

tampering or fraudulently interfering with any such electric engines and apparatus.

13. The name and address of the applicants for the Provisional Order are—'The Board of Police of Greenock, Greenock.'

14. It is proposed to incorporate with the Provisional 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 Acts, 1845, 1860, and 1869, and to apply or make applicable to the Provisional 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 1882 a map or plan 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 for the County of Renfrew at his Offices at Greenock and Paisley respectively; with the Town Clerk of the Burgh of Greenock at his Office at Greenock; and also at the Board of Trade, Whitehall Gardens, London; and also 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 Office of either of the undersigned on payment of one shilling 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 23d day of November, the date of the newspaper containing the first copy of this advertisement, and they must at 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 the undersigned Solicitors or Agents of the Promoters, and it is desirable they should at the same time send copies of the objections and representations to the Promoters, or to their Solicitors or Agents.

Dated this 23d day of November 1882.

COLIN MACCULLOCH,
Town Clerk, Greenock, Solicitor.

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

In Parliament—Session 1883.

GLASGOW, YOKER, AND CLYDEBANK
RAILWAY.

(New Railways, and Doubling of part of Existing Railway; Widening and Improvement of Public Road at Yoker; Compulsory Purchase of Lands

and Houses; Extension of Time for Completion of Authorized Railways; Tolls and Charges, and Alteration of Tolls and Charges; Agreements between Company and North British Railway Company; Increase of Capital; Payment of Interest during Construction; Amendment and Incorporation 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') for all or some of the following purposes, viz. :—

To authorize the Glasgow, Yoker, and Clydebank Railway Company (hereinafter called 'the Company') to make and maintain the Railways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and convenient stations, sidings, approaches, viaducts, bridges, roads, pumping engines, pumps, tanks, communications, and other works and conveniences connected therewith (hereinafter called 'the intended Railways'), that is to say :—

1. A Railway (number 1) to be wholly situate in the Parish of Old Kilpatrick and County of Dumbarton, commencing by a junction with the Company's main line of railway at or near the western termination thereof at or near Clydebank Station, and terminating by a junction with the Glasgow, Dumbarton, and Helensburgh Railway of the North British Railway Company at a point thereon, 159 yards or thereabouts measured in an easterly direction along that railway from the centre of the bridge immediately to the west of Dalmuir Station, which carries the Parish Road leading from Dalmuir to north-west Boquhanran and other places over the said Glasgow, Dumbarton, and Helensburgh Railway.

2. A Railway (number 2) being a doubling of the Company's main line of Railway, commencing in the Parish of Govan, in the County of Lanark, by a junction with the southern line of rails of the Company's said main line of Railway at a point thereon 145 yards or thereabouts measured in an easterly direction along that Railway, from the centre of the bridge carrying the same over the road leading from Partick to Anniesland Toll called the Crow Road, and terminating in the parish of Old Kilpatrick, in the County of Dumbarton, at or near the western termination, at or near Clydebank Station of the Company's said main line, which Railway No. 2 will be situate in and will pass from, in, through, or into the parish of Govan, in the county of Lanark, the parish of Renfrew, in the county of Renfrew, and the parish of Old Kilpatrick, in the county of Dumbarton.

3. A Railway (number 3) to be wholly situate in the parish of Old Kilpatrick, and county of Dumbarton, commencing by a junction with the Company's main line of railway at a point thereon 170 yards or thereabouts, measured in an easterly direction along that railway from the western termination thereof at or near Clydebank Station, and terminating at a point 303 yards or thereabouts eastward from the junction near Whitecrook of the Forth and Cart Junction Canal with the Forth and Clyde Canal.

4. A Railway (number 4) to be wholly situate in the parish of Govan, in the county of Lanark, commencing by a junction with the Stobercross Branch of the North British Railway, at a point