as follows:—Steam and other Engines, and Steam and other Boilers, Dynamo Machines, or other Electricity Generating Machines, Batteries, Reservoirs, and Accumulators, and all requisite Engine-Rooms, Warehouses, Sheds, and other similar Works and Conveniences, together with all other requisite and proper Works, Apparatus, Appliances, and Conveniences connected therewith for producing, generating, and supplying Electricity.

4. To acquire, exercise, and use, and from time to time to sell and dispose of Patent Rights

and Licenses connected with the Production, Manufacture, Storage, Supply, and use of Electricity.

5. To place, erect, lay down, and maintain Mains, Pipes, Posts, Wires, Tubes, Electric Lines, Conductors, and other means and apparatus for conveying, transmitting, or distributing Electricity (in this Notice called Electric Lines) or other Works for the purposes of supplying Electricity, and for other the purposes of the Order, in, through, under, over, along, or across, and for that purpose to cross, open, or break up, divert, alter, stop up, or otherwise interfere with, temporarily or permanently, all Roads, Highways, Streets, Lanes, Alleys, Courts, Squares, Passages, Thoroughfares, Footways, and other Places within the Area of Supply which are subject to the control of the Commissioners of Police for the Burgh of Dundee as the Local Authority under the said Electric Lighting Act as regards Streets and Roads, and which are repairable by them, and the following Streets, Roads, Footways, and Thoroughfares within the Area of Supply, all or some of which or some parts or portions of all or some of which are not repairable by the said Commissioners of Police as Local Authority foresaid—that is to say, Abbotsford Place, Adelaide Place, Adelaide Terrace, Airlie Place, Airlie Terrace, Albany Terrace, Ancrum Road, Arbroath Road, Arbuthnot Road, Argyle Street, Arklay Street, Ash Lane, Asylum Lane; Albert Street, Lochee; Anderson's Lane, Lochee; Archibald's Lane, Lochee; Back Street, Baffin Street, Balfour Street, Balgay Street; Balgay Street, Lochee; Barrack Road, Baxter Street, Beechwood Terrace, Benzie Road, Blackness Road, Blackness Street, Buchanan Street, Byron Street; Bell Street, Lochee; Butter's Loan, Lochee; Broughty Ferry Road; Campbell Street, Carmichael Street, Chalmers Street, Clark Street, Cleghorn Street, Clepington Street, Cochran Street, Constitution Road, Constitution Street, Corso Street, Court House Square, Court Street, Craig Street, Coupar Angus Road, Clepington Road, Constitution Road (Upper), Dallfield Terrace, Dens Road, Derby Street, Don's Road, Douglas Terrace, Dudhope Terrace, Dundonald Street, Dura Street, Drummond Street; Donald's Lane, Lochee; Eadie's Road, Edward Street, Esk Street, The Esplanade; Elder's Lane, Lochee; Erskine Street (North), Fairbairn Street, Fyffe's Lane, Lochee; Fullarton Street, Forfar Road, Gardner's Lane, Glamis Street, Glebe Street, Gowrie Street, Grove Street, Gardner Street; Gibb's Lane, Lochee; Gray's Lane, Lochee; Hill Street, Honey's Road, Hop Street, Hospital Approach, Hospital Wynd, Hyndford Street; Harefield Road, Lochee; Heron's Lane, Lochee; Heathfield Lane, Isla Street, Isla Street, (North), Janefield Place, King's Road, Kinloch Street, Kinnaird Street, Killberry Street; Kerr's Lane, Lochee; Lamb's Lane, Law Street, Leng Street, Lime Street, Lincoln Street, Littlejohn Street, Loons Road, Lorimer Street; Liff Road, Lochee; Lawside Road, Lowden's Alley, Madeira Street, Main Street, Mains Loan, Mains Road, Malcolm Street, Market Street, Melville Terrace, Mitchell Street, Mount Pleasant; Marshall Street, Lochee; Mid Street, Lochee; Mid Street (West), Lochee; Marybank Lane, Lochee; Milton Street, Maryfield Terrace, Mollison Street, Neish Street, Norwood Terrace; Nicholl's Lane, Lochee; Panmure Terrace, Park Place, Peddie Street, including Croft's Lane; Perth Road, Pitfour Street, Pitkerro Road; Peebles Lane, Lochee;

Pitalpin Street, Lochee; Reid Street, Robertson Street, Rosebank Street, Rosefield Street, Roxburgh Terrace, Russell Street, Rankin Street; Reid's Lane, Lochee; Rosefield Place, Rosebank Lane, St. Johnswood Terrace; St. Ann Street, Lochee; St. Mary's Place, St. Matthew's Street, Scotswood Terrace, Scott Street, Shamrock Street, Somerville Place, Somerville Place (Upper), three divisions; Springfield, Springhill; Stewart Street, Lochee; South Road, Lochee; Sharp's Lane, Lochee; Stirling Street, Strathmartine Road, Strathmore Street; St. Mary's Lane, Lochee; Seafeld Square, Stewart Street, New Road towards Stannergate, Sime's Alley, Tannadice Street, Tay Square, Thomson Street; Tofthill, Lochee; Union Place; Union Place, Lochee, two divisions; Viewforth Place or Street, Walton Street, Watson Street; Wellroad, Hawkhill; Wellbank Road, Lochee; Westfield Avenue, Westfield Lane, Westpark Road, Whitton Street, William Street (North), Windsor Street, Wolseley Street; Wilson Street, Lochee; Western Cemetery, unnamed Street on east side of; Yeaman's Alley, Lochee; and also all Railways, Tramways, Rivers, Navigations, Streams, Watercourses, Bridges, Sewers, Drains, Gas, Water, and other Pipes, Telegraphic, and Electric, and Telephonic Posts, Wires, and Pipes, Pneumatic Tubes, Apparatus, and Works of every description within the Area of Supply; and also and particularly the Railways and Tramways following so far as they are respectively situated within the Area of Supply, viz.:—The Dundee and Arbroath Railway, the Caledonian Railway, and the North British Railway, and all Lines, Branches, and Sidings belonging to or used in connection with the said Railways respectively; and the Tramways belonging to the Commissioners of Police for the Burgh of Dundee, and leased and worked by the Dundee and District Tramway Company, Limited.

6. To authorise the Commissioners to Manufacture, Purchase, Hire, Sell, and Let Engines, Machines, Meters, Burners, Lamps, Pipes, and other Apparatus and Appliances for producing, supplying, and using Electricity.

7. To authorise the Commissioners to Levy and Recover Rates, Rents, and Charges for and in respect of the Electricity supplied by them, and the Sale and Hire of Engines, Meters, Burners, Lamps, Pipes, and other Apparatus and Appliances; and to confer, vary, or alter Exemptions from the Payment of such Rates, Rents, and Charges; and to confer, vary, and extinguish other Rights and Privileges.

8. To empower the Commissioners from time to time to make, alter, and rescind Regulations and Bye-Laws for, or relating to, the use, misuse, or waste of Electricity and Electric Lines; and to impose and recover Penalties for the breach of any such Regulations or Bye-Laws; and to authorise the Commissioners, their officers, servants, and workmen, to enter upon Lands, Buildings, and other Premises, and to examine any Machines, Batteries, Fittings, Plant, Apparatus, Lamps, Engines, and Machinery supplied by them, and any Meters or other instruments used for determining the quantity or amount of Electricity supplied or used; and to execute such works and to do such things as shall be necessary for the regulation or prevention of such use, misuse, or waste.

9. To impose and recover Penalties for the tampering or fraudulently interfering with any

such Machines, Batteries, Fittings, Plant, Apparatus, Lamps, Engines, or Machinery, or any such Meters, or other instruments.

10. To enable the Commissioners and any Company or Person to enter into and fulfil Contracts and Agreements for, and in relation to all or any of the purposes before mentioned, and to enable the Commissioners to Sell and Dispose or Let to such Company or Person any Lands for the time being belonging to the Commissioners.

11. To authorise the Commissioners to Raise or Borrow Money for the purposes aforesaid, as authorised and in the manner provided by section 8 of the Electric Lighting Act, or otherwise as the Order may prescribe.

12. The Address and Principal Office of The Dundee Gas Commissioners, who are the applicants for the Order, is No. 16 Meadowside, Dundee.

13. It is proposed to incorporate with the Order, with or without modification, the provisions or some of the provisions of 'The Gas Works Clauses Act, 1847;' 'The Gas Works Clauses Act, 1871;' and 'The Lands Clauses Consolidation (Scotland) Act, 1845;' and 'The Lands Clauses Consolidation Acts Amendment Act, 1860;' and to apply or make applicable to the Order, with or without modification, the provisions, or some of the provisions, of the Electric Lighting Act.

On or before the 30th day of November instant a Published Map or Plan of the District showing the Boundaries of the proposed Area of Supply, and the Streets and other Places in, over, or along which it is proposed to place any Electric Lines or other Works, together with a copy of this Notice as published in the *Edinburgh Gazette*, will be deposited for public inspection with the Principal Sheriff-Clerk of the County of Forfar at his Offices at Dundee and Forfar respectively; with the Town Clerk of the Royal Burgh of Dundee at his Office in Dundee; with The Dundee Gas Commissioners at their Office, No. 16 Meadowside, Dundee; with the Commissioners of Police for the Burgh of Dundee, at the Office of their Clerk, No. 15 Albert Square, Dundee; at the Office of their Treasurer, No. 8 Meadowside, Dundee; and at the Office of their Burgh Engineer and Surveyor, No. 79 Commercial Street, Dundee; and also at the Office of the Board of Trade, Whitehall Gardens, London; and at the Parliament Office of the House of Lords; and at the Private Bill Office of the House of Commons.

On or before the 21st day of December next Printed Copies of the Draft Provisional Order will be deposited at the Office of the Board of Trade, as aforesaid, and on and after that date Copies may be obtained at the Offices of either of the undersigned on payment of One Shilling for each Copy; and when the Provisional Order shall have been granted by the Board of Trade, Printed Copies thereof may be obtained at the said Offices of either of the undersigned on payment of One Shilling for each Copy, or of such other sum as the Board of Trade may direct.

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 intended application, may do so by Letter addressed to the Board of Trade, marked on the outside of the cover enclosing it 'Electric Light-

ing Act,' within Two Months from the Date of the Newspaper containing the first copy of this Advertisement, being the date hereof, and they must, within the same time, deliver Copies of any Clauses or Amendments they desire to have made in the Order, to the Board of Trade, and to either of the undersigned Solicitors and Agent of the Promoters, and it is desirable they should at the same time send a Copy of their Objections to the said undersigned Solicitors or Agent.

Dated this 24th Day of November 1882.

THOS. THORNTON, SON, & CO.,

15 Albert Square, Dundee,

Solicitors for the Provisional Order.

WILLIAM ROBERTSON,

45 Parliament Street, Westminster,

Parliamentary Agent.

Board of Trade.—Session 1883.]

GLASGOW ELECTRICITY.

(Application for Provisional Order for Supply of Electricity for Public and Private Purposes within the City and Royal Burgh of Glasgow.)

NOTICE is hereby given, That the Lord Provost, Magistrates, and Council of the City and Royal Burgh of Glasgow (hereinafter called 'the Corporation') intend to apply to the Board of Trade for a Provisional Order (hereinafter referred to as 'the Order'), under and subject to the provisions of the Electric Lighting Act, 1882, and in accordance with the following particulars:—

1. The objects of the application are, to authorize the Corporation, subject and according to the conditions contained in the said Act or Order, to supply Electricity for public and private purposes, as defined by the said Act, within the area hereinafter described; to empower the Corporation to open and break up streets and bridges; to alter the position of gas and water mains, pipes and wires, sewers and drains under the same; to acquire lands, and to appropriate lands, whether devoted to any special public purpose or not; to construct such works, acquire such licences for the use of any patented or protected processes, invention, machinery, apparatus, methods, materials, or things; to enter into such contracts and to do all such acts and things as may be necessary and incidental to such supply; to empower the Corporation to make and recover charges for the supply of electricity apparatus, meters, lamps, machinery, and works, and to make regulations for securing the payment of the same, and for the continuance and proper use of the electricity supplied, with power to discontinue the supply in case of default; to make provision for the prevention of accidents; to provide for the payment of the expenses incurred under the Act or Order, with power to borrow and to charge such expenses and borrowed moneys on the local rates; to empower the Corporation to prescribe the form and nature of meters, fittings, and fixtures; to enable the Corporation to supply, examine, test, and stamp the same, and to license fitters and workmen, and to prohibit others from executing works in relation thereto, and to make and enforce bye-laws and regulations in respect of all or some of the matters aforesaid; to make special provision with reference

to the breaking up of footways of public streets and interference with property under such footways, and for laying down under the pavement or kerb of such footways electric lines and works; to relieve the Corporation from all liability arising from the acts or defaults of any company or person with whom they may contract, whether in respect of the construction of works or supply of electricity; to authorize the Corporation from time to time to define by order separate parts of the area of supply; to revoke or alter any such order, and to charge differential rates within such several parts; to provide for the keeping of accounts, the formation of a reserve fund and the application thereof, and also as to the application of the revenue arising from the undertaking.

2. The address and description of the applicants are, the Lord Provost, Magistrates, and Council of the City and Royal Burgh of Glasgow, at the City Chambers, Glasgow.
3. A general description of the nature of the proposed works is as follows, namely:—Such works, engines, dynamos, batteries, materials, and things as are authorized by the said Act, or necessary for generating, storing, supplying and distributing electricity, and otherwise for the purposes of the undertaking.
4. The area of supply for the purposes of the intended Order is the whole of the City and Royal Burgh of Glasgow.
5. Subject to the conditions of supply, it is proposed to place electric lines or other works in, over, and along all public streets and other places repairable by the Corporation within the City and Royal Burgh of Glasgow.
6. It is intended to take powers by the Order to break up all tramways belonging to the Corporation, and leased to the Glasgow Tramways and Omnibus Company (Limited); but it is not intended to take powers by the Order to break up any streets not repairable by the Corporation, nor any railways or other tramways.
7. It is intended to take power by the Order to cross the River Clyde, but not to take powers by the Order to cross any canal or other navigable river.
8. The draft of the proposed Order will be deposited at the Office of the Board of Trade on or before the 21st day of December 1882, and printed copies of the draft Order when deposited, and of the Order when made, may be obtained (at the price of one shilling for each copy), at the Offices of the Town Clerk, at the City Chambers, Glasgow, and of Messrs. Sharpe, Parkers, Pritchard, and Sharpe, Parliamentary Agents, 9 Bridge Street, Westminster.

And Notice is hereby further given, That a published map, showing the boundaries of the proposed area of supply, and the streets and other places in, over, or along which it is proposed to place any electric lines or other works, and a copy of this advertisement, as published in the *Edinburgh Gazette*, will be deposited on or before the 30th November instant, for public inspection, at the Office of the Sheriff-Clerk for the County of Lanark at Glasgow, at the Office of the Sheriff-Clerk for the County of Renfrew at Paisley, and at the Office of the Town-Clerk of the Royal Burgh of Glasgow at the City Chambers, Glasgow.

And Notice is hereby further given, That 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 this application, may do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it 'Electric Lighting Act,' within two months from the date of this Notice.

And Notice is hereby further given, That application will be made for the confirmation of the Order by Parliament during the ensuing Session.

Dated this 24th day of November 1882.

J. D. MARWICK,

Town-Clerk, Glasgow,

Solicitor for the Order.

SHARPE, PARKERS, PRITCHARD, & SHARPE,

9 Bridge Street, Westminster; and

SIMSON, WAKEFORD, GOODHART, & MEDCALF,

11 Great George Street, Westminster,

Parliamentary Agents.

In Parliament—Session 1883.

KIRKCALDY AND DISTRICT TRAMWAYS.

(Incorporation of Company; Power to construct Tramways and other Works; Compulsory Purchase of Lands, Houses, &c.; Provisions as to Breaking Up, User, Maintenance, &c., of Streets, Roads, &c.; Power to work Tramways by Steam, Mechanical, or other Power; Contracts, and Agreements with Local and Street and Road Authorities, &c.; Tolls, Rates, and Charges; Incorporation and Amendment of Acts, and other purposes.)

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

To incorporate a Company (hereinafter called 'the Company'), and to authorize the Company to make, form, lay down, maintain, and work the several Tramways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and proper junctions, crossings, sidings, rails, plates, sleepers, works, and conveniences connected therewith respectively.

Where in the description in this notice of any of the proposed Tramways any distance is given with reference to any street, road, or wynd which intersects or joins the street, road, or place in which the Tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets, roads, or wynds, or places, and continued would intersect each other, and a point described as being opposite a street, road, or wynd, is to be taken (unless otherwise stated) as opposite the centre of the street, road, or wynd.

The Tramways hereinbefore referred to, and proposed to be authorized by the intended Act, are the following:—

(1.) A Tramway, No. 1, partly situate in the Parish of Abbotshall, and partly in the Parish and Royal Burgh of Kirkcaldy, commencing in the street or road called Links Street, in the Parish of Abbotshall, at a point opposite the north-east side of Pratt Street, at its junction

with Links Street, passing thence in a north-easterly direction along Links Street, thence into and along Milton Road, and thence into and along High Street, and terminating in High Street, in the Parish and Royal Burgh of Kirkcaldy, at a point one chain, or thereby, south-westward from the junction of the street or road called Whyte's Causeway with High Street.

Tramway No. 1 will consist of a single line, except between the points or at the parts hereinafter specified, where it will be laid as a double line, that is to say—

In Links Street between points respectively half-a-chain and two and a-half chains north-eastward from the point of commencement of the Tramway.

In Links Street between points respectively three chains south-westward and three chains north-eastward of the point of junction of Bell Wynd with Links Street.

In High Street between a point opposite Burleigh Street, and a point half-a-chain, or thereby, southward from the junction of Charlotte Street with High Street.

In the following instances, and between the following points, Tramway No. 1 will be laid so that for a distance of thirty feet or upwards a less space than nine feet six inches will intervene between the outside of the footpath and the nearest rail of the Tramway on the side or sides of the streets specified in each case, that is to say—

1. In Links Street, on the north-west side thereof, between the point of commencement of the Tramway and a point opposite the south-west side of Watery Wynd.

2. In Links Street, on the south-east side thereof, between points respectively one chain, or thereby, and two chains, or thereby, from the commencement of the Tramway.

3. In Links Street, on the south-east side thereof, between a point one and a-half chains, or thereby, south-westward from, and a point opposite to Fergus Wynd.

4. In Links Street, on the north-west side thereof, between points respectively three chains, or thereby, south-westward, and five and a-half chains, or thereby, north-eastward of the point of junction of Bell Wynd with Links Street.

5. In Links Street, on the north-west side thereof, between a point three-fourths of a chain, or thereby, north-eastward from Causengutter Wynd and a point opposite School Wynd, at their respective junctions with Links Street.

6. In Links Street, on the south-east side thereof, between a point two chains, or thereby, north-eastward of Causengutter Wynd, and a point one chain or thereby south-westward of Henrie's Wynd.

7. In Links Street, on the south-east side thereof, between a point one and a-half chains, or thereby, north-eastward of Henrie's Wynd, and a point three-fourths of a chain or thereby south-westward of Bute Wynd.

8. In Links Street, on the east side thereof, between a point opposite to, and a point one chain, or thereby, northward from the north side of School Wynd.

(2.) A Tramway, No. 2, partly situate in the Parish and Royal Burgh of Kirkcaldy, and partly in the Parish of Abbotshall, commencing in the said Parish and Royal Burgh of Kirkcaldy by a junction with the proposed Tramway No. 1 at its

point of termination, passing thence in a north-westerly direction along High Street, and thence into and along Whyte's Causeway, thence into and along the road called Wemyssfield, thence into and along Bennoch Road, and thence into and along the road leading from Bennoch Road to the Passenger Station at Kirkcaldy of the North British Railway (hereinafter in this notice called 'the Station Road'), and terminating at a point in the Station Road, one chain or thereby, measured in a north-eastwardly direction from the north-east corner of the Passenger Station-house.

Tramway No. 2 will consist of a single line except between the points or at the parts hereinafter specified, where it will be laid as a double line, that is to say—

Between a point in Wemyssfield two and a-half chains, or thereby, south-eastward, and a point in Bennoch Road one chain, or thereby, north-westward from Abbotshall Road.

In the Station Road between points respectively three chains or thereby, and half-a-chain, or thereby, from the termination of the Tramway.

(3.) A Tramway, No. 3 (single line throughout), to be wholly situate in the Parish and Royal Burgh of Kirkcaldy, commencing by a junction with Tramway No. 2 in Whyte's Causeway at a point one and a-fourth chains, or thereby, from the point of commencement of that Tramway, passing thence by a curved line north-eastward into High Street, and terminating in that street by a junction with the proposed Tramway No. 4 hereinafter described at a point three-fourths of a chain, or thereby, northward from the junction of Whyte's Causeway with High Street.

In the following instance, and between the following points, Tramway No. 3 will be laid so that for a distance of thirty feet or upwards a less space than nine feet six inches will intervene between the outside of the footpath and the nearest rail of the Tramway, on the side of the road hereinafter specified, that is to say—

1. In Whyte's Causeway and High Street, between a point in Whyte's Causeway half a-chain, or thereby, west, and a point in High Street half a-chain, or thereby, north-east of the junction of Whyte's Causeway with High Street.

(4.) A Tramway, No. 4, to be wholly situate in the Parish and Royal Burgh of Kirkcaldy, commencing by a junction with Tramway No. 1 at its point of termination before described, passing thence north-eastwardly along High Street, and terminating in High Street, at or near the junction with High Street of the road leading therefrom to the East Pier of the Harbour of Kirkcaldy.

Tramway No. 4 will consist of a single line except between the points or at the parts hereinafter specified, where it will be laid as a double line, that is to say—

In High Street between points respectively one chain, or thereby, south-westward, and three chains or thereby, north-eastward, from a point opposite Tolbooth Street.

In High Street between points respectively six chains or thereby, and two and a-half chains, or thereby, south-westward of a point opposite Coal Wynd.

In the following instances, and between the following points, Tramway No. 4 will be laid so that for a distance of thirty feet or upwards a less space than nine feet six inches will intervene between the outside of the footpath and the

nearest rail of the Tramway on the side or sides of the street specified in each case—that is to say—

1. In High Street, on the south-east side thereof, between points respectively two and a-half chains or thereby, and one-fourth of a chain or thereby south-westward from the point of junction of Rose Street with High Street.

2. In High Street, on the north-west side thereof, between a point three chains, or thereby, south-westward of the point of junction with that street of, and a point opposite to, Oswald's Wynd.

3. In High Street, on the south-east side thereof, between points respectively two and one-fourth chains or thereby south-westward of the point of junction with that street of, and a point opposite to, Redburn Wynd.

4. In High Street, on the south-east side thereof, between points respectively half-a-chain, or thereby, and four and a-half chains, or thereby, north-eastward from the point of junction with that street of Redburn Wynd.

5. In High Street, on the north-west side thereof, between points respectively one and one-fourth chains or thereby south-westward of, and a point half-a-chain or thereby north-eastward of the point of junction of Pottie's Close with High Street.

6. In High Street, on the north-west side thereof, between points respectively two and a-half chains or thereby, and three and one-fourth chains or thereby north-eastward from the point of junction of Pottie's Close with High Street.

7. In High Street, on the south-east side thereof, between points respectively two and three-fourth chains or thereby, and three and three-fourth chains or thereby north-eastward from the point of junction of Pottie's Close with High Street.

8. In High Street, on the south-east side thereof, between a point half-a-chain, or thereby, north-eastward from the point of junction with that street of Coal Wynd, and a point one and a-half chains, or thereby, north-eastward from the point of junction with High Street of Malcolm's Wynd.

9. In High Street, on the west side thereof, between points respectively two and three-fourth chains, or thereby, and one chain, or thereby, southward from the termination of the Tramway.

(5.) A Tramway, No. 5, partly situate in the Parish and Royal Burgh of Kirkcaldy, and partly in the Parish of Dysart, commencing in the Royal Burgh and Parish of Kirkcaldy by a junction with the proposed Tramway, No. 4, at its point of termination above described, passing thence in a north-eastwardly direction along High Street, thence into and along the road or street known as and called the Path, thence into and along Nether Street, and thence into and along Dysart Road, and terminating in that road in the parish of Dysart at a point seven and one-fourth chains, or thereby, north-eastward, measuring along the centre of that road from a point opposite Harriet Street.

Tramway No. 5 will consist of a single line, except between the points or at the parts hereinafter specified, where it will be laid as a double line, that is to say—

In High Street, between points respectively half-a-chain, or thereby, and four chains, or thereby, from its commencement.

In the Path, between points one and a-fourth chains or thereby south-westward, and one and three-fourth chains or thereby north-eastward from the junction therewith of Nether Street.

In Dysart Road, between a point opposite St. Clair Street and a point opposite Harriet Street.

In the following instances, and between the following points, Tramway No. 5 will be laid, so that for a distance of thirty feet or upwards a less space than nine feet six inches will intervene between the outside of the footpath and the nearest rail of the Tramway on the side or sides of the road or street specified in each case—that is to say—

1. In High Street, on the north-west side thereof, between points respectively three-fourths of a chain, or thereby, and three and three-fourths chains, or thereby, north-eastward from the point of commencement of the Tramway.

2. In Nether Street, on the south-east side thereof, between a point one and a-half chains, or thereby, north-eastward from the point of junction of that street with the Path, to a point half-a-chain, or thereby, south-westward from the point of junction with Nether Street of Flesh Wynd.

3. In Nether Street, on the south-east side thereof, between the point of junction with that street of the street or place known as the Vennel and a point one chain, or thereby, southward from the point of junction with Nether Street of Castle Road.

(6.) A Tramway No. 6 to be wholly situate in the Parish of Dysart, commencing by a junction with the proposed Tramway No. 5 at its point of termination, above described, passing thence north-eastward along Dysart Road, and into and along the road known as Townhead, and terminating in that road at a point opposite the road or street known as East Port.

Tramway No. 6 will consist of a single line, except between the points, or at the parts hereinafter specified, where it will be laid as a double line, that is to say—

In Dysart Road, between points respectively eight chains, or thereby, and thirteen chains, or thereby, from the commencement of the Tramway.

In the road known as Townhead, between points respectively four chains, or thereby, and half-a-chain, or thereby, from the termination of the Tramway.

In the following instance, and between the following points, Tramway No. 6 will be laid so that for a distance of thirty feet or upwards a less space than nine feet six inches will intervene between the outside of the footpath and the nearest rail of the Tramway on the side of the road hereinafter specified, that is to say—

1. In the road known as Townhead, on the south-east side thereof, between points respectively two and a-half chains, or thereby, and one-fourth of a chain, or thereby, from the termination of the Tramway.

The said intended Tramways will be constructed on a gauge of three feet six inches, and the carriages to be used thereon shall not exceed six feet six inches in width, and it is not intended to run thereon carriages or trucks adapted for use upon railways.

To enable the Company to make the following

works, or some or one of them, or some part, or parts, thereof, respectively—

(1.) The widening in the Parish of Abbotshall of Links Street, on the east side thereof, for a distance of sixty feet, or thereby, northward from the north side of School Wynd.

(2.) The widening in the Royal Burgh and Parish of Kirkcaldy of High Street, on the north-west side thereof, for a distance of fifty feet, or thereby, northward from the north side of Whyte's Causeway.

(3.) The widening in the Royal Burgh and Parish of Kirkcaldy of High Street, on the south-east side thereof, for a distance of one hundred and twenty feet, or thereby, south-westward from the south side of Redburn Wynd.

(4.) The widening in the Royal Burgh and Parish of Kirkcaldy of High Street, on the south-east side thereof, for a distance of one hundred feet, or thereby, north-eastward from a point sixty yards, or thereby, measuring in a north-easterly direction, from the north side of Redburn Wynd.

(5.) The widening in the Royal Burgh and Parish of Kirkcaldy of High Street, on the north-west side thereof, for a distance of fifty feet, or thereby, north-eastward from a point fifty-four yards, or thereby, measuring in a north-easterly direction, from the centre of Pottie's Close.

(6.) The widening in the Royal Burgh and Parish of Kirkcaldy of High Street, on the south-east side thereof, for a distance of forty-seven feet, or thereby, north-eastward from a point sixty-eight yards, or thereby, measuring in a north-easterly direction, from the centre of Pottie's Close.

The said proposed Tramways and works hereinafter described will pass from, through, or into, and be situate in the Parishes and Royal Burgh following, or some or one of them, namely, the Parishes of Abbotshall, Kirkcaldy, and Dysart, and the Royal Burgh of Kirkcaldy, all in the County of Fife.

The Bill will incorporate with itself the whole or some of the provisions of 'The Tramways Act, 1870,' with such alterations or amendments thereof as may be deemed expedient, and it will enable the Company to exercise the powers granted by that Act, as well as the powers hereinafter mentioned.

To enable the Company for the purposes of the proposed Tramways and other works, and for all or any of the purposes of the Bill, to purchase by compulsion or agreement, or to feu, lease, or otherwise acquire lands, houses, buildings, and other heritable property, in all or some or one of the several parishes aforesaid, and rights, easements, and servitudes in or over lands, houses, buildings, and other heritable property, and to purchase other lands, houses, buildings, and heritable property by agreement, and to vary or extinguish all rights and privileges over or affecting, or in any manner connected with the lands, houses, buildings, and other heritable property to be acquired as aforesaid; and to erect on lands so to be acquired, offices, warehouses, engine and car houses, sheds, stables, buildings, and other conveniences, and to sell, feu, let on lease, or otherwise, or in any other manner, dispose of any lands, houses, buildings, and heritable property acquired and erected by them.

To authorize the temporary occupation by the



Company of land and buildings for the purposes of the Bill, and to incorporate all or some of the provisions of 'The Railways Clauses Consolidation (Scotland) Act, 1845,' with respect to the temporary occupation of lands, or to make other provisions with reference thereto.

To empower the Company, by compulsion or otherwise, and either temporarily or permanently, to enter upon, break up, and use, and to alter, divert, remove, and interfere with streets, roads, highways, rivers, bridges, and other thoroughfares, ways, footpaths, water courses, sewers, drains, pavements, water, gas or other pipes, and electric telegraph, electric lighting, and telephone pipes, wires, tubes, and apparatus, within all or any of the parishes, burgh, or other places hereinbefore mentioned, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the intended Tramways and works, or of substituting others in their place, or for other the purposes of the Bill.

To provide for the maintenance of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, or plates may be laid, and to provide for and regulate the user by the Company, for the purposes of the Bill, of any paving, metalling, or road materials excavated or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, and materials.

To enable the Company, when by reason of the execution of any work in, or the alteration of any street, road, or thoroughfare through or along which any Tramway belonging to the Company is laid, it is necessary or expedient to remove, renew, alter, or discontinue the use of any such Tramway, or any part thereof, from time to time, to make and lay down in the same, or any adjacent or convenient street, road, or thoroughfare in any of the aforesaid parishes, burgh, or other places, and to maintain so long as occasion may require, a temporary Tramway or Tramways, in lieu of the Tramway or part of a Tramway so required to be removed or discontinued to be used, or found expedient so to be.

To empower or require the Company to lay down, make, and maintain from time to time such junctions, curves, crossings, passing-places, sidings, turnouts, and other works, in addition to those before specified, as they find necessary for the due and satisfactory working of their Tramways, or for facilitating the traffic of the streets, roads, or places in which the same are laid, or for providing access to any offices, warehouses, engine or car houses, sheds, stables, buildings, works, or conveniences of the Company, subject to such restrictions as regards the position and extent of such junctions, curves, crossings, passing-places, sidings, turnouts, and other works as may be defined and prescribed in or by the Bill.

To authorize the Company, in case of the alteration of the level or surface of any street, road, or place in which any Tramway is laid, from time to time to alter the levels of the Tramways, so as to maintain the surface of the rails on the level with the surface of such altered street, road, or place.

To reserve to, and confer upon, the Company exclusive rights to use upon the said intended Tramways all or any of their Carriages with flange wheels, or otherwise suitable or adapted for running upon an edged or grooved rail, or rails,

or upon the said Tramways, and to prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the said intended Tramways by Persons, Companies, or Corporations, other than the Company, with Carriages having flanged wheels, or otherwise suitable or adapted for running upon an edged or grooved rail, or rails, or upon the said Tramways; and to authorize and give effect to agreements between the Company and any other Persons, Companies, and Corporations, for the use of the Tramways of the Company by such other Persons, Companies, and Corporations with such Carriages as aforesaid, and to confer all necessary powers in that behalf, and to confirm any agreement, or agreements, in reference thereto.

To authorize the Company and all Persons, Corporations, and Companies lawfully working or using the intended Tramways, or any of them, from time to time, to work such Tramways, or any one or more of them, or any part or parts thereof respectively, by means of locomotive, steam, or other engines, or other mechanical or motive power, or by means of electricity, subject to such conditions and restrictions (if any) as may be defined in, or prescribed by, or under, the Bill; and to empower the Company and all such Persons, Corporations, and Companies aforesaid, to hold and acquire patent and other rights, or licenses, and to use patent rights in relation to any such steam, mechanical, electric, or other motive power.

To exempt the Company and the intended Tramways, and all Persons, Corporations, and Companies lawfully working or using the same, or any of them, so far as may be necessary, from, or to modify in their application to the Company or their undertaking, or to such Persons, Corporations, and Companies aforesaid, the provisions, or some of the provisions, of 'The Tramways Act, 1870,' the 'Locomotive Act, 1861,' 'The Locomotives Act, 1865,' and the Locomotives Amendment (Scotland) Act, 1878, and any Act amending the same, or any of them, or of any other Act, or Acts, affecting the working and user of the Tramways of the Company by steam, mechanical, electric, or other motive power.

To enable the Company on the one hand, and the following bodies and persons or any of them on the other hand, viz., the Provost, Magistrates, and Town Council of the Burgh of Kirkcaldy, the Commissioners of Police of the Extended Burgh of Kirkcaldy, the Provost, Magistrates, and Town Council of the Burgh of Dysart, the Commissioners of Police of that Burgh, the North British Railway Company, and any Corporation, Commissioners, Trustees, Local Authority, Road Authority, or other bodies or persons having respectively the direction of the repair or the control or management of any streets, roads, thoroughfares, or places in any of the aforesaid parishes and burgh, to enter into contracts, agreements, and arrangements with respect to all or any of the purposes of the Bill, and with respect to the mode of construction and laying down, and the maintaining, renewing, repairing, working, management, and use of the said intended Tramways and works, and the rails, plates, chairs, sleepers, pavements, and works connected therewith and the materials to be used therefor, and with respect to the widening of streets or portions thereof, the opening up and reinstating of streets, roads, thoroughfares, and other places, and the maintenance and repair thereof, and all other matters and things relating thereto and to the said intended Tramways, and

also with reference to the purchase or acquisition by, or transfer to, any such parties of the powers of the Bill relating to any Tramway or Tramways or other works to be laid down or executed within their respective districts, or of any such Tramways when laid down by the Company, and for facilitating the passage of traffic and carriage over or along the same by means of locomotive, steam, or other engines, or other mechanical or motive power, or by means of electricity, and to confirm or give effect by the Bill to any such contracts, agreements, and arrangements which may have been or may be made before the passing of the Bill into an Act, and such contracts and agreements, and the intended Act will or may provide for the settlement by arbitration or otherwise of any differences or disputes which may arise between the Company and such parties aforesaid or any of them, touching any such contracts, agreements, or arrangements or any matters as aforesaid.

To authorize the Company and any Corporation, Company, Body, or Persons, from time to time, to enter into, and carry into effect, contracts and agreements for, and in relation to, the working, lease, sale, and purchase of the whole or any part of the proposed Tramways, in consideration of such gross sum or sums, rent or rents, and generally upon such terms and conditions as may be agreed on between the contracting parties, or as the intended Act may define; and the Act will sanction and confirm any such contracts and agreements as may have been or may be entered into, prior to the passing of the intended Act, with respect to the aforesaid matters or any of them.

To enable the Company to levy, demand, and recover, tolls, rates, and charges, for the use of the intended Tramways, by carriages passing along the same, and for the conveyance of passengers, goods, minerals, animals, parcels, articles, things, and other traffic upon the same, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and charges.

To confer upon the Company all such other powers, rights, and privileges as may be necessary or convenient for the purposes of their undertaking, and for carrying into effect the objects of the Bill, and to vary and extinguish all existing powers, rights, and privileges which would in any manner impede or interfere with any of such objects, and to confer, vary, or extinguish other rights and privileges.

To incorporate, if thought fit, with the Bill, with or without modification or amendment, all or some of the clauses and provisions of 'The Companies Clauses Consolidation (Scotland) Act, 1845;' 'The Companies Clauses Act, 1863;' 'The Companies Clauses Act, 1869;' 'The Lands Clauses Consolidation (Scotland) Act, 1845;' 'The Lands Clauses Consolidation Acts Amendment Act, 1860;' 'The Railways Clauses Consolidation (Scotland) Act, 1845;' and 'The Railways Clauses Act, 1863;' and any Acts amending the said Acts, and the intended Act will, if necessary, repeal, alter, amend, or enlarge the provisions, or any of them, of 'The Kirkcaldy and Dysart Waterworks Acts, 1867;' 'The Kirkcaldy and Dysart Waterworks Amendment Act, 1870;' 'The Kirkcaldy and Dysart Waterworks (Additional Powers) Act, 1881;' 'The Kirkcaldy Burgh and Harbour Act, 1876;' and 'The North British, Edinburgh, Perth, and Dundee and West of Fife Railways Amalgamation Act, 1862;' and the several other local and personal

Acts relating to the North British Railway Company, and to the undertakings belonging to, amalgamated with, or held in lease by or vested in that Company.

And Notice is hereby further given, that duplicate plans and sections describing the lines, situations, and levels of the said intended Tramways and other works, and the lands, houses, and other property in or through which they will be respectively laid, or made, and plans of the lands, houses, and property to be taken under the powers of the Bill, with a Book of Reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and property; and a copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November instant, be deposited for public inspection in the Offices at Cupar and Kirkcaldy, respectively, of the Principal Sheriff-Clerk of the County of Fife; and that a copy of so much of the said plans, sections, and book of reference, as relates to each of the before-mentioned Parishes and Royal Burgh, with a copy of this Notice, will, on or before the said date, 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 each such Parish at his residence, and so far as respects the said Royal Burgh of Kirkcaldy, with the Town-Clerk of such Burgh at his Office therein.

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

Dated this 10th day of November 1882.

A. P. HONEYMAN,
242A High Street, Kirkcaldy,
Solicitor for the Bill.

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

Board of Trade.—Session 1883.

DUNDEE ELECTRIC LIGHTING.

(THE BRUSH ELECTRIC LIGHT AND POWER COMPANY OF SCOTLAND, LIMITED.)

(Application to the Board of Trade under 'The Electric Lighting Act, 1882,' for a Provisional Order enabling the Brush Electric Light and Power Company of Scotland, Limited, to Produce and Supply Electricity for Public and Private Purposes in Dundee, and to Levy and Recover Charges in respect thereof, Breaking up of Streets, etc.)

NOTICE is hereby given, That application will be made to the Board of Trade, on or before the 21st day of December next, for a Provisional Order under 'The Electric Lighting Act, 1882,' by the Brush Electric Light and Power Company of Scotland, Limited (who are in this Notice called the Company).

The address of the Company is Dashwood House, New Broad Street, London, E.C.

The objects of the intended application are as follows:—

To enable the Company to produce and gene-

rate Electricity, and to supply Electricity, or Electric Light or Energy, both for public and private purposes, as defined in the Electric Lighting Act, 1882, within the area hereinafter specified, and for those purposes to make and maintain, on any lands which they may acquire, works for the production, generation, storage, supply, and distribution of Electricity, and to exercise with respect thereto all or any of the powers of 'The Electric Lighting Act, 1882,' and of 'The Gas Works Clauses Act, 1847,' and 'The Gas Works Clauses Act, 1871,' so far as they may be applicable or capable of application for that purpose, and to exercise such other rights and powers as may be conferred by the intended order, including the power to purchase and acquire, or take on lease, land and buildings; to fix, demand, and levy charges; to make and maintain all such works, buildings, machinery, engines, and apparatus; and to lay down and place all such mains, wires, conductors, apparatus, and other matters and things as may be necessary or expedient for any of the purposes aforesaid; and to break up streets, railways, and tramways; and to cross canals, for the laying, maintenance, and repair of wires, etc.

The following is a general description of the proposed works:—

(11.) A Station, with all necessary buildings, machinery, engines, and apparatus, to be situate upon a site in the Parish of Dundee and County of Forfar, near Gellatly Street, and between that street and Commercial Street, and southward of Seagate.

All such other stations, buildings, engines, and machinery, and all such mains, wires, and apparatus as may be found necessary or expedient within the area of supply hereinafter mentioned.

The proposed area of supply is a district in Dundee comprised within the Parish of Dundee, and included within a boundary line drawn as follows:—

Commencing in Lochee Road at the south-western corner of the prison, and drawn thence southward along North Tay Street, including West Port and South Tay Street to Nethergate; thence eastward along Nethergate to Union Street; thence southward to the southernmost end of South Union Street; thence northward along Union Street to Dock Street; thence along Dock Street and East Dock Street to a point 200 yards or thereabouts east of the junction therewith of Allan Street; thence drawn northwards to and along Dens Street to its junction with Princes Street; thence in an easterly and northerly direction along Princes Street to its junction with Arbroath Road; thence westward along Victoria Street, Victoria Road, Bell Street, and West Bell Street to Lochee Road, at the point hereinbefore mentioned.

Including all houses, buildings, and premises abutting on either side of the said streets and thoroughfares hereinbefore mentioned.

To incorporate with the intended Provisional Order, and make applicable to the purposes thereof, some of the provisions of 'The Gas Works Clauses Act, 1847,' 'The Gas Works Clauses Act, 1871,' and 'The Lands Clauses Consolidation Acts, 1845, 1860, and 1869,' except the provisions of the last-mentioned Acts relating to the purchase and taking of land otherwise than by agreement.

The Order will or may empower the Company to break up parts of the North British Railway

and the tramways of the Dundee and District Tramway Company, Limited.

The streets and other places in, over, or along which it is proposed to place Electric lines or other works, are as follows, viz.:—

All the streets and places above mentioned, and also Overgate, Long Wynd, South Lindsay Street, Lindsay Street, South Ward Road, Ward Road, Johnston Street, Meadows Road, Rattray Street, Nicoll Street, Tally Street, Crichton Street, Panmure Street, Euclid Street, Euclid Crescent, Reform Street, Bank Street, Green Market, Barrack Street, Willison Street, Castle Street, Fish Street, Butcher Street, Exchange Street, Couties Wynd, Commercial Street, Gellatly Street, Candle Lane, Wellgate, Murray Gate, Canal Lane, Trades Lane, Mary Ann Lane, Allan Street, Horse Wynd Street, Meadow Entry, Queen Street, Sugar House Wynd, Charles Street, Idvies Street, King's Road, St. Andrew's Street, Peter Street, West Whale Lane, East Whale Lane, St. Roques Lane, Crescent Street, Dens Brae, Church Street, Baltic Street, Brown Constable Street from Crescent Street to Victoria Street, Whitton Street, Constable Street from the Cowgate to Dens Street, Black's Croft from Seagate to Dens Street, Foundry Lane from Seagate to a line running as a continuation of Dens Street southwards, Cowgate, Seagate, and all other Streets and Places running out of the above-mentioned streets and places, or any of them, and being within the boundary line of the area of supply.

On or before the 30th day of November instant, a copy of this Notice, as published in the *Edinburgh Gazette*, and a Map showing the proposed limits of supply, will be deposited for public inspection with the Principal Sheriff-Clerk for the County of Forfar, at his Office at the Court House Buildings, Dundee, and also at the Office of the Board of Trade, Whitehall, London.

On and after the 21st day of December next, printed copies of the Draft Provisional Order may be obtained at the Office of Messrs. Dyson & Co., 24 Parliament Street, Westminster, London, S.W., and at No. 62 Commercial Street in Dundee aforesaid, on payment of One Shilling for each copy, and if and when the Provisional Order shall have been granted by the Board of Trade, printed copies thereof may be obtained at those offices respectively, on payment of One Shilling for each copy, or of such other sum as the Board of Trade may direct.

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 intended application, may do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it, 'Electric Lighting Act,' within two months from the 24th day of November instant, and they should at the same time deliver a copy of their objections at the offices of the undersigned.

Dated this 22d day of November 1882.

HARRIES, WILKINSON, & RAIKES,
24 Coleman Street, E.C.,
Solicitors.

DYSON & CO.,
24 Parliament Street, Westminster,
Parliamentary Agents.

Board of Trade.—Session 1883.

ADERDEEN ELECTRIC LIGHTING.

(THE BRUSH ELECTRIC LIGHT AND POWER COMPANY OF SCOTLAND, LIMITED.)

(Application to the Board of Trade, under the 'Electric Lighting Act, 1882,' for a Provisional Order for enabling the Brush Electric Light and Power Company of Scotland (Limited) to Produce and Supply Electricity for Public and Private purposes in Aberdeen, and to Levy and Recover Charges in respect thereof, Breaking up of Railways, Tramways, Streets, etc.)

NOTICE is hereby given, That application will be made to the Board of Trade, on or before the 21st day of December next, for a Provisional Order under the 'Electric Lighting Act, 1882,' by the Brush Electric Light and Power Company of Scotland (Limited), who are in this Notice called the Company.

The address of the Company is Dashwood House, New Broad Street, London, E.C.

The objects of the intended application are as follows:—

To enable the Company to produce and generate Electricity, and to supply Electricity or Electric Light or Energy both for Public and Private purposes, as defined in the 'Electric Lighting Act, 1882,' within the Area hereinafter specified; and for those purposes, to make and maintain, on any lands which they may acquire, Works for the production, generation, storage, supply, and distribution of Electricity, and to exercise, with respect thereto, all or any of the powers of the 'Electric Lighting Act, 1882,' and of the 'Gas Works Clauses Act, 1847,' and the 'Gas Works Clauses Act, 1871,' so far as they may be applicable or capable of application for that purpose; and to exercise such other rights and powers as may be conferred by the intended Order, including the power to purchase and acquire, or take on lease, land and buildings; to fix, demand, and levy charges; to make and maintain all such works, buildings, machinery, engines and apparatus, and to lay down and place all such mains, wires, conductors, apparatus and other matters and things as may be necessary or expedient for any of the purposes aforesaid; and to break up Streets, Railways, and Tramways, and to cross Canals, for the laying, maintenance, and repair of wires, etc.

The following is a general description of the proposed Works:—

(1) A Station with all necessary buildings, machinery, engines and apparatus, to be situate on the west side of Bridge Street in the Parish of St. Nicholas in the City of Aberdeen, and on the north side of Crown Terrace, and between Crown Terrace on the one side and Windmill Brae and Bath Street on the other side, or on some part of that site.

(2) All such other stations, buildings, engines and machinery, and all such mains, wires and apparatus as may be found necessary or convenient, within the Area of Supply hereinafter mentioned.

The proposed Area of Supply is a district in Aberdeen comprising parts of the following Parishes, viz.:—St. Nicholas Parish and the Parish of Old Machar, and included within a boundary line drawn as follows, viz.:—

Including the whole of Union Place and Union Street, and drawn from the junction of Union

Street and Bridge Street along Bridge Street southward to its junction with Guild Street, thence eastward along Guild Street (including the joint Station of the Caledonian and Great North of Scotland Railway Companies) to its junction with Market Street, thence along Market Street to its junction with Union Street, thence eastward along Union Street to and including Castle Street, thence along King Street to its junction with Queen Street, thence along Queen Street to its junction with Broad Street, thence northward along Broad Street to its junction with Upper Kirkgate, thence along Upper Kirkgate to its junction with St. Nicholas Street, thence southward along St. Nicholas Street to Union Street.

Including all houses, buildings and premises abutting on either side of the said streets and thoroughfares hereinbefore mentioned.

To incorporate with the intended Provisional Order and make applicable to the purposes thereof some of the provisions of 'The Gas Works Clauses Act, 1847,' 'The Gas Works Clauses Act, 1871,' and 'The Lands Clauses Consolidation Acts, 1845, 1860, and 1869,' except the provisions of the last mentioned Acts relating to the purchase and taking of land otherwise than by agreement.

The Order will or may empower the Company to break up parts of the Caledonian and Great North of Scotland Railways, and of the Tramways of the Aberdeen Tramways Company.

The streets and other places in, over, or along which it is proposed to place electric lights or other works are as follows, viz.:—

All the streets and places hereinbefore mentioned, and also the following, viz.:—

College Street from Union Bridge as far as Guild Street, Carmelite Street, Carmelite Lane, Green, East Green, Fisher Row, Trinity Street, Martin's Lane, Flourmill Lane, Flourmill Brae, Martin's Lane, Stirling Street, Hadden Street, The Markets, Exchange Street, Nether Kirkgate, Huxter Row, Guestrow, Rennie's Wynd, Lodge Walk, Blairton Lane, and all other streets and places running out of the above mentioned streets and places, or any of them, and being within the boundary line of the Area of Supply.

On or before the 30th day of November instant a copy of this Notice, as published in the *Edinburgh Gazette*, and a Map showing the proposed limits of supply will be deposited for public inspection with the Principal Sheriff-Clerk for the County of Aberdeen at his Office at the Court House at Aberdeen, and also at the Office of the Board of Trade, Whitehall, London.

On or after the 21st day of December next printed copies of the Draft Provisional Order may be obtained at the Office of Messrs. Dyson & Co., 24 Parliament Street, Westminster, London, S.W., and at No. 20 Hadden Street in Aberdeen, on payment of One Shilling for each copy, and if and when the Provisional Order shall have been granted by the Board of Trade printed copies thereof may be obtained at those Offices respectively on payment of One Shilling for each copy, or of such other sum as the Board of Trade may direct.

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 intended application, may do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it 'Electric Lighting Act,' within

two months from the 24th day of November instant, and they should at the same time deliver a copy of their objections at the Office of the undersigned.

Dated this 22d day of November 1882.

HARRIES, WILKINSON, & RAIKES,
24 Coleman Street, E.C., Solicitors.

DYSON & CO.,
24 Parliament Street, Westminster,
Parliamentary Agents.

Board of Trade.—Session 1883.

EDINBURGH ELECTRIC LIGHTING.

(THE BRUSH ELECTRIC LIGHT AND POWER
COMPANY OF SCOTLAND, LIMITED.)

(Application to the Board of Trade under 'The Electric Lighting Act, 1882,' for a Provisional Order enabling the Brush Electric Light and Power Company of Scotland (Limited) to Produce and Supply Electricity for Public and Private purposes in Edinburgh, and to Levy and Recover Charges in respect thereof; Breaking up of Railways, Tramways, Streets, etc.)

NOTICE is hereby given, that application will be made to the Board of Trade, on or before the 21st day of December next, for a Provisional Order under 'The Electric Lighting Act, 1882,' by the Brush Electric Light and Power Company of Scotland (Limited), who are in this Notice called 'the Company.'

The address of the Company is Dashwood House, New Broad Street, London, E.C.

The objects of the intended application are as follows:—

To enable the Company to produce and generate Electricity, and to supply Electricity or Electric Light or Energy both for public and private purposes, as defined in 'The Electric Lighting Act, 1882,' within the area hereinafter specified, and for those purposes to make and maintain on any lands which they may acquire, works for the production, generation, storage, supply, and distribution of Electricity, and to exercise, with respect thereto, all or any of the powers of 'The Electric Lighting Act, 1882,' and of 'The Gas Works Clauses Act, 1847,' and 'The Gas Works Clauses Act, 1871,' so far as they may be applicable or capable of application for that purpose, and to exercise such other rights and powers as may be conferred by the intended Order; including the power to purchase and acquire, or take on lease, Land and Buildings; to fix, demand, and levy charges; to make and maintain all such Works, Buildings, Machinery, Engines, and Apparatus; and to lay down and place all such Mains, Wires, Conductors, Apparatus, and other matters and things as may be necessary or expedient for any of the purposes aforesaid; and to break up Streets, Railways, and Tramways; and to cross Canals, for the laying, maintenance, and repair of wires, etc.

The following is a general description of the proposed works:—

1. A Station with all necessary Buildings, Machinery, Engines, and Apparatus, to be situate upon a site in the City Parish in the County of Edinburgh, near the Abbey Hill Station of the North British Railway, bounded on the east

or south-east by the said Railway, on the north by London Road, on the west partly by Abbey Street and partly by a line drawn in continuation of Abbey Street to the said Railway near the eastern end of Abbey Hill, or some part or parts of that site.

2. Mains commencing at the last mentioned Station passing along the Railway of the North British Railway Company to the eastern end of the Waverley Station, thence passing along the streets in the area of supply hereinafter described, or some of them, to the junction of Queensferry Street and Hope Street, near the Caledonian Railway Station, thence along Maitland Street and the roadway between Coates Crescent and Athol Crescent to the Haymarket Railway Station of the North British Railway Company.

3. All such other Stations, Buildings, Engines, and Machinery, and such other Mains and Wires and Apparatus as may be found necessary or convenient within the area of supply hereinafter mentioned.

The proposed area of supply is a district in the centre of Edinburgh, comprising the Parishes or parts of the Parishes hereinafter mentioned viz.:—the City Parish, St. Cuthbert's Parish, and South Leith Parish, and included with a boundary line drawn as follows:—

Commencing at the south-eastern end of Ainslie Place, thence along St. Colme Street, Albion Place, Queen Street, York Place, and Picardy Place, to the junction of Picardy Place and Greenside Place, thence in a southerly direction along Greenside Place, Greenside Street, Calton Street, and Low Calton to the North British Railway, thence across and westward along the North British Railway and property to North Bridge, thence southward along North Bridge and South Bridge to the junction of Nicolson Street and South College Street, thence westward along South College Street, thence along the passage or thoroughfare along the southern side of the Industrial Museum to the Free Church at the North end of Forrest Road, thence northward along George IV. Bridge, across Lawnmarket, and along Bank Street and the Mound to the Points where the Edinburgh and Glasgow Railway passes under the Mound, thence westward along the line of the said Railway to its crossing under Lothian Road, thence northward along Lothian Road to its junction with Princes Street, thence along Hope Street northward to Ainslie Place aforesaid, including the whole of Lothian Road southward of the North British Railway, and the whole of Maitland and West Maitland Streets (with the thoroughfare between Coates Crescent and Athol Crescent) to the Haymarket Station, and also all houses, buildings, and premises abutting on either side of the said streets and thoroughfares hereinbefore mentioned.

To incorporate with the intended Provisional Order and make applicable to the purposes thereof, some of the provisions of 'The Gas Works Clauses Act, 1847,' 'The Gas Works Clauses Act, 1871,' and 'The Lands Clauses Consolidation Acts, 1845, 1860, and 1869,' except the provisions of the last-mentioned Acts relating to the purchase and taking of land otherwise than by agreement.

The Order will or may empower the Company to break up parts of the North British and Caledonian Railways, and the Tramways of the Edinburgh Street Tramways Company.

The streets and other places in, over, or along

which it is proposed to place electric lines or other works are as follows, viz.:—

All the streets and places above mentioned, and also North Charlotte Street, South Charlotte Street, Charlotte Square, Young Street, North Castle Street, South Castle Street, Hill Street, North Frederick Street, South Frederick Street, Thistle Street, Rose Street, North Hanover Street, South Hanover Street, North Saint David Street, South Saint David Street, Saint Andrew Square, North Andrew Street, South Andrew Street, Clyde Street, Elder Street, Saint James' Square, Saint James' Street, Union Place, Leith Street, Catherine Street, West Princes Street Gardens, East Princes Street Gardens, Market Street, Cockburn Street, part of High Street between Bank Street and North Bridge Street, Blair Street, Cowgate, Guthrie Street, and all other Streets and Places running out of the above-mentioned streets and places or any of them, and being within the boundary line of the area of supply as above defined.

On or before the 30th day of November instant, a Copy of this Notice, as published in the *Edinburgh Gazette*, and a Map showing the proposed limits of supply, will be deposited for public inspection with the Principal Sheriff-Clerk for the County of Edinburgh, at his Office at the Sheriff Court House, George IV. Bridge, in Edinburgh; and also at the Office of the Board of Trade, Whitehall, London.

On and after the 21st day of December next, printed copies of the Draft Provisional Order may be obtained at the Office of Messrs. Dyson & Co., 24 Parliament Street, Westminster, London, S.W., and at No. 68 Princes Street, in Edinburgh, on payment of One Shilling for each copy, and if and when the Provisional Order shall have been granted by the Board of Trade, printed copies thereof may be obtained at those Offices respectively, on payment of One Shilling for each copy, or of such other sum as the Board of Trade may direct.

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 intended application, may do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it, 'Electric Lighting Act,' within two months from the 24th day of November instant, and they should at the same time deliver a copy of their objections at the Offices of the undersigned.

Dated this 22nd day of November 1882.

HARRIES, WILKINSON, & RAIKES,
24 Coleman Street, E.C.,
Solicitors.

DYSON & CO.,
24 Parliament Street, Westminster,
Parliamentary Agents.

Board of Trade.—Session 1883.

GLASGOW ELECTRIC LIGHTING.

(THE BRUSH ELECTRIC LIGHT AND POWER
COMPANY OF SCOTLAND, LIMITED.)

(Application to the Board of Trade under 'The Electric Lighting Act, 1882,' for a Provisional Order enabling the Brush Electric Light and Power Company of Scotland (Limited) to Produce and Supply Electricity for public and

private purposes in Glasgow, and to Levy and Recover Charges in respect thereof; breaking up of Railways, Tramways, Streets, etc.)

NOTICE is hereby given, that application will be made to the Board of Trade, on or before the 21st day of December next, for a Provisional Order under 'The Electric Lighting Act, 1882,' by the Brush Electric Light and Power Company of Scotland, Limited (who are in this Notice called 'the Company').

The address of the Company is Dashwood House, New Broad Street, London, E.C.

The objects of the intended application are as follows:—

To enable the Company to produce and generate Electricity, and to supply Electricity or Electric Light or Energy both for public and private purposes, as defined in 'The Electric Lighting Act, 1882,' within the area hereinafter specified, and for those purposes to make and maintain on any lands which they may acquire works for the production, generation, storage, supply, and distribution of Electricity, and to exercise with respect thereto all or any of the powers of 'The Electric Lighting Act, 1882,' and of 'The Gas Works Clauses Act, 1847,' and 'The Gas Works Clauses Act, 1871,' so far as they may be applicable or capable of application for that purpose, and to exercise such other rights and powers as may be conferred by the intended Order, including the power to purchase and acquire, or take on lease, land and buildings; to fix, demand, and levy charges; to make and maintain all such works, buildings, machinery, engines, and apparatus, and to lay down and place all such mains, wires, conductors, apparatus, and other matters and things as may be necessary or expedient for any of the purposes aforesaid; and to break up streets, railways, and tramways; and to cross canals, for the laying, maintenance, and repair of wires, etc.

The following is a general description of the proposed Works:—

- (1) A Station, with all necessary buildings, machinery, engines, and apparatus, to be situate upon a site in the Parish of St. Peter's, in the City of Glasgow, between Broomielaw and Ann Street, and adjoining the Caledonian Railway and Ann Street, where the said Railway crosses the said street, or some part of that site.
- (2) All such other stations, buildings, engines, and machinery, and all such mains, wires, and apparatus as may be found necessary or convenient within the area of supply hereinafter mentioned.

The proposed area of supply is a District in the centre of Glasgow, comprising the parishes or parts of the parishes hereinafter mentioned, viz.:—St. Peter's Parish, St. David's Parish, St. George's Parish, The Barony Parish, Sandyford Barony Parish, St. Matthew's Barony Parish, Park Barony Parish, St. Enoch's Parish, St. Mark's Parish, and St. Stephen's Parish, and included within a boundary line drawn as follows, viz.:—

From the Northern end of the Bridge over the Clyde in continuation of Jamaica Street, along Jamaica Street to its junction with Howard Street, thence along Howard Street to the south-eastern corner of St. Enoch Square, thence along the eastern side of St. Enoch Square to Argyll Street, thence eastward along Argyll



Street to its junction with Glassford Street, thence northward along Glassford Street to Ingram Street, thence westward along Ingram Street to its junction with South Frederick Street, the eastern side of the Post Office, and along South Frederick Street, the eastern side of George Square into George Street, thence westward along George Street to its junction with Buchanan Street, then northward along Buchanan Street to the intersection of Port Dundas Road and Parliamentary Road, thence westward along Sauchiehall Street to its junction with India Street, thence southward along Elderslie Street to its junction with Main Street, thence in a south-easterly direction along Main Street and Argyll Street to the junction of Carrick Street with Argyll Street, thence southward along Carrick Street to its junction with Broomielaw, and thence eastward along Broomielaw to the point of commencement of the said line at the Bridge hereinbefore described, including all houses, buildings, and premises abutting on either side of the said streets and thoroughfares hereinbefore mentioned.

To incorporate with the intended Provisional Order, and make applicable to the purposes thereof, some of the provisions of The Gas Works Clauses Act, 1847, The Gas Works Clauses Act, 1871, and The Lands Clauses Consolidation Acts, 1845, 1860, and 1869, except the provisions of the last-mentioned Acts relating to the purchase and taking of lands otherwise than by agreement.

The Order will or may empower the Company to break up parts of the North British Railway, the Caledonian Railway, and the City of Glasgow Union Railway, and of the Tramways of the Glasgow Tramway and Omnibus Company.

The streets and other places in, over, or along which it is proposed to place electric lines or other works are as follows, viz.:—

All the streets and places above-mentioned, and also Berkeley Street from Elderslie Street to North Street, Kent Road from Elderslie Street to North Street, Dorset Street, Belgrave Street, Cleveland Street, Richard Street, William Street, Union Place, Granville Street, North Street, Bath Crescent, Newton Street, Elmbank Crescent, India Street, Cadlow Street, Bothwell Street, Greenhill Street, Bath Street, West Regent Street, Blythwood Square, Jane Street, George Street (West), Saint Vincent Street from Elderslie Road to Buchanan Street, Saint Vincent Place, Bothwell Street, Waterloo Street, Cadogan Street, Holm Street, Gordon Street, Union Street, Renfield Street, West Nile Street southwards from Sauchiehall Street, Mitchell Street, Buchanan Street, The Arcade, George Place, Princes Square, Queen Street, Miller Street, Virginia Street, South Hanover Street, Glassford Street, Hope Street, Wellington Street, Campbell Street, Maud Street, Douglas Street, Pitt Street, Bishop Street, Holland Street, Elmbank Street, Elmbank Place, West College Street from Carrick Street to Brown Street, Brown Street, James Watt Street, York Street, Robertson Street, Oswald Street, Ann Street, Howard Street to St. Enoch Station from Jamaica Street, St. Enoch's Square.

And all other Streets and Places running out of the above-mentioned streets and places, or any of them, and being within the boundary line of the area of supply.

On or before the 30th day of November instant, a copy of this Notice, as published in the *Edin-*

burgh Gazette, and a Map showing the proposed limits of supply, will be deposited for public inspection with the Principal Sheriff-Clerk for the County of Lanark; at his Office at the County Buildings, Glasgow; and also at the Office of the Board of Trade, Whitehall, London.

On and after the 21st day of December next, printed copies of the Draft Provisional Order may be obtained at the Office of Messrs. Dyson & Co., 24 Parliament Street, Westminster, London, S.W., and at 119 Saint Vincent Street in Glasgow, on payment of One Shilling for each copy; and if and when the Provisional Order shall have been granted by the Board of Trade, printed copies thereof may be obtained at those Offices respectively, on payment of One Shilling for each copy, or of such other sum as the Board of Trade may direct.

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 intended application, may do so by letter addressed to the Board of Trade, marked on the outside of the cover enclosing it, 'Electric Lighting Act,' within two months from the 24th day of November instant, and they should at the same time deliver a copy of their objections at the Offices of either of the undersigned.

Dated this 22d day of November 1882.

HARRIES, WILKINSON, & RAIKES,
24 Coleman Street, London, E.C.,
Solicitors.

DYSON & Co.,
24 Parliament Street, Westminster,
Parliamentary Agents.

In Parliament.—Session 1883.

PAISLEY FACULTY OF PROCURATORS.

Repeal or Amendment of Royal Charter of Incorporation and of Regulations of the Faculty; New Provisions for Managing Funds; Alteration of Annuities to Widows and Children; Provision against Admission of New Members; Sale of Heritable Estate, Library and other Property, and Realization of Securities; Transference thereof to an Insurance Company or other Body in consideration of Payment of Annuities to the existing Widows and Children of Deceased Members or of Deceased and Existing Members; Surrender and Valuation of Interests; Division of Surplus Funds among Members; Dissolution of Faculty; Winding Up and Distribution of Funds.

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 following purposes or some of them, that is to say—

To repeal or to alter and amend all or some of the provisions of a Charter granted by His Majesty King George the Third, dated the 18th day of February, and written to the Seal, and registered the 23rd and Sealed the 24th days of June, all in the year 1803, Whereby the Faculty of Procurators in Paisley (hereinafter called 'the Faculty') was incorporated, and all or some of the Regulations, Bye Laws, Constitutions, Orders,

and Ordinances with respect to the management, government, and direction of the Faculty, and the management, improvement, and distribution of the Funds and property thereof (hereinafter called 'the Fund'), and with respect to the rights, interests, profits, benefits, advantages, powers, and privileges belonging to, or capable of being exercised or enjoyed by the Faculty and the individual members thereof, and the widows and children of such members.

To make new provisions for the management of the Faculty and of the Fund; and to provide for the election or assumption from time to time of Trustees, either from among the Members of the Faculty or other persons for managing the Fund; or to provide for the appointment of a Judicial Factor for managing the same, and to provide for the vesting of the Fund in such Trustees or Judicial Factor.

To provide that from and after the passing of the Bill, or such other date as may be fixed thereby, no new Members shall be admitted into the Faculty, and no persons shall be entitled to claim admission thereto.

To alter and re-arrange from time to time, if thought expedient, the amount or rate of the Annuities to widows and provisions to children of Members of the Faculty; and to provide for the payment of equitable Contributions by Members who may hereafter marry.

To provide for the Sale of the heritable estate, library, and other property, real and personal, of the Faculty, and the realization of the Securities upon which part of the Fund is invested.

To provide for the transference to an Insurance Company, Corporation, Association, Society, or other body, at such time and in such manner as shall be resolved on by the Members of the Faculty, or Trustees, or Judicial Factor for the time, or as shall be provided by the Bill, of the Fund or any part thereof, and of all or any part of the property, real and personal securities, moneys, debts, and revenues belonging and owing to the Faculty, including, if thought expedient, all sums which may hereafter become due by Members of the Faculty, with power to sue for and recover the same, in consideration of such Insurance Company, Corporation, Association, Society, or other body undertaking the obligation of paying to the widows and children of deceased Members of the Faculty, or to such widows and children, and also to the contingent widows and children of existing Members of the Faculty who are then entitled or who may thereafter become entitled to annuities or provisions out of the Fund, such annuities, provisions, or other sums as can be obtained, or as may be agreed on, or as shall be provided for by or under the powers of the Bill; and to provide for the enforcement by the Faculty or their Office-bearers, or by the Trustees of the Fund, or by the Judicial Factor thereon, or by the widows and children interested therein, or otherwise, of the obligations undertaken as aforesaid by such Insurance Company, Corporation, Association, Society, or other body.

To empower the Faculty or their Office-bearers, or the Trustees of the Fund, or the said Judicial Factor, at such time and in such manner as shall be resolved on, to contract with any Insurance Company, Corporation, Association, Society, or other body for the purchase of annuities and provisions for the widows and children of deceased

Members of the Faculty of such amounts as shall be provided in the Bill in lieu of the Annuities which such widows and children may be receiving from the Fund, and to apportion, divide, and pay among and to the surviving Members of the Faculty the value of the contingent and other interests in the Fund to which they, their widows, and children, if any, would become entitled, as such value shall be ascertained in the manner to be provided in the Bill.

To empower the Faculty or their Office-bearers, or the Trustees of the Fund, or the said Judicial Factor, or such Insurance Company, Corporation, Association, Society, or other body on the one hand, and the Members of the Faculty, or any one or more of them, on the other hand, to agree from time to time for the surrender by such Members or Member of their or his interest in the Fund, and of the Annuities and Provisions or Annuity and Provision to which their or his widows or widow and children might become entitled thereout, upon payment of the value of such interest and Contingent Annuities and Provisions or Annuity and Provision as the same shall be agreed upon with such Members or Member, or fixed by or under the provisions of the Bill.

To provide for the dissolution of the Faculty, and the winding up and distribution of the Fund, at such time and in such manner as shall be resolved on by the Members of the Faculty, or Trustees, or Judicial Factor for the time, or as shall be provided by the Bill; and (if thought expedient) for the purchase from Government or otherwise, for behoof of the widows and children then entitled to Annuities or Provisions from the Fund, of Annuities equal in amount to the Annuities or Provisions which such widows or children may be then receiving or entitled to receive, or of such other amount or varying amounts as may be equitable in the circumstances.

To provide, if thought expedient, for the distribution of the Fund, so far as remaining, after the transference to an Insurance Company, Corporation, Association, Society, or other body, or after the purchase from Government, or otherwise, of Annuities or Provisions as aforesaid, among the existing Members of the Faculty or their wives or children, or some of them, or for holding the same in trust for their behoof, in such proportions and manner as shall be fixed by or under the provisions of the Bill.

To vary or extinguish the rights and privileges, or some of them, of the Members of the Faculty, and of the widows and children of deceased Members, and of the wives and children, present and future, of existing Members; and to vary or extinguish all other rights and privileges which might in any manner interfere with any of the objects of the Bill, and to confer all powers, rights, and privileges necessary or expedient for effecting these objects, or in relation thereto.

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 BARTLEMORE,
Clerk of the Faculty, Paisley.

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

In Parliament.—Session 1883.

ABERDEEN EXTENSION AND
IMPROVEMENT.

(Extension of Municipal Boundaries; Incorporation of Burgh of Old Aberdeen within extended Boundaries; Limits of extended City; Alteration and re-adjustment of Wards; New Wards; Alteration in number of Councillors representing Wards; Application of Acts to extended City; Power to Town Council to construct New Streets, to widen, alter, and improve existing streets, and to stop up other streets, roads, and thoroughfares; To construct a short Branch Railway to the Gas Works; To take lands, houses, and premises by compulsion or agreement, and to re-sell or feu portions of the same; Power to take parts of Houses, Buildings, etc.; To acquire portion of the Old Town Links, and to extinguish rights of servitude affecting the same; To embank, reclaim, and improve portion of the Old Town Links so acquired; Power to Borrow Money, and to Levy Rates and Assessments; Abolition of Public Market Places; Power to remove Barriers and open up Streets as Public Thoroughfares; Power to make bye-laws; Amendment of Acts; and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Lord Provost, Magistrates, and Town Council of the Royal Burgh and City of Aberdeen (in this Notice called 'the Town Council'), for an Act (in this Notice called 'the intended Act') to effect the following, or some of the following, among other purposes (that is to say):—

1. To alter, enlarge, extend, and define, for municipal and other purposes (except the election of Members to serve in Parliament), the municipal limits and boundaries of the Royal Burgh and City of Aberdeen (in this Notice called 'the City'), and to incorporate the lands and territories hereinafter mentioned, or some part or parts thereof, proposed to be added to the City, and at present beyond the limits of the City, with, and to constitute the same, or some part thereof, part of the City, and to extend and apply the municipal franchises, rights, privileges, immunities, and obligations, or some of them, of the City, and the powers and jurisdiction of the Lord Provost and Magistrates, and of the Town Council, to and over the whole or some part of the lands and territory to be so added, and the inhabitants of the same.

2. To fix and define the limits of the City, which, when extended as proposed by the intended Act (in this Notice called 'the extended City'), will comprehend the whole area, lands, and territory, or some part or parts thereof, within the following boundary and limits:

Commencing at the existing boundary of the City at a point in the centre of the channel of the River Dee, opposite the north-east extremity of the west pier of the Wellington Suspension Bridge, proceeding thence southward and westward along the centre of that channel to a point opposite the north-east gable wall of the Fords Salmon Fishing

Station or Hut at Ruthrieston, thence north-westward in a straight line to the north corner of the said gable of the said Fishing Station or Hut, thence westward in a straight line to the south enclosing wall of the ground attached to Ruthrieston School, thence westward along said wall to the south-west corner thereof, thence north-eastward in a straight line to a point on the north fence of the Deeside Railway 60 feet or thereabouts westward from the north end of the north-west wing wall of the Railway Bridge over the Bridge of Dee Road, thence north-westward in a straight line to a point on the north-west side of the Broomhill Road, 206 feet or thereabouts south-westward from the south-west side of Salisbury Terrace, thence north-westward for a distance of 287 yards or thereabouts along a straight line drawn parallel to, and at a distance of 206 feet or thereabouts from the south-west side of Salisbury Terrace, thence westward for a distance of 300 feet or thereabouts along a line drawn parallel to and at the distance of 285 feet or thereabouts from the south side of the Deeside Road, thence north-westward in a straight line to a point on the north side of the Skene Road, 230 feet or thereabouts westward (measured along that road) from the fence on the west side of the Spademill Road, hence northward in a straight line to a point on the north side of the South Stocket Road, 392 feet or thereabouts westward (measured along that road) from the west side of the Richmondhill Road, thence northward for a distance of 423 feet or thereabouts along a straight line drawn parallel to the said last-mentioned road, thence eastward to the east side of the said Richmondhill Road, along a straight line drawn parallel to the north side of the said South Stocket Road, thence eastward for a distance of 184 yards or thereabouts along the north boundary of the lands of Richmondhill, thence northward along the west boundary of the properties of Gordondale and Moreseat to the Mid Stocket Road, thence northward in a straight line drawn in continuation of the last-mentioned boundary to a point 250 feet or thereabouts north of the Low Stocket Road, thence eastward in a straight line to a point on the west side of the Cornhill Road 250 feet or thereabouts northward (measured along that road) from the north side of the Low Stocket Road, thence northward in a straight line to the south-west corner of the property at Kittybrewster, belonging or reputed to belong to the Aberdeen Agricultural Hall Company (Limited), thence north-eastward along the south-east boundary of the property belonging or reputed to belong to the said Company, to the March Stone No. 56, in the boundary of the Freedom Lands of Aberdeen, at the Tanfield Road, thence eastward in a straight line to the point where the boundary of the Burgh of Old Aberdeen crosses College Lane, thence along the boundary of the Burgh of Old Aberdeen, northward and eastward to the east gable wall of the eastmost outhouse attached to Brickfield Cottage, thence northward to the fence on the west side of the road leading from Brickfield Cottage in a northerly direc-

tion towards the River Don, thence northward along the said fence for a distance of 258 yards or thereabouts, thence northward along the western boundary of the Old Town Links to a small ditch or stream, 356 yards or thereabouts eastward from the New Bridge of Don, thence north in a straight line to the centre of the channel of the River Don, thence eastward along the centre of that channel, to a point in line with low-water mark of ordinary spring tides, thence southward along the sea shore at low-water mark to the existing municipal boundary of the City, and thence southward, eastward, and south-westward along the said existing boundary to the point of commencement.

The territory within the extended boundary and limits aforesaid, at present beyond the municipal limits and boundaries of the City, but now proposed to be added to the City, is in this Notice referred to as 'the District to be added.'

The extended City will be wholly situate within the Parishes of St. Nicholas and Old Machar, and the divisions of the said first-mentioned parish called North Parish, East Parish, West Parish, South Parish, Greyfriars' Parish, and St. Clement's Parish, all in the County of Aberdeen.

3. To divide and arrange the extended City into wards, and to re-arrange and alter the several existing wards within the City, or some of them, and to alter, increase, or lessen the boundaries of the existing wards, or some of them, or to increase the extent of the existing wards by adding thereto portions of the district to be added, or otherwise to alter the division of the City into wards, to increase the number of wards, and to fix the boundaries of the new wards, and in other respects to alter, amend, extend, or repeal, so far as may be necessary for the purposes of the intended Act, some of the powers and provisions of the several Acts now in force relating to the formation of wards in burghs or cities in Scotland, and the arrangements of wards in the City, made in pursuance thereof, and, amongst others, the following Acts (public and general), that is to say:—3 and 4 William IV., chapter 76; 4 and 5 William IV., chapter 87; 15 and 16 Victoria, chapter 32; 16 Victoria, chapter 26; 19 and 20 Victoria, chapter 58; 20 and 21 Victoria, chapter 70; 23 and 24 Victoria, chapter 47; 24 and 25 Victoria, chapter 36; 31 and 32 Victoria, chapter 108; 33 and 34 Victoria, chapter 92; also the Local Acts following, that is to say:—The Aberdeen Municipality Extension Act, 1871; and The Aberdeen Corporation Act, 1881.

4. To alter the representation of the existing wards by diminishing the number of councillors now entitled to represent each of those wards, and to fix for the future the number of councillors to be elected for each new, altered or existing ward, and to authorize all such proceedings to be taken for those purposes as may be necessary or expedient, or as the intended Act will define.

5. To make new provisions as to the qualification and election of Town Councillors, and as to the qualification, registration and voting of electors within the extended City.

6. To confer upon all persons similarly qualified, resident or having places of business within the District to be added, the same right to vote for the election of Town Councillors as is at

present possessed by persons resident or having places of business within the City.

7. To extend, and to enlarge and make co-extensive with and over the extended City the jurisdiction, powers, authorities, duties, rights, and privileges, or some parts or portions thereof now possessed, enjoyed, or exercised, or which are possessed and enjoyed, and might be exercised by the Lord Provost and Magistrates and by the Town Council, and also to vest in the Lord Provost and Magistrates and the Town Council, and in the several persons holding or hereafter to hold office under them, the same jurisdiction, powers, authorities, rights, and privileges, in, over, and in respect of the extended City, which they, as now constituted and appointed, at present possess, exercise or enjoy, or might exercise in, over and in respect of the City, or such other jurisdiction, powers, authorities, rights and privileges, as the intended Act may define, as fully and effectually, to all intents and purposes, as if the District to be added now formed a part or portion of the City; and to enable the Town Council to act by themselves, or jointly with others authorized to do so, as Trustees, Commissioners or Managers of, or in respect of any trust, undertaking or charity, in the same manner that they, as now constituted and appointed, have power to act, or in such manner as the intended Act may define.

8. To confer upon the Town Council, with reference to and within the District to be added, all or some of the same powers which they now have within the City, or such other and further powers as the intended Act may define, and particularly powers to levy and collect within the District to be added the same cess, rates, taxes and assessments as are now levied and collected within the City, or other cess, rates, taxes and assessments of the like nature, and to alter or vary existing cess, rates, taxes and assessments.

9. To transfer to the Town Council all or some part or parts of the property and revenues of every description at present belonging to any Local Authority within the District to be added; to provide for the payment and liquidation of moneys borrowed and obligations incurred by them, or any of them, or some part or parts thereof, and to make such arrangements in regard to the said matters, as may be expedient, or as the intended Act may define, and to make compensation, if thought proper, in respect of any office or offices abolished by the intended Act.

10. To vest in the Town Council all sewers and drains in or under any public street within the District to be added, and to apply the existing powers of the Town Council, or as such powers may be extended and enlarged by the intended Act, to all public and private sewers and drains within such district.

11. To authorize the Town Council to make and maintain the following new streets and roads, and widenings, alterations and improvements of existing streets, together with all needful and necessary works and conveniences in connection therewith:—

(1.) A new street or road (marked '1' on the plans to be deposited as after mentioned, and which plans are hereinafter and throughout this Notice referred to as 'the deposited plans'), commencing at Schoolhill at a point 43 yards or thereabouts, measuring in a westerly direction, from the junction of

- Schoolhill and Belmont Street, and terminating at the junction of Baker Street and Leadsie Road opposite the south end of South Mount Street.
- (2.) A new street or road (marked '2' on the deposited plans) in continuation or extension of Gilcomston Park, commencing in the intended new street or road No. 1 at a point 77 yards or thereabouts from its north termination above described, and forming a junction with Gilcomston Park at its south-west end, including also the alteration and improvement of Gilcomston Park for a distance of 58 yards or thereabouts north-eastward from its said south-west end.
 - (3.) A widening, alteration and improvement (marked '3' on the deposited plans) of Union Terrace, between the north boundary of the Union Terrace Gardens and the intended new street or road No. 1 above described.
 - (4.) An alteration and diversion (marked '4' on the deposited plans) of Hardweird and Skene Row, commencing at a point in the centre of Upper Denburn, opposite or nearly opposite the Incurable Brae, and terminating in the centre of Skene Row at a point 23 yards or thereabouts, measuring in a westerly direction from St. John's Well.
 - (5.) An alteration and improvement (marked '5' on the deposited plans) of Skene Street, commencing at a point 6 yards, or thereabouts, east from its junction with Summer Street, and terminating at a point 22 yards, or thereabouts, south-westward from the centre of Collie's Bridge.
 - (6.) A new street or road (marked '6' on the deposited plans) in continuation or extension of Denburn Road, commencing at a point in Woolmanhill, 36 yards or thereabouts, north-westward from the junction of Woolmanhill with Blackfriars Street, passing under the intended street or road, No. 1, above described, and terminating at a point in Denburn Road, 19 yards or thereabouts southward from the Mutton Brae footbridge over the Great North of Scotland Railway, including also the alteration and improvement of Denburn Road for a distance of 203 yards, or thereabouts, southward from the last-mentioned point.
 - (7.) A widening, alteration and improvement (marked '7' on the deposited plans) of Schoolhill, commencing at its junction with George Street and St. Nicholas Street, and terminating at a point 22 yards or thereabouts westward from the junction of Schoolhill and Back Wynd.
 - (8.) An alteration and improvement (marked '8' on the deposited plans) of Belmont Street, commencing at its junction with Union Street, and terminating at a point opposite or nearly opposite the Belmont Congregational Church.
 - (9.) An alteration and improvement (marked '9' on the deposited plans) of Gaelic Lane between Belmont Street and Back Wynd.
 - (10.) A new street or road (marked '10' on the deposited plans), commencing at the east end of Castle Street at its junction with Justice Street, and terminating by a junction with the road which runs along the west boundary of the Links, at a point on that road 65 yards, or thereabouts, north of the east end of Cotton Street.
 - (11.) An alteration and improvement (marked '11' on the deposited plans) of Little Wales Street and Hanover Street, between Wales Street and the intended new street or road No. 10 above described.
 - (12.) An alteration and improvement (marked '12' on the deposited plans) of Victoria Place, between Wales Street and the intended new street or road No. 10 above described.
 - (13.) A widening, alteration and improvement (marked '13' on the deposited plans) of College Street and South College Street, commencing at the junction of Bridge Street and College Street, and terminating at the junction of South College Street and Affleck Street.
 - (14.) A new street or road (marked '14' on the deposited plans), commencing at the junction of South College Street and Affleck Street, and terminating by a junction with Ferryhill Terrace, at a point 40 yards, or thereabouts, measuring in a northerly direction from the north gable of the Ferryhill School.
 - (15.) An alteration and improvement (marked '15' on the deposited plans) of Bon-Accord Street, commencing at its junction with Springbank Terrace, and terminating at its junction with Ferryhill Terrace.
 - (16.) An alteration and improvement (marked '16' on the deposited plans) of Rosebank Terrace, commencing at a point 100 yards, or thereabouts, west of the junction of Bon-Accord Street with that terrace, and terminating at a point 60 yards, or thereabouts, east of the said junction with Bon-Accord Street.
 - (17.) A new street or road (marked '17' on the deposited plans) commencing at the junction of Ferryhill Terrace and Caledonian Place, and terminating at Fonthill Road, opposite the north end of Whinhill Road.
 - (18.) A widening, alteration and improvement (marked '18' on the deposited plans) of Fonthill Road and St. Machar Place, commencing in Ferryhill Place, at a point 16 yards, or thereabouts, eastward from its junction with Ferryhill Road, and terminating at the centre of Hardgate, at a point 30 yards, or thereabouts, northward from the junction of Duthie's Brae with Hardgate.
 - (19.) A new street or road (marked '19' on the deposited plans) in continuation or extension of St. Machar Place, commencing at the termination of the intended widening, alteration, and improvement No. 18, and terminating at Holburn Street at a point 8 yards, or thereabouts, south of Nellfield Place.
 - (20.) A widening, alteration, and improvement (marked '20' on the deposited plans) of Hardgate, commencing at a point 101 yards, or thereabouts, northward from the junction of the intended widening, alteration, and improvement No. 18, and the new street or road No. 19, above described, and terminating at the point where the existing boundary of the city crosses Hardgate.
 - (21.) An alteration and improvement (marked '21' on the deposited plans) of Albury Road, for a distance of 84 yards, or thereabouts, north-eastward from its junction with the in-

- tended widening, alteration, and improvement No. 18, above described.
- (22.) An alteration and improvement (marked '22' on the deposited plans) of Fonthill Terrace, for a distance of 42 yards, or thereabouts, southward from its junction with the intended widening, alteration, and improvement No. 18, above described.
- (23.) A widening, alteration, and improvement (marked '23' on the deposited plans) of Huntly Street, for a distance of 28 yards, or thereabouts, eastward from its junction with Summer Street.
- (24.) A new street or road (marked '24' on the deposited plans), commencing at Summer Street, at a point 45 yards, or thereabouts, south of the junction with that street of Kidd Lane, and terminating at Chapel Street, opposite or nearly opposite the east end of Whitehouse Street.

The new streets or roads and widenings, alterations and improvements of streets and other works hereinbefore specially mentioned, will pass from, in, through or into, or be situate within the parishes following, or some of them, and will be wholly situate in the Royal Burgh and County of Aberdeen, viz.:—St. Nicholas and Old Machar, and the divisions of the first-mentioned parish called North Parish, East Parish, West Parish, South Parish, Greyfriars Parish, and St. Clement's Parish.

12. To authorize and empower the Town Council for the purposes of the new streets, and the widening, alteration and improvement of existing streets, to stop up and abandon and cause to be disused the following streets, roads, and thoroughfares, or some of them, or some part or parts thereof respectively situate in the Parishes, Royal Burgh and County foresaid, viz.:—Cross Street, Justice Street, Park Street, so far as situated between Commerce Street and Justice Street; Albion Street; Patagonian Close; Mutton Brae; Denburn Road from Woolmanhill to the Mutton Brae Footbridge over the Great North of Scotland Railway; Lane from Craigwell Place and the east end of Skene Terrace to Union Terrace Gardens; Denburn Terrace; Skene Terrace, so far as situated to the east of Union Terrace, and including that branch thereof leading northwards to Skene Street; the street between the north end of Union Terrace and Skene Street; Chapel of Ease Brae; Hardweird, from the Junction of Upper Denburn Street to Skene Row; the Incurable Brae; and Duthies Brae.

13. To enable the Town Council to make and maintain a Railway with all proper junctions, sidings, roads, accesses and other works and conveniences, commencing by a junction on Waterloo Quay with the existing rails laid along the Harbour of Aberdeen, belonging to the Aberdeen Harbour Commissioners, at a point opposite or nearly opposite the Queen's Jetty, and terminating at or near the south corner of the Coal Stores at the Aberdeen Gas Works belonging to the Town Council; and in connection with such intended Railway to widen, alter, and improve Church Street, St. Clement's Street, Garvock's Wynd, Prince Regent Street, and Summer Lane, or some of those streets, which intended Railway and works will be wholly situate in the Parish of St. Nicholas, St. Clement's Division, and the Royal Burgh and County of Aberdeen.

14. To enable the Town Council to levy tolls,

rates and charges for and in respect of the use of the said intended Railway, to alter or vary existing tolls, rates and charges, and to make Agreements with the Aberdeen Harbour Commissioners, the Caledonian Railway Company, the North British Railway Company, and the Great North of Scotland Railway Company, with respect thereto, or with respect to the use by the Town Council of the Rails along the Harbour Quays, belonging to, or used by the last mentioned Bodies and Companies; and to confer all requisite powers on the last-mentioned Bodies and Companies for those objects.

15. To empower the Town Council to purchase, take on lease, or acquire by compulsion or otherwise, and to hold and likewise to re-sell, lease, feu or otherwise dispose of all lands, houses and other property which the Town Council find it necessary to acquire or dispose of for the purposes of carrying into execution the powers of the intended Act.

16. To vary or alter the provisions of section 90 of 'The Lands Clauses Consolidation (Scotland) Act, 1845,' and to provide that it shall not be necessary for the Town Council to purchase the whole of any house or other building or manufactory, when part only is required for the purposes of the intended Act.

17. To authorize the Town Council to acquire by compulsion or agreement, and to enter upon, take and use that portion of the Old Town or King's Links, extending to 245 acres 1 rood, or thereabouts, which is situate between the north boundary of the Queen's Links and the River Don, and to extinguish all rights of servitude or any other rights and privileges in, over, or affecting the same.

18. To empower the Town Council to embank, reclaim, drain, and otherwise improve the aforesaid portion of the Old Town or King's Links, and to execute, construct, and maintain all necessary works for those purposes.

19. To empower the Town Council in the construction of the new streets and works and the widening, alteration and improvement of existing streets and the construction of the said railway and other works, to deviate laterally from the lines of the works hereinbefore described to the extent shown on the plans to be deposited as hereinafter mentioned, or as may be provided by the intended Act, and to deviate vertically from the levels shown on the sections hereinafter referred to, or as may be provided by the intended Act.

20. To empower the Town Council to discontinue and abolish in whole or in part the use of Castle Street and the Green as public market places; to authorize the Town Council to make bye-laws regulating such use, and to make such other provisions in regard thereto as may be prescribed by the intended Act.

21. To authorize the Town Council to remove the rails, posts, or barriers erected across Union Terrace, Mount Street, and Ferryhill Place, and all other rails, posts, or barriers erected across or in any street within the extended city, whereby such street is prevented or obstructed from being used by the public as a direct means of passage or thoroughfare for vehicles along such street, or between such street and other streets communicating therewith.

22. To make provision with respect to the better drainage, cleansing, paving, watching, lighting, supplying with water, and otherwise

improving the extended city, and preserving and protecting the persons, property, peace, morality, decency, propriety, health, quiet and comfort of the inhabitants thereof and others, and for the definition, prevention and punishment of offences within the extended city.

23. To make provisions for the lighting, cleansing, alteration, levelling, paving, flagging and channelling, repairing, draining and metalling of streets, roads and other places within the extended city, and as to the expenses thereof.

24. To authorize the Town Council, if necessary, to levy special rates and assessments on and in respect of all lands, houses and heritages within the extended City or any part thereof, for carrying into effect all or any of the purposes of the intended Act, and to alter or vary existing rates and assessments.

25. To authorize the Town Council to borrow, and from time to time to re-borrow, money for the purposes of repairing or repaving certain streets within the City, and for the other purposes of the intended Act or any of those purposes, on mortgage, bond, annuity, cash credit or otherwise, and to charge money borrowed on the credit and security of the tolls, rates, rents, dues, duties and assessments which they respectively now are, or by the intended Act may be authorized to levy and collect, and on the lands, houses and property belonging to or to be acquired by them respectively, or any of them, or of the rents or property issuing or arising out of or from any lands, houses or property, from time to time in the possession of, or belonging to them respectively, or from any interest therein, or by any of those means; and to enable the Town Council to provide a sinking fund or sinking funds for the gradual extinction of the bonds, mortgages and other debts and liabilities incurred and to be incurred by them.

26. To authorize the Town Council to make, alter, vary and rescind bye-laws, rules, orders, regulations and resolutions for or with respect to any of the objects of the intended Act, and to authorize and enforce the imposition of penalties for breach of non-observance of those bye-laws, and to provide for the recovery and application of penalties.

27. To authorize the Town Council and any other corporation, companies, bodies, or persons having property situate, or powers exercisable within the extended City, to enter into and carry into effect contracts, agreements and arrangements with respect to any of the objects of the intended Act, and any incidental matters.

28. To confer upon the Town Council and other local authorities all other powers and authorities necessary or desirable for effecting the objects and purposes comprised in this Notice, and to be comprised in the intended Act, and to repeal, vary or extinguish all rights, powers, authorities, jurisdictions, privileges, and exemptions which may in any way interfere with any of the objects and purposes aforesaid, or of the intended Act, and to confer, vary and extinguish other rights, powers, authorities, jurisdictions, privileges, and exemptions.

29. To incorporate with the intended Act such of the provisions as are applicable of 'The Lands Clauses Consolidation (Scotland) Act, 1845,' 'The Lands Clauses Consolidation Acts Amendment Act, 1860,' 'The Commissioners Clauses Act, 1847,' 'The Railways Clauses Consolidation

(Scotland) Act, 1845,' and 'The Railways Clauses Act, 1863.'

30. To alter, amend, extend and enlarge, or to repeal, so far as may be necessary or desirable for the purposes of the intended Act, the powers and provisions, or some of the powers and provisions of the several Acts of Parliament in this Notice before mentioned, and of, amongst others, the several Acts of Parliament following—that is to say, the Acts 5 George IV., chapter 74; 6 George IV., chapter 12; 9 George IV., chapter 58; 5 and 6 William IV., chapter 63; 2 and 3 Victoria, chapter 64; 9 Victoria, chapter 17; 16 Victoria, chapter 29; 16 and 17 Victoria, chapter 67; 17 and 18 Victoria, chapter 91; 19 and 20 Victoria, chapter 103; 20 and 21 Victoria, chapter 58; 22 and 23 Victoria, chapters 8, 56, and 66; 23 and 24 Victoria, chapter 146; 24 and 25 Victoria, chapter 153; 25 and 26 Victoria, chapters 35, 62, and 101; 27 and 28 Victoria, chapter 26; 30 and 31 Victoria, chapters 80 and 101; 31 and 32 Victoria, chapter 102; 32 and 33 Victoria, chapter 70; 'The Aberdeen Police and Waterworks Act, 1862;' 'The General Police and Improvement (Scotland) Supplemental Act, 1866;' 'The Aberdeen Police and Waterworks Amendment Act, 1867;' 'The Aberdeenshire Roads Act, 1865;' 'The Aberdeen County and Municipal Buildings Act, 1866;' 'The Aberdeen Town Council Act, 1868;' 'The Aberdeen Harbour Act, 1868;' 'The Aberdeen District Tramways Act, 1872;' 'The Aberdeen District Tramways Extension Act, 1878;' 'The Great North of Scotland Railway Act, 1881,' and 'The Caledonian Railway (Further Powers) Act, 1882.'

31. Duplicate maps, plans, and sections, describing the line, situation and levels of the proposed new streets, Railway and other works, and the lands, houses, and other property which may be taken under the compulsory powers of the intended Act, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses and property, also an Ordnance Map, with the line of the proposed Railway delineated thereon, and a copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection, on or before the 30th day of November 1882, in the office at Aberdeen of the principal Sheriff-Clerk of the County of Aberdeen; and a copy of so much of the said plans, sections, and book of reference respectively as relates to any parish in which any of the before-mentioned works are situate, or in which any lands, houses or property are intended to be taken, and to the Royal Burgh of Aberdeen, together with a copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the said 30th day of November 1882, be deposited for public inspection with the Session Clerk of such parish, at the usual place of abode of such Session Clerk, and with the Town Clerk of the said Royal Burgh, at his office in Aberdeen.

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

Dated this 15th day of November, 1882.

WILLIAM GORDON,
Town Clerk, Aberdeen.

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

In Parliament.—Session 1883.

STRATHENDRICK AND ABERFOYLE RAILWAY.

(Extension to Crianlarich; Powers to raise additional Capital, to take Lands, and to levy Tolls, Rates, and Charges; Working and other Agreements and Arrangements with the Forth and Clyde Junction, Blane Valley, North British, Callander and Oban, and Caledonian Railway Companies and Others; Power to such Companies to subscribe to the Undertaking and to raise and apply Funds; Junction with Callander and Oban Railway; Running Powers and Traffic Facilities; Agreements with Road Trustees and Others; Incorporation and Amendment of Acts; and other Purposes.)

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

To enable the Strathendrick and Aberfoyle Railway Company (hereinafter called 'the Company') to make and maintain the Railway and other Works hereinafter described, or some part or parts thereof, together with all necessary and convenient stations, sidings, approaches, viaducts, bridges, roads, communications, sewers, warehouses, goods depots, buildings, and other works and conveniences connected therewith,—that is to say:—

A Railway commencing by a junction with the Strathendrick and Aberfoyle Railway, at its northern termination, at a point in the Parish of Aberfoyle and County of Perth 4 chains, or thereabouts, measuring in a south-easterly direction, from the house called 'Baillie Nicol Jarvie's Inn' at Aberfoyle, and terminating by a junction with the Callander and Oban Railway, at a point 29 chains, or thereabouts, measuring in a north-westerly direction, from the Crianlarich Hotel, in the Parish of Killin and County of Perth:

Which intended Railway and Works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate within the Parish of Aberfoyle in the County of Perth, the Parish of Buchanan in the County of Stirling, the Parish of Arrochar in the County of Dumbarton, and the Parish of Killin in the County of Perth—or some or one of them.

To empower the Company to raise capital for the purposes of the Bill by the creation and issue of Shares or Stock, either ordinary or preferential, and to borrow money upon mortgage or by the creation and issue of Debenture Stock.

To empower the Company to deviate in the construction of the intended Railway from the line 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, or as may be authorized by the Bill; to repeal or alter certain of the provisions of the 'Railways Clauses Consolidation (Scotland) Act, 1845,' relating to the limits of lateral and vertical deviation, and to alteration of Roads and substitution of Roads in lieu of altered Roads; and to cross, alter, and divert, and stop up or otherwise interfere with, either temporarily or permanently, all Turnpike, Statute Labour, and

other Roads and Highways, Streets, Lanes, Passages, Footways, Lakes, Lochs, Rivers, Canals, Streams and Watercourses, Railways, Tramways, Sidings, Passages, Sewers, Drains, Bridges, Telegraphs, Telegraphic and Electric Apparatus, Mains, Gas, Water, and other Pipes of every description within the Parishes and Places hereinbefore mentioned, so far as may be necessary in constructing, maintaining, or using the said intended Railway and Works, or for the other purposes of the Bill.

To empower the Company to enter upon, purchase, take, lease, feu, or otherwise acquire and use, either temporarily or permanently, by compulsion or otherwise, as may be necessary or convenient, for the purposes of the intended Railway and Works, and of the Bill, Lands, Houses, and other property, and also water from Streams or Brooks adjoining or near to the said intended Railway in all or some of the several parishes and places aforesaid, and also to acquire all rights of easement and servitude, and other rights in or over Lands, Houses, and other property, and to purchase other Lands by agreement, and to vary or extinguish all rights and privileges in any manner connected with the Lands, Houses, and other Property so to be taken or acquired that would interfere with or prevent the carrying into execution any of the purposes of the Bill, and to confer, vary, or extinguish other rights and privileges.

To vary or alter the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, as incorporated with the Bill relating to the purchase of Houses, Buildings, or Manufactories, and to provide that it shall not be necessary for the Company to purchase the whole of any House, or other Building or Manufactory, where part only is required for the purposes of the Bill, and also the provisions with respect to superfluous Lands.

To empower the Company to levy and recover Tolls, Rates, Duties, and Charges upon, for, and in respect of the use of the intended Railway and Works connected therewith, and the conveyance and accommodation of Passengers, Animals, Minerals, Goods, and other traffic thereon and thereat, and upon the Railways, Stations, and Works hereinafter mentioned, belonging to other Companies or Bodies: to alter existing Tolls, Rates, Duties, and Charges, and to confer, vary, or extinguish exemptions from payment of Tolls, Rates, Duties, and Charges.

To authorize the Company, on the one hand, and the Forth and Clyde Junction Railway Company, the Blane Valley Railway Company, the North British Railway Company, the Callander and Oban Railway Company, and the Caledonian Railway Company, and the persons who from time to time may have the control and management of the Forth and Clyde Junction, the Blane Valley, and the Callander and Oban Railways (hereinafter called 'the other Companies'), or any of them, on the other hand, to enter into and carry into effect and to rescind contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by the other Companies, or any of them, of the intended Railway, the supply of Rolling Stock and Machinery, and of Officers and Servants for the purposes of the traffic of the intended Railway, the payments to be made and the conditions to be performed with respect to such construction, working, use, management,

and maintenance, the interchange, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies or any of them; the levying, fixing, division, and apportionment of the Tolls, Rates, Charges, Receipts, and Revenues levied, taken, or arising from that Traffic; the Rents, Payments, Allowances, Rebates, and Drawbacks to be paid, made, or allowed by the contracting Companies, or any of them, to each other, for or on account of any of the matters to which the respective Contract, Agreement, or Arrangement relates; the appointment of Joint Committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any such Contract, Agreement, or Arrangement which may be made prior to the passing of the Bill.

To empower the other Companies, or one or other of them, to subscribe and contribute funds towards the making and maintaining of the intended Railway, and to take and hold Stock or Shares in the Capital of the Company, subject to such terms and conditions as may have been or may be agreed on, or as may be fixed by the Bill, and for such purposes, or for all or any of the purposes of the Bill; to apply their Funds and Revenues, and to raise additional Capital in their own undertakings by the creation and issue of Guaranteed Preference Ordinary or Debenture Shares or Stock on such terms and conditions, with such preferences, priorities, and privileges, if any, inter se, and in respect to the other Shares and Stock in such Companies respectively, and subject as regards Preference Shares to such powers of redemption (by the substitution of Ordinary Shares or Stock to be created under the powers of the Bill or otherwise) as may be considered expedient, or by borrowing on Mortgage or Bond or Cash Credit, and to fund or issue Debenture Stock in lieu of the money so borrowed, or authorized to be borrowed; and to ratify and confirm all such Agreements as may have already been, or may hereafter be made by and between the Company and the other Companies, or any of them, in relation to the objects aforesaid, or any of them.

To enable the Company to make such openings in and alterations of the Callander and Oban Railway as may be necessary for the purposes of the Bill, and to form Junctions and Communications where necessary with the Rails and Works of the said Callander and Oban Railway, and otherwise to interfere with that Railway and the Lands and Works thereof, and to regulate such Junctions and the use thereof.

To authorize the Company, and any Company or Persons for the time being working or using the intended Railway, or any part thereof, to run over, work, and use with their Engines, Carriages, and Waggon, Officers, and Servants, whether in charge of Engines or Trains, or for any other purpose, and for the purpose of traffic of every description, the before-mentioned Forth and Clyde Junction Railway, the Blane Valley Railway, that portion of the North British Railway situate between Lennoxton and Glasgow and between Balloch and Glasgow, and such other portions of the North British Railway as may be necessary for the purposes of the Bill, and that portion of the Callander and Oban Railway situate between the junction of the intended Railway near Crianlarich with the said Callander

and Oban Railway and its termination at Oban, or one or other of the said Railways, or some part or parts thereof respectively in the Counties of Stirling, Perth, Dumbarton, Lanark, or Argyle, and the Stations, Roads, Platforms, Water, Water-Engines, Tanks, Engine-Sheds, Standing-room for Engines, Booking and other Offices, Warehouses, Sidings, Signals, Points, Junctions, Machinery, Works, and Conveniences of or connected with the said Railways and portions of Railways respectively, upon terms to be agreed upon between the Company and the other Companies, or any of them, respectively, or determined by arbitration, or prescribed by or under the Bill; and to Levy Tolls, Rates, Charges, and Duties in respect of the Traffic of every description, conveyed by the Company or others aforesaid over the said Railways, or any of them, or any part or parts thereof respectively.

To require and compel the other Companies, or any of them, their or any of their respective Lessees and Assigns, upon such terms as shall be agreed upon, or be settled by Arbitration, or be provided in the Bill, to receive, book through, forward, accommodate, transmit, and deliver on, over, and from their respective Railways or Undertakings, or the Railways or Undertakings of which they or any of them respectively is, are, or may be Lessees, or which may be under the management or control of any of them, and at the Stations, Warehouses, and Booking-Offices thereof respectively, and to afford all necessary facilities for all Passengers, Goods, Minerals, Animals, Carriages, and other Traffic of whatsoever description coming from or destined for the Strathendrick and Aberfoyle Railway, and the intended Railway, or any part thereof; and to alter and vary the Tolls, Rates, and Charges which the other Companies, or any of them, may be entitled to take and receive upon their respective Railways or Undertakings, or upon the Railways or Undertakings of which they, or any of them respectively, is, are, or may be Lessees, or which may be under the management and control of any of them, and to confer, vary, and extinguish Exemptions from payment of such Tolls, Rates, and Charges.

To authorize the Company, and any Companies or Corporations, or Commissioners, or Road, Statute Labour, Bridge, or Harbour Trustees, or other bodies or persons to enter into and carry into effect such Arrangements and Agreements with each other as may be necessary or expedient for making, maintaining, working, or using the intended Railway, and for the construction and maintenance of any Roads, Sewers, Drains, or other works which may be interfered with, or rendered necessary in carrying into effect the objects and purposes of the Bill; and to confirm all such Arrangements and Agreements as may be made prior to the passing of the Bill.

To vary or extinguish all rights and privileges which would interfere with or prevent the execution of the purposes of the Bill, or any of them, and to confer upon the Company all powers, rights, and privileges which may be necessary for carrying the same into effect; and to incorporate with the Bill the whole or such of the provisions as may be necessary of 'The Companies Clauses Consolidation (Scotland) Act, 1845;' 'The Companies Clauses Act, 1863;' 'The Companies Clauses Act, 1869;' 'The Lands Clauses Consolidation (Scotland) Act, 1845;' 'The

Lands Clauses Consolidation Acts Amendment Act, 1860; 'The Railways Clauses Consolidation (Scotland) Act, 1845; 'The Railways Clauses Act, 1863; 'The Railway Companies (Scotland) Act, 1867; 'The Regulation of Railways Act, 1868; and 'The Regulation of Railways Act, 1873.' To alter, enlarge, repeal, or amend the provisions, or some of them, of 'The North British, Edinburgh, Perth, and Dundee and West of Fife Railways Amalgamation Act, 1862,' and the several other Acts relating to or affecting the North British Railway Company, or the undertakings belonging to or held in lease or vested in, or worked, or authorized to be worked, by that Company; also 'The Forth and Clyde Junction Railway Act, 1853,' and any other Acts relating to or affecting the Forth and Clyde Junction Railway Company, 'The Blane Valley Railway Act, 1861,' and all other Acts relating to the Blane Valley Railway Company; also 'The Callander and Oban Railway Act, 1865,' and any other Acts relating to or affecting the Callander and Oban Railway Company; also 'The Caledonian Railway Act, 1845,' and any other Acts relating to or affecting the Caledonian Railway Company; and also, so far as may be necessary, any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned Companies respectively, or their Undertakings, or Works, or any other Companies or body who, or whose property or interest may be affected by any of the powers or provisions of the Bill.

Plans and Sections in duplicate describing the Line, Situation, and Levels of the said intended Railway and Works, and the Lands, Houses, and other Property which may be taken for the purposes thereof, or of the Bill; together with a Book of Reference to such Plans, containing the names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of such Lands, Houses, and other Property; and an Ordnance or published Map with the Line of the intended Railway delineated thereon, so as to show its 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 1882, be deposited for public inspection with the Principal Sheriff-Clerk of the County of Stirling, in his Office at Stirling; with the Principal Sheriff-Clerk of the County of Perth, in his Offices at Perth and Dunblane; and with the Principal Sheriff-Clerk of the County of Dumbarton, in his Office at Dumbarton respectively; 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 of the Parishes hereinbefore mentioned in or through which the intended Railway and Works are to be made, or in which any Lands, Houses, or other Property intended to be taken under the Bill are situate, with a copy of this Notice, will be deposited for public inspection with the Session-Clerk of each such Parish, at his residence.

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

Dated this 13th day of November 1882.

KEYDENS, STRANG, & GIRVAN,
186 West George Street, Glasgow,
Solicitors for the Bill.

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

In Parliament—Session 1883.]

GLASGOW CORPORATION (LOANS, &c.).

(Transfer to and Vesting in the Corporation of the Borrowing Powers of the City Trusts, or any of them, and Provisions relating thereto; Further Borrowing Powers; Consolidation of Loans; Creation and Issue of Stock; Conversion of Existing Loans and Debts into Stock; Provisions with Reference thereto; Amendment of Acts.)

NOTICE is hereby given, That application is intended to be made to Parliament in the next Session, by the Lord Provost, Magistrates, and Council of the City and Royal Burgh of Glasgow (in this Notice called 'the Corporation'), for leave to bring in a Bill (in this Notice called 'the Bill') for all or some of the following objects and purposes, that is to say:—

To transfer to and vest in the Corporation, and to enable the Corporation to exercise in addition to the powers they now possess as a Corporation of borrowing money, all or any of the powers of borrowing or relating to the borrowing of money now vested in or exercisable by the Corporation, as the Trustees or Commissioners acting in execution of the various Acts of Parliament (which Acts are hereinafter set forth in this Notice and are in this Notice called 'the existing Acts') relating to the Corporation, or to the City and Royal Burgh of Glasgow, or to any such Trustees or Commissioners, and if deemed expedient to provide that from and after such transfer and vesting the powers of the Corporation as such Trustees or Commissioners relating to the borrowing of money shall wholly or partially cease, or to make such other provisions with respect to the matters aforesaid as the Bill may provide or Parliament sanction, and to enable the Corporation, either in the exercise of or in addition to all or any of those powers, and of the powers so transferred to or vested in them, or otherwise as such Trustees or Commissioners for each separate Trust, to borrow, and from time to time to reborrow further sums of money for the purposes of the Corporation and of such Trustees or Commissioners, or any or either of them, and of the existing Acts and of the Bill, or any of them, on mortgages, bonds, annuities, debentures, or debenture stock, cash credit, or otherwise, on the security of the property, funds, rates, rents, assessments, and charges now belonging to or under their control, or for the time being leviable by them as a Corporation, or as such Trustees or Commissioners as aforesaid, and if expedient to fund the debt so created.

To authorize the Corporation to continue all or any of the loans, mortgages, bonds, annuities, debentures, debenture stock, or other securities for money borrowed, made, granted, or issued by the Corporation as such, or as such Trustees or Commissioners as aforesaid, or from time to time to make, grant or issue other loans, mortgages, bonds, debentures, debenture stock, or other securities in lieu thereof, on such terms and conditions, and under and subject to such powers and provisions, as the Bill may define or Parliament may sanction.

To authorize and provide for the consolidation and conversion into one stock of all or any of the various loans, stocks, mortgages, and other securities raised, made, or granted, or hereafter to

be raised, made, or granted, by the Corporation as such, or as such Trustees or Commissioners as aforesaid, under their common-law right or by custom, or under their statutory powers, or under the powers of any Act, or the order of any Public Department of the State, now or hereafter in force within the City and Royal Burgh of Glasgow (hereinafter called 'the City and Royal Burgh'), or by virtue of the various Acts of Parliament relating to the Corporation, or to the City and Royal Burgh, or any of the various Trusts, Commissions, or Bodies within the Burgh, and to authorize the creation and issue for that purpose of Consolidated or other Stock of the Corporation, perpetual or terminable, or otherwise, and upon and subject to such terms and conditions as may be prescribed by the Bill, or as Parliament may sanction.

To make provision with reference to the repayment of all or any of the before-mentioned existing loans, mortgages, stocks, or other securities, and the respective sinking funds applicable thereto, and, if thought fit, to extend the periods for such repayments, and to make other provision as to or in lieu of sinking funds, or to convert all or any part of such loans, mortgages, stocks, or other securities into a permanent debt or stock; and to provide, by means of loan funds or otherwise, for the payment of dividends on and for the redemption and extinction, or purchase and extinction, of all Consolidated or other Stock of the Corporation.

To charge the Consolidated or other Stock of the Corporation upon all and every or any part of the property, funds, rates, assessments, revenues, lands, houses, and other securities now belonging to or under the control of the Corporation as such, or as such Trustees or Commissioners as aforesaid, or which they now are or hereafter may be authorized to levy, or upon which they now are or hereafter may be authorized to raise money, or upon any special part or parts thereof respectively.

To authorize the Corporation, if deemed expedient, to levy new or additional rates or assessments on the owners and occupiers, or owners or occupiers, of all lands and heritages within the City and Royal Burgh, for the repayment of all or any of the existing loans, and of the monies borrowed and to be borrowed by the Corporation as such, or as such Trustees or Commissioners as aforesaid, or under the powers of the Bill, and the interest thereon respectively, and for the repayment of principal, and the payment of interest on the Consolidated or other Stock of the Corporation, and to confer, vary, and extinguish exemptions from such Rates and Assessments, or to make such other provisions or confer such powers with reference to the matters aforesaid as the Bill may contain or Parliament may sanction.

To authorize the investment of trust funds in the Consolidated or other Stock of the Corporation, and to exempt the Corporation from liability in respect of any trust, or of notice of any trust, affecting such Stock, or any money advanced to them or so invested.

To empower the Corporation to enter into and carry into effect arrangements with persons holding mortgages, bonds, annuities, debentures, debenture stock, or other securities of the Corporation as such, or as such Trustees or Commissioners as aforesaid, for the exchange or conversion thereof for or into Consolidated or

other Stock of the Corporation, and to empower holders with limited interests to enter into such arrangements, and to authorize arrangements with the Public Works Loan Commissioners for the payment off or extinguishment of the debt due to them.

To empower the Corporation to enter into arrangements with any Bank or Banker for carrying into effect the provisions of the Bill with reference to the creation and transfer of stock under the Bill, the management thereof, the appointment of officers, the payment of dividends thereon, and keeping of books and accounts in relation thereto.

To make such provision for the granting and transfer of stock certificates as the Bill may provide or Parliament may sanction.

To provide for the formation of a fund for the purposes of paying the dividends and redemption of the Consolidated or other Stock of the Corporation, or of any part thereof, and for contributions to such fund from the several funds, accounts, revenues, tolls, rents, rates, assessments, and charges of the Corporation as such, or as such Trustees or Commissioners aforesaid, or any of them.

On the sale of lands or property of the Corporation, or of such Trustees or Commissioners, or any of them charged with the said stock or other securities, to free such lands and property from such charge.

To empower any person holding any mortgage, bond, debenture, debenture stock, annuity, or security of the Corporation, and being a person enabled by 'The Lands Clauses Consolidation Act, 1845' (Section 7), or 'The Lands Clauses Consolidation (Scotland) Act, 1845' (Section 7), to sell land, to consent to the conversion of such mortgage, bond, debenture, debenture stock, annuity, or security into the Consolidated or other Stock of the Corporation.

To declare the Consolidated or other Stock or other securities granted or to be granted by the Corporation under any statutory powers to be personal estate.

To make provision for the exemption from stamp-duty of the transfer to the Corporation of the borrowing powers before-mentioned, or any of them, and of transfers of the Consolidated or other Stock of the Corporation, and of any mortgage, bond, debenture, debenture stock, annuity, or securities upon such terms and subject to such payments by way of composition for stamp-duty as may be prescribed by the Bill or Parliament may sanction.

To vary, alter, or extinguish all existing rights or privileges which would in any way interfere or be inconsistent with, or prevent the carrying into effect of any of the objects of the Bill, and to confer other rights and privileges.

The Bill will confer on the Corporation all usual and requisite powers for carrying into effect the objects and purposes aforesaid and of the Bill, and amend, alter, or repeal the provisions or some of the provisions of the following Acts (the existing Acts)—namely, 'The Glasgow Police Acts, 1866, 1872, 1873, 1875, and 1877'; 'The General Police and Improvement (Scotland) Act, 1862, Order Confirmation (Glasgow) Act, 1877'; 'The Glasgow Corporation and Police Act, 1882'; 'The Glasgow Corporation Waterworks Acts, 1855, 1859, 1860, 1865, 1866, 1873, 1877, 1879, and 1882'; 'The Glasgow Markets and Slaughterhouses Acts, 1865, 1871, and 1877'; 'The Glasgow Corporation Gas Acts, 1869, 1871, 1873,

and 1882; 'The Glasgow Improvements Acts, 1866, 1871, and 1880; 'The Glasgow Public Parks Act, 1878; 'The Glasgow Municipal Acts, 1872, 1878, and 1879; 'The Glasgow Municipal Buildings Act, 1878; and any other Act or Order empowering the Corporation to borrow money, and all other Acts (if any) relating to or affecting the Corporation in its corporate or other capacities in the City and Royal Burgh, and any other Acts which it may be necessary to amend, alter, or repeal for any of the purposes of the Bill.

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 17th day of November 1882.

J. D. MARWICK,

Town Clerk, Glasgow,
Solicitor for the Bill.

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

In Parliament—Session 1883.

SOLWAY JUNCTION RAILWAY.

(New Railways and Works; Constitution of New Railways as a Separate Undertaking; Additional Lands; Provisions as to Hotels and Refreshment Rooms; Working and other Agreements with other Companies; Subscription of Capital by other Companies; Tolls, Rates, and Charges; Sale and Lease of Surplus Lands; Increase and Qualification of Directors; Running Powers; Additional Capital and Application of Funds; Amendment of Agreement with the Caledonian Railway Company; Amendment of Acts and other Purposes.)

NOTICE is hereby given, That application is intended to be made to Parliament in the next Session by the Solway Junction Railway Company (hereinafter called 'the Company') for an Act for the following purposes, or some of them (that is to say):—

To empower the Company to make and maintain the following Railways, with all proper stations, sidings, approaches, works, and conveniences connected therewith, wholly situate in the county of Cumberland (that is to say):—

Railway No. 1, commencing by a junction with the Solway Junction Railway, in the parish of Aspatria and township of Aspatria and Brayton, at a point on the said Railway ten feet or thereabouts north-east of the mile post on the said Railway, at or near Brayton Junction, marked 21 M, and terminating in the parish of Bolton and township of Low Bolton, in a field belonging, or reputed to belong to, and in the occupation of Thomas Moore, and numbered 445 on the Ordnance Map (scale 1-2500) relating to the parish of Bolton, at a point in such field four chains or thereabouts south-west from the entrance to the post-office at Mealsgate, and half a chain or thereabouts south-east from the fence dividing such field from the road leading from Mealsgate to Bothel.

Railway No. 2, commencing by a junction with Railway No. 1, at or near the termination thereof, and terminating in the parish of Torpenhow, and township of Bothel and Threapland, at a point in the centre of the fence dividing the fields numbered

412 and 415 on the Ordnance Map (scale 1-2500) relating to the parish of Torpenhow, respectively in the occupation of Joseph Harrison and Thomas Martin Pirt, 70 links or thereabouts measured in a northerly direction along the said fence from the northern boundary of the adjoining road, leading from Torpenhow to Bothel.

Railway No. 3, commencing by a junction with Railway No. 2, at or near the termination thereof, and terminating by a junction with the Cockermouth, Keswick, and Penrith Railway, in the parish of Brigham and township of Wythop, at a point measured along the said Railway in a westerly direction, $6\frac{1}{4}$ chains or thereabouts from the west end of the Booking Office at the Bassenthwaite Lake Station.

All which said intended Railways will pass from, through, or into, or be situate within the several parishes, townships, extra-parochial or other places following, or some or one of them—that is to say, Aspatria, Aspatria and Brayton, Bromfield, Langrigg and Mealrigg, Broomfield, Crookdake and Scales, Allhallows Allhallows, Bolton, Low Bolton, High Bolton, Ireby, Low Ireby, Torpenhow, Torpenhow and Whitrigg, Blennerhasset and Kirkland, Bothel and Threapland, Bewaldeth and Snittlegarth, Isell, Sunderland, Isell Old Park, Blinderake, Isell and Redmain, Brigham, Setmurthy, and Wythop, in the county of Cumberland.

To empower the Company to acquire by compulsion or agreement, and to hold lands, houses, and buildings in the parishes and townships hereinbefore mentioned for the purposes of the proposed Railways and works, and also to acquire by compulsion or agreement, and to hold for the purpose of extending the station, siding, and other accommodation of the Company, and for other purposes connected with their undertaking, the lands, wholly in the county of Cumberland, hereinafter described or referred to, or some of them (that is to say):

Certain lands in the townships of Holme Abbey and Holme East Waver, in the parish of Holme Cultram, lying on the east side of and adjoining the Company's Railway and Station at or near Abbey Holme Junction.

Certain other lands in the township of Holme East Waver, in the parish of Holme Cultram, lying on the east side of and adjoining the Company's Railway near to and at the north side of the bridge carrying the highway over the Railway to Angerton and Kirkbride.

Certain lands in the township and parish of Bowness, lying on both sides of and adjoining the Company's Railway and Station at Bowness.

Certain other lands, marsh, seashore, and sands in the said township and parish of Bowness, lying on both sides of and adjoining the Company's Railway, and extending 220 yards, or thereabouts, along the Railway northwards from Bowness Station.

And to enable the Company to hold the said lands, or any of them, or any part thereof, freed from the provisions of the Lands Clauses Consolidation Act, 1845, as to the sale of superfluous lands, and to sell or lease, or otherwise dispose of or deal with the same in such manner as they think fit, and to make applicable to any owners or persons having a limited estate or interest in the said lands, or any of them, all the powers contained in the Lands Clauses Consolidation Acts, or any of them, with relation to sale and purchase of lands, and to confirm and give effect to any agreements made or to be made with reference to any

of the said lands, and to amend the said Acts so far as may be necessary for the purposes aforesaid.

To authorize the purchase and acquisition of as much of any property as may be required for the purposes, or in exercise of the powers of the intended Act, without the Company becoming subject to the liability imposed by Section 92 of the Lands Clauses Consolidation Act, 1845.

To authorize lateral and vertical deviations from the lines and levels of any of the intended works, as shown on the plans and sections to be deposited as hereinafter mentioned.

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

To empower the Company to demand and receive tolls, fares, rates, duties, and charges for or in respect of the use of the Railways and other Works intended to be authorized by the Act, and to grant exemptions from the payment of tolls, fares, rates, duties, and charges, and to empower the Company to fix or vary the terminals and terminal charges on traffic passing to, from, or over the Railways of the Company (including the said intended Railways) and the Railways of any other Company or Companies.

To provide that the capital necessary for the construction of the intended Railways and Works, or any parts thereof, may be distinct from the general capital of the Company, and to constitute the intended Railways and Works, or any portions thereof, a separate undertaking as to profits and revenue, and also to authorize the Company to agree with the proprietors of the said separate capital as to the payments to be made to them as the proportion of traffic or rent or dividend in lieu thereof to be attributed to such separate undertaking out of the receipts arising from the traffic common to the general undertaking of the Company, and to the said separate undertaking, and to provide also for the ultimate merging (if so agreed upon) of the said separate capital in the general capital of the Company.

To empower the Company to provide and maintain upon any land now held by them, or which may hereafter be acquired by them, hotels, refreshment-rooms, and other like accommodation, and to furnish, stock, equip, manage, and conduct such hotels and refreshment-rooms and the business thereof, and to empower the Company to let, take on lease or otherwise, any hotel, refreshment-room, or any other like building, business, or occupation, and to authorize the granting to the Company, or to any person or persons nominated by them, of all such licences as may be requisite or necessary for the purposes of the business of any such hotel or refreshment-room as aforesaid.

To authorize the Company on the one hand, and the London and North-Western Railway Company, the North-Eastern Railway Company, the North British Railway Company, the Caledonian Railway Company, the Annan Waterfoot Dock and Railway Company, and the Cocker-mouth, Keswick, and Penrith Railway Company, or any one or more of these Companies, on the other hand, to enter into and carry into effect contracts, agreements, and arrangements for or with

ment, and maintenance by any or either of the contracting Companies of the existing and intended Railways and Works of the Company, or any or either of them, or any part or parts thereof respectively, the supply of rolling stock and machinery and of officers and servants for the purposes of the traffic of such Railways and Works, the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies; the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taking or arising from that traffic, the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by any or either of the contracting Companies to the other or others of them for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any such contract, agreement, or arrangement already made, or which, prior to the passing of the intended Act, may be made.

To confer upon the Company, and any company or persons for the time being lawfully authorized to work or use the existing or intended Railways of the Company or any part thereof, power to run over and use with their engines, carriages, and waggons, and by their officers and servants, for the purpose of traffic of all kinds, and upon payment of such tolls, rates, and charges, and on such terms as may be defined by the Act, so much of the Railway of the Cocker-mouth, Keswick, and Penrith Railway Company as lies between the termination of the intended Railway No. 3, at or near Bassenthwaite Lake Station aforesaid and Keswick and Keswick Station, and all or any roads, platforms, points, signals, water, water-engines, engine-sheds, standing-rooms, engines, booking and other offices, warehouses, sidings, junctions, machinery works, and other stations and conveniences of or connected with the same portion of Railway, and to confer upon or authorize the Company to confer upon the Cocker-mouth, Keswick, and Penrith Railway Company, and the Annan Waterfoot Dock and Railway Company, power to run over and use all or any part or parts of the existing and intended Railways of the Company, and all or any of the stations and other works, machinery, appliances, and conveniences of the several kinds above enumerated, on or of or connected with the last-mentioned respective Railways.

To authorize the Cocker-mouth, Keswick, and Penrith Railway Company, the North British Railway Company, the Caledonian Railway Company, and the Annan Waterfoot Dock and Railway Company, or any one or more of them, to subscribe and contribute funds towards the making and maintaining of the intended Railways and works, or any or either of them, or any part or parts thereof, respectively, and to take and hold shares, stock, debentures, debenture stock, or other securities of the Company, and to guarantee to or for the Company, interest, dividend, annual, or other payment, on shares or stock, and the principal and interest of any loan of the Company, and for all or any of such purposes, and for other the purposes of the intended Act to apply their respective funds

and revenues, and to raise more money by the creation of new shares or stock in their respective undertakings, either with or without preference, priority, or guarantee, in payment of interest or dividend, or other special privileges, and by borrowing, and either as part of their respective general share and loan capitals, or wholly or partially as a separate share and loan capital, charged primarily or exclusively on the intended Railways and works, or any or either of them, or any part or parts thereof, and the tolls, fares, rates, duties, and charges received upon or in respect thereof.

To authorize the Company to contribute funds towards the capital of the Annan Waterfoot Dock and Railway Company, either in shares, loans, or other securities of the said last-mentioned Company.

To confer further powers on the Company in relation to all or any lands acquired, or to be acquired, by the Company which are not, or eventually may not be required for the purposes of their undertaking, and to enable the Company to sell and dispose of the lands which have been or may be acquired by them, or some part or parts thereof, for building or other purposes, and to grant building or other leases of the said lands, or of any part or parts thereof, or to dispose of, lease, or let the said lands or any part or parts thereof on ground-rents, chief-rents, or otherwise, and so far as may be necessary to alter, amend, and extend with reference to the said lands the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the sale of superfluous lands.

To increase or vary the number of Directors of the Company, and their qualification, and to make further provisions in relation thereto.

To empower the Company for all or any of the purposes of the intended Act, and for other the general purposes of the Company, to increase their capital, and to raise further sums of money by the creation and issue of new shares or stock, with or without a guaranteed or preferential dividend, and with or without priority over the existing preference shares and ordinary shares of the Company, and with or without other rights or privileges attached thereto, and by the creation and issue of debenture stock, and by borrowing, and with or without priority for such debenture stock, and the securities for additional loans over the existing debenture stock of, or other charges upon, the undertaking of the Company, or by any of such means; and to empower the Company to apply to all or any of the purposes of the intended Act any capital or funds belonging to the Company.

To sanction and confirm all or any contracts, agreements, and arrangements made, or to be made, prior to the passing of the intended Act, with reference to all or any of the objects of the intended Act.

To authorize the Company from time to time to create and issue debenture stock in lieu of or for the purpose of paying off or converting any mortgages or debentures from time to time issued, or which may be issued by them, and to attach to all or any part of such debenture stock the same rights, privileges, and priorities as shall for the time being attach to any such mortgages or debentures.

To rescind, vary, modify, or extend all or some of the provisions of the agreement dated the 22d March 1867, made between the Caledonian Railway Company and the Company, and scheduled to and confirmed by the Caledonian Railway (Aban-

donment, etc.) Act, 1869, as amended by the Solway Junction Railway Act, 1882.

To alter, amend, enlarge, or repeal, so far as may be necessary, for the purposes aforesaid, the several local and personal Acts of Parliament following, or some of them, namely:—The Solway Junction Railway Act, 1864, and all other Acts affecting the Company, and any agreements confirmed thereby; the Caledonian Railway Act, 1845; the Caledonian Railway (Abandonment, etc.) Act, 1869, and all other Acts relating to the Caledonian Railway Company, and any agreements affecting the Company confirmed thereby respectively; the Act 21 and 22 Victoria, cap. 19, and all other Acts relating to the North British Railway Company; the Act 17 and 18 Victoria, cap. 211, and all other Acts relating to the North-Eastern Railway Company; the Act 9 and 10 Victoria, cap. 204, and all other Acts relating to the London and North-Western Railway Company; the Act 24 and 25 Victoria, cap. 203, and all other Acts relating to the Cockermouth, Keswick, and Penrith Railway Company, the Annan Waterfoot Dock and Railway Act, 1881, and all other Acts relating to the Annan Waterfoot Dock and Railway Company.

On or before the 30th day of November instant, maps, plans, and sections of the intended Railways, showing the lines and levels thereof, and the lands to be taken for the purposes of the intended Act, with a book of reference to such plans, and a copy of this Notice, as published in the *London Gazette*, will be deposited with the Clerk of the Peace for the County of Cumberland, at his office at Carlisle, and a copy of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the said intended Railways and works are proposed to be made, and lands are situate, together with a copy of this Notice, as published in the *London Gazette*, will, on or before the said 30th day of November, be deposited with the Parish Clerk of each such Parish at his residence.

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

Dated this 14th day of November 1882.

TAHOUDINS & HARGREAVES,
1 Victoria Street, Westminster.
J. R. MUSGRAVE,
Whitehaven.

BROUGHTY FERRY CO-OPERATIVE ASSOCIATION (LIMITED).

NOTICE is hereby given that an Extraordinary General Meeting of the above-named Association will be held within the Masonic Hall, Brook Street, Broughty Ferry, on the Evening of Monday the 4th day of December 1882, at half-past seven o'clock, for the purpose of considering whether or not the said Association can, by reason of its liabilities, continue its business, and, if necessary, to pass an Extraordinary Resolution, in pursuance of section 129 of the 'Companies Act, 1862,' to wind up the Association voluntarily, which Resolution (if passed) does not require to be confirmed at a subsequent Meeting of the Association; and also to appoint a Liquidator or Liquidators to conduct the winding up, and to fix his or their remuneration; and also to appoint a Committee with whom he or they may advise.

WM. SIMPSON, Secretary.

Registered Office, Commercial Buildings,
Brook Street, Broughty Ferry,
24th November 1882.

KELVIN VALLEY RAILWAY.

NOTICE is hereby given that it is the intention of the Directors of the Kelvin Valley Railway Company, on the expiration of one month from this date, to declare forfeited certain Shares in the said Company in respect of non-payment of Calls, the names of the Proprietors of the said Shares, the dates of payment of the Calls thereon unpaid, and the amounts due in respect of each Call being as under :—

Dates of Payment of Calls.

	Numbers of Shares.	3d April 1876. 10s per Share.	3d July 1876. £1 per Share.	20th Sept. 1876. £2 per Share.	21st Feb. 1877. £1 per Share.	16th May 1877. £2 per Share.	15th Jan. 1878. £2 per Share.	12th June 1878. £1 per Share.	Total sum due.
Name of Proprietor.	Amount due.								
Robert Young Fleming, 91 Hous- ton Street, Glas- gow	2 Shares. 5311 to 5312	£ s.							£ s.
Thomas Irvine, Manufacturer, Kilsyth	5 Shares. 3834 to 3838	—	—	£4	£2	£4	£4	£2	16 0
Alex. McDonald, 1 Milton Place, Crawford Street, Partick	1 Share. 3438	2 10	£5	£10	£5	£10	£10	£5	47 10
John M'OWat, Slater, Kilsyth	2 Shares. 3839 to 3840	0 10	£1	£2	£1	£2	£2	£1	9 10
		—	£2	£4	£2	£4	£4	£2	18 0

Any of the above-named Shareholders who are desirous of avoiding forfeiture of their Shares may avoid such forfeiture by making payment to me of the amount due on their Shares, with interest.

By Order.

HENRY LAMOND, Secretary.

93 West Regent Street, Glasgow,
21st November 1882.

NOTICE.

A PETITION having been presented to the Honourable the Sheriff of the Lothians at Linlithgow, by William Dougal, residing at No. 131 High Street, Linlithgow, and James M'Nair, residing at No. 171 High Street, Linlithgow, two Members of the PAROCHIAL BOARD of the PARISH of LINLITHGOW, praying the said Sheriff to determine that the Parish of Linlithgow shall be held to be a Parish without the limits of the Royal Burgh of Linlithgow for the purposes of the 'Burial Grounds (Scotland) Act, 1855,' the said Sheriff has pronounced the following Interlocutor :—'*Edinburgh, 23d November 1882.*—The Sheriff having considered the foregoing Petition, appoints Intimation of the import thereof and of this Deliverance to be made by advertisement once in each of the Edinburgh Gazette, West Lothian Courier, and Scotsman Newspapers, and fixes Thursday the 14th day of December next, at ten o'clock forenoon, within the Sheriff Court House, Linlithgow, as a Diet when all parties interested will have an opportunity of being heard.

(Signed) 'ARCHD. DAVIDSON.'

Of all which Notice is hereby given.

GLEN & HENDERSON.

Linlithgow, 23d November 1882.

NOTICE.

A PROCESS of Cessio has been instituted in the Sheriff Court of Lanarkshire at Lanark, at the instance of David M'Ghie, Auchren Lime Works, Lesmahagow, against WILLIAM DICKSON, Builder, Biggar; and all the Creditors of the said William Dickson are required to appear in Court, within the County Buildings, Lanark, upon the 11th day of December next, at twelve o'clock noon.

WM. STODART, Writer, Hamilton,
Pursuer's Agent.

Hamilton, 23d November 1882.

ROBERT MOWAT, Wholesale Tea Merchant, 55 West Campbell Street, corner of Waterloo Street, Glasgow, has presented a Petition to the Sheriff of Dumfries and Galloway, against WILLIAM FRANCIS JOSEPH ALLOYSIUS LYNASS, Grocer and Provision Merchant, Queen Street, Stranraer, praying that the said William Francis Joseph Alloysius Lynass be ordained to execute a Disposition omnium bonorum for behoof of his Creditors, and to appoint a Trustee to take the management and disposal of his Estate for such behoof; and all his Creditors are required to appear within the Court House at Wigtown, upon the 5th day of December next, at twelve o'clock noon, when he will appear for Examination.

JNO. M. ADAIR, Solicitor, Stranraer,
Agent for Petitioner.

Stranraer, 22d November 1882.

NOTICE.

A PETITION has been presented in the Sheriff Court of Renfrew and Bute at Greenock, against ANGEL GEORGE VINCENT, Clothier and Outfitter, 3 William Street, Greenock, praying for Decree of Cessio bonorum against him; and all his Creditors are hereby required to appear within the Sheriff Court Hall, Nelson Street (West), Greenock, upon the 8th day of December next, at twelve o'clock noon, at which Diet the said Angel George Vincent is ordained to appear for public Examination.

JOHN WARK, Agent for Pursuer.

44 West Regent Street, Glasgow,
23d November 1882.

A PETITION has been presented to the Sheriff of Lanarkshire at Lanark, at the instance of John Campbell & Company, 17 Robertson Street, Glasgow, against ROBERT FRASER, Junior, Little Galla, Wiston, by Biggar, praying that the Defender may be ordained to execute a Disposition omnium bonorum for behoof of

his Creditors, and for the appointment of a Trustee; upon which a Warrant has been issued appointing publication in the Edinburgh Gazette, and requiring all the Creditors of the said Debtor to appear in Court, within the Sheriff Court House, Lanark, upon the 7th day of December next, at twelve o'clock noon, when the Debtor is ordained to appear for public Examination.

ROB. MUIR.

Lanark, 23d November 1882.

MESSRS. SHAND & DUNN, Builders, Aberdeen, have presented a Petition to the Sheriff of Aberdeen, Kincardine, and Banff, praying him to decern and ordain CHARLES BUCHAN, Carpenter, Clairmont Street, Aberdeen, to execute a Disposition omnium bonorum for the behoof of his Creditors, and to appoint a Trustee, all in terms of the Debtors (Scotland) Act, 1880; and all the Creditors of the said Charles Buchan are required to appear in the Sheriff Court House, Aberdeen, on 5th December 1882, at half-past ten o'clock forenoon, being the Diet assigned by the Sheriff-Substitute for the public Examination of the said Charles Buchan.

G. MAIR HOOD, Agent for Petitioners.

In the SEQUESTRATION of THOMAS BATTISON,
Family Grocer, 30 Dundas Street, Glasgow.

THE Deed of Arrangement between the Bankrupt and his Creditors having now been lodged in Court, before Answer the Sheriff-Substitute has pronounced the following Deliverance:—*Glasgow, 18th November 1882.* '—Having seen the Deed of Arrangement produced, before Answer appoints Intimation of the production thereof and of this Deliverance to be made by advertisement published in the Edinburgh Gazette, and any one of the Glasgow Daily Morning Newspapers, and also by circular posted to every Creditor who does not concur in the said Deed, requiring all parties who desire to oppose the approval thereof to lodge in the hands of the Clerk of Court a Notice of Appearance within ten days from the date of such publication or posting, reserving thereafter to appoint a Diet for hearing all parties interested, and to make any inquiries which may be deemed necessary; meantime, appoints the said Deed and Process to remain with the Clerk of Court, subject to inspection.

(Signed) 'D. D. BALFOUR.'

All of which Notice is hereby given.

J. GARDNER M'LEAN, Writer, Glasgow,
Law-Agent in the Sequestration.

178 St. Vincent Street, Glasgow,
23d November 1882.

TO THE CREDITORS ON

The Sequestrated Estates of A. G. SIMPSON, Coal-master, West Regent Street, Glasgow, and residing at Carfin Hall, by Holytown.

BY virtue of an Order of the Sheriff-Substitute of Lanarkshire, A. G. Simpson, above designed, presently residing at Arcadia, in the State of Missouri, United States of America, hereby intimates that he has presented a Petition to the Sheriff of Lanarkshire at Glasgow, to be finally discharged of all debts contracted by him before the date of the Sequestration of his Estates, in terms of the Statutes.

T. C. YOUNG, Jr., Agent for Petitioner.

Glasgow, 22d November 1882.

ROBERT ROMANES, Writer, Lauder, Trustee on the Sequestrated Estate of JAMES ARCHIBALD, Farmer, Glengelt, Lauder, hereby intimates that the Commissioners have postponed a Dividend until the recurrence of another statutory period.

ROBERT ROMANES, Trustee.

Lauder, 22d November 1882.

ROBERT ROMANES, Writer, Lauder, Trustee on the Sequestrated Estate of the Deceased JOHN ARCHIBALD, lately Farmer at Duddingstone, &c. &c., hereby intimates that the Commissioners have postponed a further Dividend until the recurrence of another statutory period.

ROBERT ROMANES, Trustee.

Lauder, 22d November 1882.

ROBERT ROMANES, Writer, Lauder, Trustee on the Sequestrated Estate of ADAM ARCHIBALD, Farmer, Cockburn, Dunse, hereby intimates that the Commissioners have postponed a Dividend until the recurrence of another statutory period.

ROBERT ROMANES, Trustee.

Lauder, 22d November 1882.

ROBERT ROMANES, Writer, Lauder, Trustee on the Sequestrated Estate of JOHN ARCHIBALD, Farmer, Duddingstone, South Queensferry, hereby intimates that the Commissioners have postponed a Dividend until the recurrence of another statutory period.

ROBERT ROMANES, Trustee.

Lauder, 22d November 1882.

In the SEQUESTRATION of A. SIMPSON & COMPANY, Timber Merchants, Ruchill Saw Mills, Maryhill Road, Glasgow, as a Company, and William Macadam, Timber Merchant, Maryhill and Glasgow, a Partner of that Company, as such Partner.

THE Trustee hereby intimates that an account of his intromissions with the funds of the Estate, brought down to the 3d instant, has been audited by the Commissioners, who have postponed the declaration of a Dividend till the recurrence of another statutory period.

For WM. MACKINNON,

M'CLELLAND, MACKINNON, & BLYTH.

115 St. Vincent Street, Glasgow,
23d November 1882.

SEQUESTRATION of DAVID CLUNAS, Architect in Edinburgh.

THE Commissioners have audited my accounts, brought down to 7th current, and postponed the declaration of a Dividend till another statutory period.

W. B. ROBERTSON, Trustee.

53 George IV. Bridge, Edinburgh,
22d November 1882.

SEQUESTRATION of JAMES HARVEY JACK, Blacksmith, carrying on business at No. 3 Viewforth Park and No. 1 Dalry Park Terrace, Edinburgh.

THE Commissioners have audited my accounts, brought down to 8th current, and postponed the declaration of a Dividend till another statutory period.

W. B. ROBERTSON, Trustee.

53 George IV. Bridge, Edinburgh,
22d November 1882.

SEQUESTRATION of GEORGE NEILL, Plasterer and Cement Worker, Teviot Place, Edinburgh.

THE Commissioners have audited my accounts, brought down to 7th current, and postponed the declaration of a Dividend till another statutory period.

W. B. ROBERTSON, Trustee.

53 George IV. Bridge, Edinburgh,
22d November 1882.

THE Estates of J. & H. YOUNG, Clothiers, Lesmahagow, and James Young, Clothier there, and Hamilton Young, Clothier there, the Individual Partners of that Company, as such Partners, and as Individuals, were Sequestrated on the 21st day of November 1882, by the Sheriff of the County of Lanark.

The first Deliverance is dated 21st November 1882.

The Meeting to elect the Trustee and Commissioners is to be held at half-past eleven o'clock forenoon, on Saturday the 2d day of December 1882, within the Clydesdale Hotel in Lanark.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 21st day of March 1883.

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

AND. SMITH, Writer, Lanark,
Agent.

THE Estates of JOHN RUSSELL, sometime Printer in Galashiels, and now residing at No. 6 Thirlestane Road, Edinburgh, in the County of Edinburgh, were Sequestrated on 22d November 1882, by the Court of Session.

The first Deliverance is dated 22d November 1882.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Monday the 4th day of December 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 22d March 1883.

The Sequestration has been remitted to the Sheriff of the Lothians at Edinburgh.

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

JA. YOUNG GUTHRIE, S.S.C.,
29 Hanover Street, Edinburgh, Agent.

THE Estates of JOHN M'CALL, Farmer, Stewart-hall, Irvine, were Sequestrated on the 22d day of November 1882, by the Court of Session.

The first Deliverance is dated the 22d day of November 1882.

The Meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Friday the 1st day of December 1882, within the Exchange Buildings, Kilmarnock.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 22d day of March 1883.

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

WM. OFFICER, S.S.C.

21 Castle Street, Edinburgh,
23d November 1882.

THE Estates of DAVIDSON STRATHEARN, Wholesale and Retail Merchant in Greenlaw, carrying on business there under the Firm of D. STRATHEARN & Co., were Sequestrated on the 22d day of November 1882, by the Sheriff of Roxburgh, Berwick, and Selkirk.

The first Deliverance is dated the 22d day of November 1882.

The Meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Tuesday the 5th day of December 1882, within the Swan Hotel, Duns.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 23d day of March 1883.

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

WILL. CRAWFORD, Writer, Duns,
Agent.

THE Estates of WILLIAM MUNRO, Grocer, Gilbert Street, Inverness, were Sequestrated on the 22d day of November 1882, by the Sheriff of the Counties of Inverness, Elgin, and Nairn.

The first Deliverance is dated the 22d day of November 1882.

The Meeting to elect the Trustee and Commissioners is to be held at three o'clock afternoon, on Friday the 1st day of December 1882, within the Procurators' Rooms, The Castle, Inverness.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 22d March 1883.

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

AND. MACDONALD, Solicitor, Inverness,
Agent.

THE Estates of ROBERT KAY KINNINMONT, Butcher, 32 Castle Street, Edinburgh, were Sequestrated on 23d November 1882, by the Sheriff of the Lothians.

The first Deliverance is dated the 23d November 1882.

The Meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Friday the 1st day of December 1882, within Lyon & Turnbull's Rooms, 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 23d March 1883.

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

FERGUSON & JUNNER, W.S.,
63 George Street, Edinburgh, Agents.

A PETITION having been presented to the Lord Ordinary officiating on the Bills, at the instance of Thomas Muir Ponton, Joiner and Builder, Montgomery Street, Edinburgh, for Sequestration of the Estates of HENRY LAKE, Builder in Portobello, his Lordship of this date granted Warrant for citing the said Henry Lake 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.

MARTIN & M'GLASHAN, S.S.C.,
137 George Street, Edinburgh, Agents.
Edinburgh, 23d November 1882.

SEQUESTRATION of THOMAS FORSYTH, Grocer in Hope Street, Motherwell.

DAVID BIRD, Junior, Chartered Accountant in Glasgow, has been elected Trustee on the Estate; and William Barclay, Writer, Hamilton, James Pollock, Wholesale Provision Merchant, Glasgow, and Thomas Davidson, Wholesale Grocer, Glasgow, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, Hamilton, on Wednesday the 29th day of November current, at twelve o'clock noon. The Creditors will meet in the Trustee's Chambers, 115 St. Vincent Street, Glasgow, on Friday the 8th day of December next, at twelve o'clock noon.

At the Meeting of Creditors held on the 14th day of November current, the Bankrupt offered to the Creditors a Composition on his whole debts of Three Shillings per pound, payable in equal instalments at three and six months after his final discharge, with security; and the Creditors present unanimously entertained said offer for consideration; and Notice is hereby given that it will be decided on at the second General Meeting of Creditors, to be held on 8th day of December next, at twelve o'clock noon.

DAVID BIRD, Jr., Trustee.
Glasgow, 23d November 1882.

SEQUESTRATION of JOHN WASON ROSS, Bedding and Manchester Warehouseman, 208 Paisley Road, Glasgow, trading there under the Firm of J. W. ROSS & COMPANY, of which he is sole Partner.

JAMES ROBERT HODGE, Accountant, Glasgow, has been elected Trustee on the Estate; and Alexander Jebb, sole Partner of the Millhill Wool Flock Company, Eaglesham and Glasgow, William Stewart, Woollen and Manchester Warehouseman, Dalmarock Road, Glasgow, and Charles D. Wason, Head Master, Burgh School, Girvan, have been elected Commissioners. The Examination of the Bankrupt will take place within Mr. Sheriff Murray's Chambers, County Buildings, Glasgow, on Monday the 4th day of December next, at eleven o'clock forenoon. The Creditors will meet within the Trustee's Chambers, 59 St. Vincent Street, Glasgow, on Tuesday the 12th day of December next, at twelve o'clock noon.

At the first General Meeting of Creditors, held on 17th November current, the Bankrupt made an offer of Composition of Six Shillings per pound on his whole debts, payable by three equal instalments at three, six, and nine months respectively from the date of his discharge, with security for payment of the same; and the Creditors present unanimously resolved to entertain the said offer and security for consideration. The said offer and security will be decided upon at the said Meeting on 12th December next.

JAMES R. HODGE, Trustee.

59 St. Vincent Street, Glasgow,
23d November 1882.

SEQUESTRATION of JOHN WILSON, Builder and Quartermaster, Tranent, in the County of Haddington.

WILLIAM JAMES CAESAR, Chartered Accountant, Edinburgh, has been elected Trustee on the Estate; and John Cameron, Solicitor Supreme Courts, Edinburgh, George Scott, Baker, Galashiels, and John Charles, Shoemaker, Tranent, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, County Buildings, Haddington, on Tuesday the 5th day of December next, at eleven o'clock forenoon. The second General Meeting of Creditors will be held within the Trustee's Chambers here, on Wednesday the 13th day of December next, at two o'clock afternoon.

WM. JAMES CAESAR, Trustee.

16 Queen Street, Edinburgh,
23d November 1882.

SEQUESTRATION of SAMUEL ARTHUR ROSS, Spirit Merchant, 17 Dock Street, Leith.

ROBERT E. EDGAR, Royal Park Terrace, Edinburgh, has been elected Trustee on the Estate; and James Pringle, Brewer in Edinburgh, James Robertson, Merchant, Leith, and James Henderson, Stevedore, Leith, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, George IV. Bridge, Edinburgh, on Thursday the 7th day of December next, at two o'clock afternoon. The Creditors will meet within the Chambers of Messrs. J. Campbell Irons & Company, Solicitors, 10 Bernard Street, Leith, on Friday the 15th day of December next, at twelve o'clock noon.

ROBT. E. EDGAR, Trustee.

24th November 1882.

SEQUESTRATION of COLIN CAIRD RICHARDSON Ship Chandler in Greenock.

QUINTIN BONE, Accountant in Greenock, has been elected Trustee on the Estate; and John Forbes, Pianoforte and Music Seller, Greenock, Robert MacKinlay Proctor, Goldsmith and Watchmaker in Greenock, and Henry Chalmers, Tailor and Clothier in Greenock, have been elected Commissioners. The Examination of

the Bankrupt will take place in the Sheriff Court House, Nelson Street (West), Greenock, on Friday the 1st day of December next, at twelve o'clock noon. The Creditors will meet in the Chambers of Messrs. Bone & Buchanan, Accountants, 2 Bank Street, Greenock, on Monday the 11th day of December next, at twelve o'clock noon.

QUINTIN BONE.

Greenock, 21st November 1882.

SEQUESTRATION of MATTHEW MARCHBANK, Farmer in Buittle Mains, in the Parish of Buittle and Stewartry of Kirkcudbright.

ROBERT SHARPE, Writer in Maxwelltown, has been elected Trustee on the Estate; and Thomson M'Lintock, Chartered Accountant, Glasgow, George Nisbet, Medical Laboratory, Dalbeattie, and William Hunter Helme, Little Knox, Castle-Douglas, have been appointed Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, Kirkcudbright, on Tuesday the 28th instant, at ten o'clock forenoon. The Creditors will meet in the King's Arms Hotel, Maxwelltown, on Thursday the 7th day of December next, at twelve o'clock noon; and to entitle Creditors to the first Dividend, their oaths and claims will require to be lodged in the hands of the Trustee on or before the 9th day of February 1883.

RO. SHARPE, Trustee.

Maxwelltown, Dumfries, 20th November 1882.

SEQUESTRATION of CRAWFORD BROTHERS, Calenderers and Packers, 170 Buchanan Street, Glasgow, and William Stewart Crawford and Frederick M'Kirdy Crawford, both Calenderers and Packers there, the Individual Partners of said Firm, as such Partners, and as Individuals.

GILBERT CREEN DEMPSTER, Accountant, Glasgow, has been elected Trustee on said Estates; and W. Newton MacCartney, Merchant, George Street, Glasgow, David Foster, Coal Merchant, 82 West Nile Street, Glasgow, and Robert Muir, 85 Buchanan Street, Glasgow, have been elected Commissioners. The Examination of the Bankrupts will take place on Monday the 4th day of December 1882, at eleven o'clock forenoon, within Mr. Sheriff Lees' Chambers, County Buildings, Glasgow. The Creditors will meet in the Trustee's Chambers, No. 83 Renfield Street, Glasgow, on Tuesday the 12th day of December 1882, at twelve o'clock noon.

GILBERT C. DEMPSTER, Trustee.

Glasgow, 23d November 1882.

SEQUESTRATION of JAMES DEVLIN, General Dealer and Broker, Orr Street, Bridgeton, Glasgow.

ALEXANDER HUTCHESON SMITH, Chartered Accountant, Glasgow, has been elected Trustee on the Estate; and James Anderson, of Burnside Iron Works, Duke Street, Glasgow, William Primrose, Commission Agent, Glasgow, and Matthew M'Gee, General Dealer, M'Neill Street, Glasgow, have been elected Commissioners. The Examination of the Bankrupt will take place within the Chambers of Mr. Sheriff Guthrie, County Buildings, Glasgow, on Tuesday the 5th day of December next, at twelve o'clock noon. The Creditors will meet within the Offices of Rattray Brothers & Smith, C.A., 45 West Nile Street, Glasgow, on Friday the 15th day of December next, at eleven o'clock forenoon.

ALEX. H. SMITH, C.A., Trustee.

Glasgow, 23d November 1882.

WILLIAM STIVEN, Accountant, Dundee, Trustee on the Sequestrated Estate of THOMAS ALEXANDER LEITCH, Solicitor, Dundee, hereby calls a Meeting of the Creditors, to be held within his Office, No. 61 Reform Street, Dundee, on Saturday the 16th day of December next, at twelve o'clock noon, to consider as to an application to be made for his discharge.

WM. STIVEN, Trustee.

Dundee, 23d November 1882.

SEQUESTRATION of J. D. DUTHIE, Painter, Glasgow, carrying on business at 77 West Regent Street there under the Firm of J. D. DUTHIE & Co.

THE Trustee hereby calls a General Meeting of the Creditors, to be held within his Office, 24 George Square, Glasgow, on Monday the 18th day of December 1882, at twelve o'clock noon, to consider an application to be made to the Court for his discharge.

THO. JACKSON, C.A., Trustee.

Glasgow, 23d November 1882.

ANDREW BORLAND DICKIE, Writer in Aberdeen, Trustee on the Sequestrated Estate of WILLIAM STEWART, Shoemaker in Aberdeen, hereby calls a Meeting of the Creditors, to be held within the Office of James & George Collie, Advocates, 25 Union Street, Aberdeen, upon Wednesday the 20th day of December next, at twelve o'clock noon, to consider as to an application to be made for the Trustee's discharge.

ANDREW B. DICKIE, Trustee.

Aberdeen, 23d November 1882.

WILLIAM JAMES CAESAR, Chartered Accountant, Edinburgh, Trustee on the Sequestrated Estate of RODERICK MACKAY FRASER, No. 43 Melville Street, Edinburgh, hereby calls a Meeting of the Creditors, to be held within his Chambers here, on Wednesday the 20th day of December next, at two o'clock afternoon, to consider as to an application to be made for his discharge as Trustee aforesaid.

WM. JAMES CAESAR, Trustee.

16 Queen Street, Edinburgh,
24th November 1882.

SEQUESTRATION of JOHN PATON, Hosier and Glover, 3 South Clerk Street, Edinburgh.

SAMUEL KELLY ORR, Accountant in Edinburgh, Trustee, hereby intimates that at the Special Meeting of Creditors, held on 23d November 1882, the Bankrupt made a further offer of Fifteen Shillings per pound to all his Creditors on all debts due by him at the date of the Sequestration of his Estates (in addition to Dividend already paid), payable one week after his final discharge; and offered William Linday Waugh, residing at 23 Dean Park Street, Edinburgh, as cautioner. The Creditors present at said Meeting having unanimously resolved that said offer should be entertained for consideration, Notice is hereby given that the Bankrupt's offer and the security proposed will be finally decided on at a Special Meeting, to be held within the Trustee's Chambers, 31 Princes Street, Edinburgh, on Monday the 18th day of December 1882, at twelve o'clock noon.

SAMUEL K. ORR, Trustee.

31 Princes Street, Edinburgh,
24th November 1882.

SEQUESTRATION of JOHN B. JONES, Oil, Colour, and Varnish Manufacturer, Glasgow, carrying on business at 39 Macfarlane Street there under the Firm of J. B. JONES & COMPANY.

JOHN WRIGHT ROBB, Accountant in Glasgow, Trustee on the said Sequestrated Estate, hereby intimates that an account of his intromissions with the funds of the Estate, brought down to 8th instant, has been audited by the Commissioners; that he has examined the claims of the several Creditors who have lodged their oaths and grounds of debt on or before said date; further, that a first Dividend will be due on

Monday, 8th January, and will be paid to all those Creditors whose claims have been admitted, within the Chambers of J. W. Robb & Gunn, Accountants, 97 West George Street, Glasgow, on Tuesday the 9th January 1883.

J. WRIGHT ROBB, Trustee.

Glasgow, 23d November 1882.

THE Trustee on the Sequestrated Estates of ALEXANDER STEPHEN, Merchant, Union Street, Aberdeen, hereby intimates that a first Dividend will be paid on the claims admitted at the first statutory period, within the Writing Chambers of James & George Collie, Advocates, Union Street, Aberdeen, on and after 10th January 1883.

JAMES MITCHELL, Trustee.

In the SEQUESTRATION of THOMAS NICOLL, Farmer, Lochlair and Whitehills, in the Parish of Carmyllie and County of Forfar.

DAVID MORGAN GRAHAM, Auctioneer in Forfar, Trustee, hereby gives notice that a first and final Dividend will be paid, within the Writing Chambers of William Gordon, Solicitor, No. 52 East High Street, Forfar, upon the 9th day of January 1883.

D. M. GRAHAM, Trustee.

Forfar, 22d November 1882.

THE Copartnership carried on by the Subscribers as Cotton Spinners and Power Loom Cloth Manufacturers at Adelphi Cotton Works, Hutchesontown, Glasgow, under the Firm of ROBERT THOMSON & SON, has been DISSOLVED by mutual consent as at 30th June 1882.

NEALE THOMSON.

J. WILLIAMSON, of 172 St. Vincent Street, Glasgow, Clerk-at-Law, Witness to the Signature of Neale Thomson.

G. P. ANDERSON, of 172 St. Vincent Street, Glasgow, Clerk-at-Law, Witness to the Signature of Neale Thomson.

J. STRUTHERS HAMILTON.

J. WILLIAMSON, of 172 St. Vincent Street, Glasgow, Clerk-at-Law, Witness to the Signature of James Struthers Hamilton.

G. P. ANDERSON, of 172 St. Vincent Street, Glasgow, Clerk-at-Law, Witness to the Signature of James Struthers Hamilton.

Glasgow, 23d November 1882.

NOTICE is hereby given that the Trustees of the Late MR. GEORGE LAWSON, Baker and Confectioner, West Newington, Edinburgh, transferred as at 1st February 1882 to Mrs. Elizabeth Wilson or Lawson, widow of Mr. Lawson, the Business of Baker and Confectioner carried on by him and after his death by his Trustees at 6 West Newington, 63 Queen Street, 23 Earl Grey Street, and 21 Lothian Street, and said Business is now carried on by Mrs. Lawson under the Name or Firm of GEORGE LAWSON & SON.

ROBT. LAWSON,

JAMES G. CURRIE,

Quorum of Mr. LAWSON's Trustees.

E. LAWSON.

JANE LAWSON, Sherbrooke House,
Craigmillar, Witness.

FANNY LAWSON, Sherbrooke House,
Craigmillar, Witness.

THOMAS JOHNSTONE CARLYLE has retired from the Firm of T. & R. CARLYLE, General Merchants, Waterbeck, Dumfriesshire, and William Lee Carlyle and Thomas Robert Carlyle have been assumed as Partners therein.

The said Thomas Johnstone Carlyle will not be responsible for any debts contracted by the said Firm from and after this date.

Waterbeck, 1st November 1882.

T. & R. CARLYLE.
THOS. J. CARLYLE.
R. CARLYLE.
W. L. CARLYLE.
THOS. R. CARLYLE.

JOHN WELLS, Witness.

JAS. WATT, Witness.

NOTICE.

THE Copartnership which sometime subsisted between the Subscribers as Fleshers at Whifflet, Coatbridge, and was carried on under the Name or Firm of J. H. & D. H. M'PHERSON, was DISSOLVED on the 31st day of December 1881 years.

The Subscriber John Hood M'Pherson at said date

obtained right to the premises, debts, and business of the Firm, and continues the Business for his own behoof, Coatbridge, 23d November 1882.

JOHN H. M'PHERSON.

DUNCAN H. M'PHERSON.

JNO. COUPER, Accountant, Coatbridge,
Witness.

WILLIAM WILSON, Tube Manufacturer,
Coatbridge, Witness.

NOTICE.

THE Copartnership of JOHN YUILLE & SON, Booksellers and Stationers in High Street, Irvine, of which the Subscribers are the sole Partners, has this day been DISSOLVED.

The Subscriber Simpson Boyle Yuille will carry on the Business for his own behoof in the same premises, and will receive payment of all debts due to the Company, and discharge its liabilities.

JOHN YUILLE.

SIMPSON B. YUILLE.

W. D. M'JANNET, Solicitor, Irvine,
Witness.

ROBT. HAMILTON, Solicitor, Irvine,
Witness.

Irvine, 22d November 1882.

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

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