



# The Edinburgh Gazette.

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TUESDAY, NOVEMBER 20, 1883.

GLASGOW WINTER CIRCUIT, 1883.

Wednesday, 26th December 1883, at eleven o'clock.

LORDS DEAS AND CRAIGHILL.

ÆNEAS J. G. MACKAY, Esq., *Advocate-Depute.*  
J. M. M'COSH, *Clerk.*

## BANKRUPTS

FROM THE LONDON GAZETTE.

### BANKRUPTCIES AWARDED.

Henry Swain, late of 11 Albert Road, Dalston, Middlesex, but now of 42 Gresham Street, London.

Edward Rayner, of 1 and 2 Crosby Hall Chambers, Bishopsgate Street Within, late of 118 Bishopsgate Street Within, also late of 41 Threadneedle Street, all in London, oil and tallow broker, now trading as E. Rayner & Co.

Alexander Paul Hutchinson, of 13 Poultry, London, accountant and auctioneer.

George Henry Baskcomb, of Chislehurst, Kent.

Thomas Fay Hopcroft, of Dorking, Surrey, surgeon.

Edwin Wardroper, of Chichester, Sussex, major in the 2d Battalion Royal Sussex Regiment.

John Thomas Holloway, of Tamworth House, Duffield, Derby, commission agent and commercial traveller.

Charles Haworth, of Commercial Buildings, Cross Street, Manchester, and residing at Newfield, Haslingden, Lancaster, stock and share broker.

Robert Kirkman, of Storthwaite, York, farmer.

In Parliament—Session 1884.]

## PERTH GENERAL STATION.

(Enlargement and Improvement of the General Station at Perth; Construction of Additional Lines and Sidings; Purchase of Additional Lands; Power to Purchase portions of Properties; Further Powers to Perth General Station Committee, and to the Caledonian, North British, and Highland Railway Companies; Perth Station Hotel; Additional Capital; 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 Perth General Station Committee (hereinafter called 'the Joint Committee'), for an Act for all or some of the following purposes:—

1. To authorize the Joint Committee to make and maintain, wholly within the County of Perth, the Railways and works hereinafter described, or some or one of them, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads or communications connected therewith respectively; and also to confer upon the Joint Committee powers for all or some of the following purposes (that is to say):—

(1.) A Railway (No. 1), commencing by a junction with the Scottish Central Section of the Caledonian Railway, at or near the north side of the bridge which carries the Edinburgh and Perth Road over the said Scottish Central Section of Railway near the Perth General Prison, and terminating

by a junction with the Scottish North Eastern Section of the Caledonian Railway, at or near the south side of the bridge which carries the Dovecotland Road over the said Scottish North Eastern Section of Railway, which intended Railway (No. 1), and the 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 Tibbermore or Tibbermuir, and in the Parish of Perth, or in the Parishes of East Church of Perth, Middle Church of Perth, West Church of Perth, and Saint Paul's and the Royal Burgh of Perth, or some or one of those places;

(2.) A Railway (No. 2), commencing by a junction with the said Scottish Central Section of the Caledonian Railway, at a point 100 yards or thereabouts, measuring in a southerly direction from the south side of the bridge known as St. Leonard's Bridge, near the south end of the Perth Passenger Station, and terminating by a junction with the Scottish North Eastern Section of the Caledonian Railway, at a point 90 yards or thereabouts, measuring in a southerly direction from the south side of the bridge which carries the Dovecotland Road over the said Scottish North Eastern Section of Railway, which intended Railway (No. 2), and the 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 Tibbermore or Tibbermuir, and in the Parish of Perth, or in the Parishes of East Church of Perth, Middle Church of Perth, West Church of Perth, and Saint Paul's and the Royal Burgh of Perth, or some or one of those places;

(3.) A Railway (No. 3), commencing by a junction with the said Scottish Central Section of the Caledonian Railway, at or near a point 150 yards or thereabouts, measuring in a southerly direction from the south side of the before-mentioned St. Leonard's Bridge, and terminating by a junction with the Dundee and Perth and Aberdeen Junction Section of the Caledonian Railway, at or near a point 135 yards or thereabouts, measuring in a westerly direction from the west side of the bridge which carries the said Dundee and Perth and Aberdeen Junction Railway over King Street, Perth, which intended Railway (No. 3), and the 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 Perth, or in the Parishes of East Church of Perth, Middle Church of Perth, West Church of Perth, and Saint Paul's and the Royal Burgh of Perth, or some or one of those places;

(4.) A Railway (No. 4), commencing by a junction with the said intended Railway (No. 1), at a point 60 yards or thereabouts, measuring in a northerly direction from the north side of the bridge which carries the Edinburgh and Perth Road over the said Scottish Central Section of Railway, and terminating by a junction with the said intended Railway (No. 1), at a point

320 yards or thereabouts, measuring in a southerly direction from the south side of the before-mentioned St. Leonard's Bridge, which intended Railway (No. 4), and the 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 Perth, or in the Parishes of East Church of Perth, Middle Church of Perth, West Church of Perth, and Saint Paul's and the Royal Burgh of Perth, or some or one of those places;

(5.) A Railway (No. 5), commencing by a junction with the said intended Railway (No. 1) at the point hereinbefore described as the termination of the intended Railway (No. 4), and terminating by a junction with the said intended Railway (No. 3), at a point 70 yards or thereabouts, measuring in a southerly direction from the south side of the before-mentioned St. Leonard's Bridge, which intended Railway (No. 5), and the 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 Perth, or in the Parishes of East Church of Perth, Middle Church of Perth, West Church of Perth, and Saint Paul's and the Royal Burgh of Perth, or some or one of those places;

2. To enable the Joint Committee to purchase and take by compulsion or agreement, lands, houses, buildings and other property for the purposes of the intended Railways and works; and also to enable the Joint Committee to acquire, compulsorily or otherwise, for station and other purposes, lands, houses, streets and other property in the Parish of Tibbermore or Tibbermuir, and in the Parish of Perth, or in the Parishes of East Church of Perth, Middle Church of Perth, West Church of Perth, and Saint Paul's and the Royal Burgh of Perth, or some or one of those places, in the County of Perth, within the limits herein-after described, viz., within an imaginary line, commencing on the Dovecotland Road about 100 feet eastwards from the point where that road crosses the main line of the Scottish North Eastern Section of the Caledonian Railway, and proceeding in a southerly direction to a point about 80 feet from the south end of the street called Earls Dykes, thence eastward parallel to Kinnoull Causeway for about 380 feet to a point in the road leading from the Kinnoull Causeway to the Perth General Station, and thence southward along that road for a distance of about 530 feet, thence eastward to Leonard Street, thence southward along Leonard Street to a point about 150 feet south of the junction of Leonard Street with Cross Street, thence eastward to a point on the street called Pomarium, on the north side of the Dundee and Perth and Aberdeen Junction Section of the Caledonian Railway, thence across that Railway to King's Place in the line of the street called Pomarium, thence westward along King's Place to its junction with the road in front of St. Leonard's Bank, thence southward along the last-mentioned road to the Caledonian Railway Goods Depot, thence to a point on Craigie Burn Bridge, about 90 feet eastward of the Main Line of the Scottish Central Section of the Caledonian Railway, and thence along the east side of that Railway to the before mentioned Edinburgh and Perth



Road, thence along that road in a south-westerly direction for a distance of about 330 feet, thence in a northerly direction along the west side of the said Scottish Central Section of the Caledonian Railway, and along the west side of the Scottish North Eastern Section of the Caledonian Railway to a point on the before-mentioned Dovecotland Road, about 120 feet west of the point where that road crosses the Scottish North Eastern Railway, and thence along the said road to the point hereinafter firstly described.

3. To authorize the Joint Committee, notwithstanding the 90th section of the Lands Clauses Consolidation (Scotland) Act, 1845, to purchase and take by compulsion or agreement any lands, depots, sheds and relative works, vaults, cellars, arches or other offices attached or belonging to, or any other part of any house, building, manufactory or other premises which the Committee may require for the purposes of the intended Act, without being required or compelled to purchase the whole of such lands, depots, sheds and works, house, building, manufactory or premises.

4. To deviate in the construction of the proposed Railways from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as shall be defined on the said plans and provided by the intended Act.

5. To cross, stop up, alter or divert, either temporarily or permanently, roads, streets, highways, bridges, footways, ways and rights of way, Railways, tramways, canals, aqueducts, rivers, navigations, streams, gas and water pipes, sewers, telephone and telegraph apparatus, conduits, drains and watercourses which it may be necessary to cross, stop up, alter or divert for the purposes of the intended Railways, station and works.

6. To levy tolls, rates, and duties, for or in respect of the use of the intended Railways, station and works, and to alter existing tolls, rates and duties, and to confer, vary or extinguish exemptions from the payment of such tolls, rates and duties respectively.

7. To alter, vary and extinguish all existing rights and privileges in any manner connected with the lands, depots, sheds and works, houses, buildings and other property proposed to be purchased or taken, or which would in any manner impede or interfere with the conversion and use thereof for the purposes of the intended Act, or which would be inconsistent with the same, and to confer, vary or extinguish other rights and privileges.

8. To provide that all alterations of existing lines of rails, stations and works belonging to the three Companies represented on the Joint Committee, and all rails, stations and works substituted therefor, and required for carrying out the enlargement, extension and improvement of the General Station, shall be included in the costs and expenses of such enlargement, extension and improvement, subject to the same terms and conditions as are defined and expressed in the Perth General Station Act, 1865 (hereinafter called 'the Act of 1865'), or to such terms and conditions as may be prescribed by the intended Act, and to make provision for the vesting and ownership of all altered and substituted works, and also to make provision as to what proportion of the costs and expenses connected with the alteration and extension of the Dundee and Perth and Aberdeen Junction Railway Station, the goods station and the lines of Railway connected therewith, shall be chargeable against the Joint Committee and what proportion

against the Caledonian Railway Company as representing the Dundee and Perth and Aberdeen Junction Railway Company.

9. To provide that the rights, powers, obligations and privileges of the Caledonian Railway Company, the North British Railway Company and the Highland Railway Company, in relation to the proposed enlargement, extension and improvement of the General Station, shall remain and continue as if such enlargement, extension and improvement had been carried out under the provisions of the Act of 1865.

10. To extend the authority, jurisdiction and powers of the Joint Committee, as defined and expressed in the Act of 1865, and to place under the Joint Committee the maintenance, management and regulation of the enlarged station, and all works thereon and lands connected therewith, and whole lines of Railway sidings and works situate within the area of such proposed extension.

11. If deemed expedient so to do, instead of conferring all the before-mentioned powers on the Joint Committee, to confer the same powers, or some of them, on the Caledonian Railway Company, the North British Railway Company and the Highland Railway Company, or on one or more of those Companies, or to confer some of such powers on one or more of those Companies, and other of such powers on the other or others of those Companies, and in any case to confer on those Companies respectively all such powers and authorities, and to subject them to all such obligations as may be deemed expedient for giving effect to the objects of the intended Act, and particularly to authorize and require each and every of those Companies to expend, and on the demand of the Joint Committee to pay, either for, or in advance, for works executed or to be executed by the Joint Committee, all such sums of money, either annual or in gross, as the Joint Committee shall from time to time require, and in default of payment of any such sums of money to enable the Joint Committee to sue for, recover and enforce payment thereof from the Company making such default.

12. To amend or enlarge all or some of the provisions of the Perth Station Hotel Act, 1865, and to authorize the Joint Committee or the said three Companies to erect and maintain a station hotel, with all proper offices and conveniences connected therewith.

13. To enable the Caledonian Railway Company, the North British Railway Company and the Highland Railway Company respectively, to apply for the purposes of the intended Act, or any of them, any sums of money which any such Company may deem it necessary or expedient so to apply, and to pay the same out of any existing or authorized capital or borrowed money or revenue of such Company, or, if need be, to raise for such purposes additional capital by the creation of shares or stock, or by borrowing, and to attach to all or any of such shares or stocks any guaranteed or preference dividend and any other rights or privileges.

14. To enable the Joint Committee to apply to the purposes of the intended Act, or some of them, any moneys which they at present possess, or which they have still the power to raise, and to enable the Joint Committee to borrow and re-borrow money on mortgage at interest on the security of the said General Station, and of the lands, buildings, offices, rails and other property therein, and of the rents payable by the Companies therein, and by other persons, for the use thereof,

and of the annual income and other payments from time to time payable by the said Companies to the Joint Committee in respect of their expenditure upon the said station or otherwise, and to make provision for the repayment of the sums so to be borrowed, and also to provide a sinking fund for paying off the principal of such moneys, and also to authorize the said Railway Companies to redeem any annual sum payable by them to the Joint Committee, and to apply and raise capital for such purpose.

15. 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 Perth General Station Act, 1865, and any other Acts relating to the Perth General Station; The Scottish Central Railway Consolidation Act, 1859, in so far as not repealed; The Caledonian Railway Act, 1845; and all other Acts relating to or affecting the Caledonian Railway Company; The North British, Edinburgh, Perth and Dundee, and West of Fife Railways (Amalgamation) Act, 1862; and all other Acts relating to or affecting the North British Railway Company; The Highland Railway Act, 1865, and all other Acts relating to or affecting the Highland Railway Company.

16. Duplicate plans and sections showing the lines and levels of the intended Railways and works, and the lands, houses and property proposed to be taken as aforesaid, 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 property, as also a published 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, 1883, with the Principal Sheriff Clerk of the County of Perth, at his offices in Perth and Dunblane; and on or before the same day a copy of so much of the said plans, sections and Book of Reference as relates to each parish in or through which the intended Railways and works will be made, or in which any lands or other property intended to be taken are situate, and a copy of this Notice, will be deposited in the case of each such parish with the Session Clerk of such parish, at his residence; 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 Royal Burgh of Perth, and a copy of this Notice, will be deposited with the Town Clerk of the said Royal Burgh, at his office in Perth.

17. 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 12th day of November, 1883.

WM. WHITE MILLAR, Edinburgh,

GEORGE JACKSON, Glasgow,

Solicitors for the Bill.

MARTIN & LESLIE,

27 Abingdon Street, Westminster,

Parliamentary Agents.

In Parliament—Session 1884.

### SCOTTISH IMPERIAL INSURANCE COMPANY.

(Restriction of Memorandum of Association; Repeal of Powers with Respect to Fire Insurance and Guarantees of Fidelity; Alteration of

Articles of Association; or Dissolution of Company Constituted by the said Memorandum and Articles, and Reincorporation thereof; Rearrangement of Constitution and Management of Company; Investment of Funds; New Apportionment of Profits between Shareholders and Policyholders; Provisions as to Policies Effected by Persons Resident in England and Ireland, and as to Payments to Representatives of Persons Dying Abroad.)

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

To alter and restrict the powers and provisions of the Memorandum of Association of The Scottish Imperial Insurance Company (hereinafter called 'the Company') and to provide that the Company shall no longer have power to issue Policies of Insurance against loss and damage by fire, or for guaranteeing the fidelity of persons in whom pecuniary trust is reposed or employed in offices of confidence.

To alter the Articles of Association of the Company, and the Special Resolutions amending those Articles, or to rescind the same and make new provisions with respect to the constitution and capital of the Company; the appointment, number, qualification, rotation, removal, and powers of the Directors; the appointment of a Governor, Deputy-Governor, Extraordinary Directors, Committees, Local Boards, and Auditors; the appointment and removal of officers and clerks, the shares in the capital of the Company and calls payable thereon, the allotment, registration, transmission, forfeiture, and surrender of such shares, the meetings of the Company and the minutes of the proceedings thereat, the execution of deeds, the service of notices, and the general management and conduct of the affairs of the Company, the investment of the funds of the Company in the United Kingdom and elsewhere; the apportionment of the profits of the Company between the Shareholders and the holders of Policies; the declaration of dividends and bonuses, and the formation of a reserved fund: As also to sanction payments to the Executors and Administrators of persons dying abroad, without their making up titles in the United Kingdom, and to provide that Policies effected by persons in England or Ireland shall be deemed to be contracts made in those countries respectively.

To dissolve, if thought expedient, the Company constituted by the said Memorandum and Articles of Association, and to reincorporate the same by the Bill, with the altered and new powers and provisions hereinbefore referred to.

To confer all such rights and privileges as may be necessary or expedient for carrying out the objects aforesaid or incidental thereto, and to vary or extinguish all such rights and privileges as may in any manner interfere with those objects.

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

Dated this 13th day of November, 1883.

BURNS, AIKEN, & CO.,

201 West George Street, Glasgow.

GRAHAMES, CURREY, & SPENS,

30 Great George Street, Westminster.





In Parliament—Session 1884.

### GREENOCK HARBOUR.

(New Graving Dock; Tolls, Rates, &c.; Borrow further Money; Payment of Interest on Borrowed Money; Amendment of Section 78 of the Act of 1880; Alteration of Rates on Vessels and Goods; Power to Trustees and Others to Invest in Securities of Harbour Trustees; Provisions as to Letting Harbours and Docks or Berths therein; Incorporation of Acts; Amendment of Acts and other Purposes.)

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

To authorize the Trustees to make and maintain a Graving Dock, to be situate wholly in the East Parish of Greenock or Parish of Greenock, and opposite to the Firth or River of Clyde, all in the County of Renfrew, on lands and foreshores belonging to the Trustees, situated northward of the James Watt Wet Dock now in course of construction, and eastward of the Garvel Graving Dock, and in continuation of the last-mentioned Dock, the proposed Graving Dock will commence at a point in an imaginary straight line drawn eastward in extension of the centre line of the said Garvel Graving Dock, 14 yards or thereby eastward from the head or eastward end of the said Garvel Graving Dock, and will terminate at a point on the said straight line 264 yards or thereby measured eastward along the said line from the point of the commencement hereinbefore described of the proposed Graving Dock, together with all necessary and convenient approaches, entrances, gates, quays, beacons, caissons, locks, bridges, stages, sheds, workshops, cranes, moorings, sidings, rails, works, machinery, and conveniences connected therewith.

To authorize the Trustees in the construction of the said Graving Dock and Works to deviate laterally from the lines and vertically from the levels of the said lines as shown in the plans and sections to be deposited as hereinafter mentioned to any extent to be authorized by the Bill.

To empower the Trustees to cross, divert, alter, or stop up, or otherwise interfere with, either temporarily or permanently, roads, railways, tramways, drains, sewers, navigations, rivers, canals, streams and water-courses, gas, water, and other pipes, telegraphs, and telegraph and telephonic apparatus in the parish before mentioned, so far as may be necessary in constructing and maintaining the said intended Graving Dock and Works or for the purposes of the Bill.

To authorize the Trustees to demand, levy, and recover tolls, rates, dues, rents, and charges for and in respect of the Graving Dock and other Works; to alter existing tolls, rates, dues, rents, and charges; and to confer exemptions from the payment of such tolls, rates, dues, rents, and charges.

To authorize the Trustees to divert, take, and use water from the River or Firth of Clyde into and for the purposes of the intended Graving Dock and other Works.

To provide that the proposed Graving Dock

shall for all purposes be part of the undertaking of the Trustees.

To enable the Trustees to make and maintain in connection with the Embankments (fourthly, fifthly, and seventhly), and with the River Embankment (sixthly), described in section 15 of 'The Greenock Harbour Act, 1880,' all necessary locks, docks, basins, gates, sluices, piers, quays, wharves, jetties, landing places, slips, railways, tramways, cattle pens, slaughter houses, roads, approaches, warehouses, sheds, coal tips, staiths, bridges, cranes, weighing machines, communications, and other works and conveniences to the southward of the top of the northern slope of the said River Embankment No. 6, authorized by the said Greenock Harbour Act, 1880; and to alter or amend the said Section 15.

To authorize the Trustees to let on lease or otherwise any of the Docks, Graving Docks, Quays, Wharves, and other Works, Warehouses, or other Buildings belonging to them to any corporation, company, or person, and to enable the Trustees to let, lease, or grant to any corporation, company, or person the right or the exclusive right to use any of their Docks, Warehouses and other Works, or any Quay, Quayage space, places or berths, Sheds, Cranes, or other conveniences or works on such terms and conditions as the Trustees think fit, or as may be provided by the Bill, or as Parliament may sanction.

To authorize the Trustees to borrow (in addition to the sums they have already borrowed or which they are authorized to borrow) and from time to time to reborrow further sums of money on the security of the tolls, rates, dues, rents, and charges now leviable by them and to be levied under the Bill, and of the lands and property now belonging to or hereafter to be acquired by them for the general purposes of their undertaking, and of the Graving Dock to be authorized by and of the other purposes of the Bill, and if thought expedient to fund the money already borrowed or to be borrowed or any part thereof, and to make applicable for the general purposes of their undertaking as well as of the intended Graving Dock and of the Bill any of the existing funds or property of the Trustees as well as the money authorized to be raised and borrowed under The Greenock Harbour Acts hereinafter in this notice mentioned and the Bill, and the funds and property to be hereafter levied, raised, or acquired by them.

To extend the time within which the Trustees may apply money borrowed and to be borrowed by them, and other moneys belonging to them or under their control, in payment of interest on money borrowed by them under the Greenock Harbour Acts, and to be borrowed by them under those Acts and under the Bill, or any of them, and to amend section 78 of the Greenock Harbour Act, 1880, and any other provisions of the said Greenock Harbour Acts, relating to the payment of interest on borrowed money, and if need be to confirm the payment of interest on borrowed money already paid by the Trustees, and to make further provisions with respect to the payment of interest on money borrowed under the Greenock Harbour Acts and under the Bill, and to make such other provisions with reference to the several matters aforesaid as the Bill may define or Parliament may sanction.

To empower the Trustees to alter, vary, or reduce the rates on vessels using the Harbours, Docks, and Piers, or other Works of the Trustees,

and also the rates on goods shipped or unshipped at any of the Works of the Trustees, and the classification of such vessels and goods; and to alter and amend Section 76 of the Greenock Port and Harbours Act, 1866, and the schedule referred to in that section, and Section 34 of the Greenock Harbour Act, 1880, and Schedule A referred to in that section; and to otherwise alter or vary the several rates authorized by the said last two mentioned Acts as the Bill may provide or Parliament may sanction.

To authorize and enable trustees, executors, administrators, and other persons for the time being authorized to invest money in public stocks, or funds, or other Government securities, and in the mortgages, debentures, or debenture stock of any railway or other company, or other incapacitated persons, to lend money to the Trustees, and to invest money in and to accept and hold the mortgages or assignments of the Trustees in the same manner as they have power to invest in public stocks, or funds, or other Government securities, and in the mortgages, debentures, or debenture stock aforesaid, and to make such other provisions with reference to the matters aforesaid as the Bill will define or Parliament may sanction.

To alter, amend, or repeal, so far as may be necessary for the purposes of the Bill, the provisions or some of the provisions of the following local and personal Acts (in this Notice called 'The Greenock Harbour Acts'), viz.: 'The Greenock Port and Harbour Acts, 1866, 1867, 1872, and 1880,' 'The Greenock Harbour Order, 1868,' and 'The Greenock Harbour Order, 1882,' and any other Acts or Orders relating to the Trustees or the Port and Harbours of Greenock.

To vary or extinguish all rights and privileges inconsistent with or which would interfere with the objects of the Bill, and to confer other rights and privileges; and to confer on the Trustees all such other powers, rights, and privileges as may be requisite for carrying out the objects of the Bill.

To incorporate with the Bill and to make applicable to the purposes of the Bill all or some of the provisions of 'The Lands' Clauses Consolidation (Scotland) Act, 1845,' 'The Lands' Clauses Consolidation Acts, 1860 and 1869,' 'The Harbours, Docks, and Piers Clauses Act, 1847,' 'The Commissioners' Clauses Act, 1847,' 'The Railways Clauses Consolidation (Scotland) Act, 1845,' and 'The Railways Clauses Act, 1863,' and to wholly or partially exempt the Trustees from some of the provisions of those Acts, or to modify or alter the same with reference to all or any of the objects of the Bill.

Notice is hereby also given, that duplicate plans and sections describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property to be taken or used under the powers of the Bill, with books of reference to the plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and 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 1883, be deposited for public inspection with the principal Sheriff-Clerk of the County of Renfrew, at his Offices at Paisley and Greenock 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 parish in or through which the

intended works will be made, or in which any lands, houses, or property intended to be taken or used are situate, and a copy of this notice will be deposited with the Session-Clerk of each such parish, at the office 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 thirteenth day of November 1883.

THO. WILSON,

Clerk to Harbour Trust,

Solicitor for the Bill.

SIMSON, WAKEFORD, GOODHART, & MEDCALF,

11 Great George Street, Westminster,

Parliamentary Agents.

In Parliament—Session 1884.]

### CLYDE NAVIGATION.

(Construction of Quays or Wharfs and Other Works, and Acquisition of Additional Lands in the Parishes of Govan and Old Kilpatrick; Extension of Harbour Limits, and Arrangements as to Police and Assessments in Extended Limits; Powers to Acquire and Work Erskine Ferry; 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 (hereinafter called "the 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 Quays and Wharfs and other Works hereinafter described or some of them, or part or parts thereof respectively, together with all necessary buildings, warehouses, sheds, sidings, tramways, approaches, cranes, weighing machines, embankments, excavations, dredging and other works and conveniences connected therewith, or required for the construction, maintenance, and use thereof, or some of them, viz:—

1. A Quay or Wharf on the north side of the River Clyde, to be wholly situate in the Parish of Govan, commencing at or near the south-west corner of Meadowside Shipbuilding Yard, and extending thence westwardly along the River Clyde, and terminating at or near the south-eastern corner of the property known as Partick Saw Mills.
2. A Quay or Wharf on the north side of the River Clyde, to be wholly situate in the Parish of Govan, commencing at or near the termination at the River Clyde of the road formerly called the Ree Road, now called Sawmill Road, and extending thence westwardly along the River Clyde, and terminating at a point 175 yards or thereabout eastwardly from the south-east corner of Clydeholm Shipbuilding Yard.
3. A Quay or Wharf on the south side of the



River Clyde, to be wholly situate in the Parish of Govan, commencing at or near the south side stair of Whiteinch Ferry, and extending thence eastwardly along the River Clyde, and terminating at a point 170 yards or thereabout from the said point of commencement.

4. A Quay or Wharf on the south side of the River Clyde, to be wholly situate in the Parish of Govan, commencing at or near the north-west corner of the Shipbuilding Yard and Lands of Linthouse, and extending thence westwardly along the River Clyde, and terminating at or near a point 1165 yards from the commencement before described, and 322 yards or thereabout north-eastwardly from the north-east corner of Shield's Dwelling-house.
5. A Quay or Wharf on the north side of the River Clyde, to be wholly situate in the Parish of Old Kilpatrick, commencing at a point at or near the south-east corner of the Trustees' Property and Workshops at Dalmuir, and extending thence eastwardly along the River Clyde, and terminating at a point 33 yards or thereabout from the said point of commencement.

To authorize the Trustees to purchase, take and acquire, compulsorily or by agreement, the Lands after described, or some part or parts thereof, for the purposes of the Quays or Wharfs before described, and for providing Cattle Quarantine Stations, Cattle Depots, and Timber Yards, and Conveniences connected therewith, and for other purposes connected with the undertaking of the Trustees, viz. :—

1. That portion of the Lands of Meadowside in the Parish of Govan, on the north side of the River Clyde, situate between the River Clyde on the South, the property of Partick Saw Mills on the West, the footpath recently formed leading from the north-east corner of the said Saw Mills property to its junction with Clyde Street, Partick, on the North; the public road now or formerly known as Meadowside Statute Labour Road leading from Clyde Street aforesaid to the north-west corner of Meadowside Shipbuilding Yard on the North-east and North; and Meadowside Shipbuilding Yard on the East.
2. That portion of the lands of Merklands, in the Parish of Govan, on the north side of the River Clyde, situate between the River Clyde on the south; the Road formerly called the Ree Road, now called Sawmill Road, on the east; the Public Road from Glasgow to Dumbarton on the north; and the Feu or Property called Inchbank, and the line of the eastern boundary of such Feu or Property prolonged southwardly to the River Clyde, on the west.
3. That portion of the lands of Holmfauldhead, on the south side of the River Clyde, in the Parish of Govan, situate between the River Clyde, on the north; the Shipbuilding Yard and lands of Fairfield on the east; the Public Road between Glasgow and Renfrew on the south; and the Shipbuilding Yard and lands of Linthouse on the west.
4. That portion of the lands of Shieldhall, on

the south side of the River Clyde, in the Parish of Govan, situate between the River Clyde, on the north; the Shipbuilding Yard and lands of Linthouse on the east; the Public Road between Glasgow and Renfrew on the south; and the Lands now or lately the property of John Napier on the west.

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 and of the Bill, will be and are situate in the Parishes of Govan, in the County of Lanark, and Old Kilpatrick, in the County of Dumbarton, or one of them.

To authorize the Trustees, in the construction of the intended Works above described, to deviate laterally from the lines of the said intended Works to the extent shown on the Plans to be deposited as hereinafter mentioned, and to deviate vertically from the levels shown on the Sections to be deposited with such Plans to such extent as may be specified in or provided by the Bill; and for the purposes of the said intended Works, and for the other purposes of the Bill, to cross, divert, alter, and stop up, either temporarily or permanently, public and other roads, streets, ways, lanes, footpaths, passages, streams, gas and water pipes, drains, sewers, telegraphs and telegraphic apparatus, railways, tramways, or other works within the parishes and places aforesaid, or any of them; and to provide that all altered or diverted portions of roads or footpaths which may be constructed by the Trustees under the powers of the Bill shall, in all respects, form respectively parts of the existing roads or footpaths, 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 bodies or persons liable to maintain the said existing roads or footpaths, or such other bodies or persons as may be specified in the Bill.

To authorize the Trustees to stop up permanently, and abolish for the purposes of the said intended Works and of the Bill, the footpaths or rights of way claimed by the public, or some part or parts thereof between the points following, viz. :—

1. From Govan Ferry, West (sometimes called Meadowside Ferry, West), westwardly along the north side of the River Clyde, and on the east side of Partick Sawmills to the north-east corner of such Mills.
2. From the southern termination of the Road formerly called the Ree Road, now called Sawmill Road, westwardly along the north side of the River Clyde to the western termination of the Quay or Wharf second before described.

To authorize the Trustees to purchase, take and acquire, compulsorily or by agreement, the Ferry across the River Clyde known as Erskine Ferry or East Ferry of Erskine, belonging or reputed to belong to The Right Honourable Charles, Lord Blantyre, together with his whole rights, title, and interest thereto, including the ferry slips, accesses, ferry dues, servitudes, privileges, plant, and appurtenances attached to or connected with the said Ferry; to confer on the Trustees and the said Lord Blantyre, and all persons having or claiming to have interest in the said Ferry and rights aforesaid, all necessary powers to enable them respectively to make and

enter into and carry into effect contracts and agreements for the purchase, sale, and conveyance of the said Ferry and rights aforesaid.

To authorize the Trustees on acquiring the said Ferry to work and maintain the same, to make bye-laws, rules, and regulations, in respect of the traffic thereat, and the management thereof, to provide new or additional plant and appurtenances for the proper and efficient working of the Ferry, to levy tolls, rates, rents, and duties for and in respect of the use thereof, to repeal or alter existing tolls, rates, rents, and duties, or some of them, and to confer, vary, or extinguish exemptions from payment of existing or any new tolls, rates, rents, and duties.

To authorize the Trustees to purchase, take and acquire compulsorily, or by agreement, lands, houses, railways, tramways, 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.

To authorize the Trustees and the owners of and other persons interested in any 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, by purchase, or in feu, lease in perpetuity, or otherwise, for such prices, feu-duties, ground annuals, 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, servitudes, 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, railways, tramways, 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, lease, or dispose of any lands, houses, or other property already acquired, or hereafter to be acquired by them; 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 authorize the Trustees to levy tolls, rates, rents, and duties for or in respect of the use of the said intended Quays or Wharfs, Quarantine Stations, Cattle Depots, Timber Yards, and other Works and Conveniences.

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, and to levy new or additional tolls, rates, rents, and duties, for or in respect of the use of their undertaking or any part thereof; 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 provide that the Quays or Wharfs, first, second, third, and fourth before described, and the Quay or Wharf ninth, authorized by the Clyde Navigation Act, 1883, and also the lands which may be acquired by the Trustees under the powers of the Bill shall be held to be and shall be included within the Harbour of Glasgow.

To provide for the watching, lighting, and cleansing of the Quays or Wharfs and Lands last mentioned, and the buildings and conveniences which may be provided in connection therewith by the Marine Division of the City of Glasgow Police, and the Trustees; or alternatively by the Magistrates and Commissioners of the Burghs of Govan and Partick respectively, or any other Local Authority having jurisdiction, or some of the said Bodies and the Trustees; and for fixing the amount of the Assessments for those purposes leviable by the said Bodies respectively or some of them, or for fixing the amount of abatement to be made from such assessments; and to enable the Trustees, the Lord Provost, Magistrates, and Council of the City and Royal Burgh of Glasgow, and the said Bodies, 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 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, and the Lands Clauses Consolidation Acts Amendment Act, 1860, 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, The Clyde Navigation Act, 1883, and any other Acts relating to the Clyde Navigation; The Govan Burgh Act, 1878, and any Local or Public Acts relating to or affecting the Burghs of Govan and Partick; 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, and of the Bill, with a Book of Reference to such Plans, containing the names of the owners, or reputed owners, lessees or reputed





lessees, and occupiers of such lands, 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, 1883, 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 Dumbarton of the Principal Sheriff Clerk of the County of Dumbarton, and a copy of so much of the said Plans, Sections, and Book of Reference as relates respectively to each of the said Parishes of Govan and Old Kilpatrick, together with a copy of this Notice will, on or before the said 30th day of November, 1883, be deposited for public inspection with the Session-Clerk of each such Parish at his office.

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, 1883.

Dated this 12th day of November, 1883.

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 1884.

#### HAMILTON COURT HOUSES; LANARK-SHIRE COUNTY BUILDINGS.

Assessments; Contributions; Agreements; Borrowing Powers; Purchase of Lands; Amendment of Acts.

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

To provide for enlarging, altering, and improving the existing Court Houses at Hamilton, in the County of Lanark, including the offices and accommodation for the Sheriff, Sheriff-Clerk, Procurator-Fiscal, and other officers, and for procurators and witnesses, and the safe custody of records and documents, and for making additions to the buildings, accommodation and fittings of the said existing Court Houses, and erecting and fitting up new buildings for the purposes aforesaid, and also, if thought expedient, for the use of the Commissioners of Supply, the Income Tax Commissioners, and the Justices of the Peace of the said County, the County Road Trustees, and County Road Board of the Middle Ward thereof, and the committees and clerks and other officers of those respective bodies and other purposes connected with the said County, and the several wards or districts thereof.

To provide means for defraying the expenses of such enlargement, alteration, improvement, additions, erections, and fittings, and of maintaining the same, by assessments to be levied by the Commissioners of Supply of the said County, and by the Commissioners appointed by and acting under the local Acts 3 and 4 William IV., Chapter 108, and 11 and 12 Victoria, Chapter 32, relating to the said Court Houses (hereinafter called 'The Court House Commissioners'), or by one of those bodies, upon the owners and occupiers, or owners or occupiers of lands and heritages in the said Middle Ward, or in that portion thereof which is not

included within what is known as the Airdrie District, and also in the remainder of the said County, including the Burghs within the said respective areas, in such proportions and at such respective rates as shall be defined in the Bill.

To empower the Commissioners of Supply of the said County to apply a part of the County General Assessment, leviable under the County General Assessment (Scotland) Act, 1868, towards the purposes aforesaid or some of them, and to levy the said assessment at a higher rate within the said Middle Ward, or within that portion thereof not included in the Airdrie District, than within the remainder of the said County.

To authorize the Lords Commissioners of Her Majesty's Treasury, if they shall think fit, and also to authorize and require the Provost, Magistrates, and Council of the Burgh of Hamilton as now extended, to contribute towards the expenses aforesaid, or some portion thereof.

To empower the said Commissioners of Supply and the Court House Commissioners, or one of these bodies, to borrow money for the purposes aforesaid or some of them upon the security of the said respective assessments or otherwise, and to purchase by Agreement lands and houses for these purposes or some of them.

To empower the two bodies of Commissioners last hereinbefore mentioned, and the Provost, Magistrates, and Council of the said Burgh, to enter into Agreements with each other with respect to any of the purposes aforesaid.

To confer all such rights and privileges as may be necessary or expedient for carrying out the objects aforesaid or incidental thereto, and to vary or extinguish all such rights and privileges as may in any way interfere with those objects; as also to alter the assessments authorized by the several Acts hereinbefore and after mentioned, or some of them, and to confer, vary, and extinguish exemptions from the payment of these assessments and of the assessments to be authorized by the Bill or some of them.

To amend, and so far as necessary, to repeal, the powers and provisions of the several Acts hereinbefore mentioned, and also of the Sheriff Court Houses Act, 1860, and the Hamilton Burgh Act, 1878, and any other Acts relating to any of the matters aforesaid.

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 15th day of November 1883.

W. ALSTON DYKES,  
Clerk of Supply, Hamilton.

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

In Parliament—Session 1884.

#### DUNDEE SUBURBAN RAILWAY.

Incorporation of a Company; Construction of Railways from the Dundee and Arbroath Joint Railway to the Dundee and Newtyle Section of the Caledonian Railway; Compulsory Purchase of Lands, Houses, and other Property; Underpinning; Tolls and Charges; Money Powers; Interest during Construction; Running Powers over the Caledonian, North British, and Dundee and Arbroath Joint Railways; Repeal of

Section 90 of Lands Clauses Consolidation (Scotland) Act, 1845, &c.; Working and Traffic Agreements; Amendment of Acts, &c.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to incorporate a Company (hereinafter referred to as 'the Company'), and to authorize such Company to make and maintain the Railways hereinafter mentioned, with all proper and necessary Stations, Sidings, Works, Approaches, and Conveniences connected therewith, and to exercise the powers hereinafter mentioned, that is to say—

1. A Railway (No. 1) commencing in the Parish of Dundee, and County of Forfar, by a junction with the Dundee and Arbroath Joint Railway at a point distant  $17\frac{1}{2}$  chains, or thereabouts, measured in a south-westerly direction from the south-west corner of the building known as the Dundee Orphan Institution, and passing thence, from, through, or into the said Parish of Dundee, and terminating in the said Parish of Dundee at a point distant three chains, or thereabouts, measured in a south-easterly direction from the north-west corner of Hospital Park.

2. A Railway (No. 2) commencing in the said Parish of Dundee, by a junction with the termination of Railway No. 1 above described, and terminating in the Parish of Liff and Benvie, and County of Forfar, by a junction with the Dundee and Newtyle section of the Caledonian Railway, at a point two chains or thereabouts, measured in a north-easterly direction from the centre of the railway bridge over Wellbank Lane.

The Bill will confer on the Company the usual powers granted to Railway Companies for the construction and maintenance of Railways, and will enable the Company to deviate from the line and levels of the proposed Railways, as shown on the plan and section hereinafter referred to, to the extent defined by the Act, to cross, divert, alter, or stop up, either temporarily or permanently, turnpike, statute labour, and other roads, streets, ways, railways, tramways, bridges, drains, streams, water-courses, sewers, navigations and rivers, gas, water, and other pipes, telegraphs and telegraph apparatus, and telephones and telephonic apparatus, within the said Parishes, for the purposes of the said intended Railways and Works.

To purchase, compulsorily or by agreement, any lands, buildings, and other property in the parishes of Dundee and Liff and Benvie aforesaid, for the construction of the said intended Railways, Stations, Sidings, Works, Approaches, and Conveniences connected therewith, and other purposes of the said Act, and to vary or extinguish all rights and privileges in connection therewith, and to confer other rights and privileges, and notwithstanding anything contained in the 90th section of the Lands Clauses Consolidation (Scotland) Act, 1845, to purchase part or parts only of such lands, buildings, and other property without being compelled to purchase the whole.

To underpin or otherwise secure any houses or buildings which might be rendered insecure by the construction of the said intended Railways and Works, and which houses and buildings would not be required for the purposes of the undertaking.

To levy tolls, rates, duties, and charges in respect of the intended Railways for the conveyance of

passengers, animals, and goods thereon, and alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and charges.

To authorize the Company to raise money for the purposes of their undertaking by the creation and issue of shares or stock and by borrowing on mortgage or bond, and to exercise all other necessary powers for carrying into effect the objects of the said intended Act, and notwithstanding anything contained in the Companies Clauses Consolidation (Scotland) Act, 1845, to pay interest or dividends on the moneys raised under the powers of the Act during the construction of the said Railways and works, subject to such terms and conditions and for such period as may be defined by the Act.

To enable the Company and all Companies and persons lawfully using the Railways of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration or defined by the Bill, all or any of the respective Railways or parts of Railways, and undertakings hereinafter mentioned, together with the stations, watering-places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively; that is to say, so much of the Dundee and Arbroath Joint Railway as lies between the junction therewith of the said intended Railways hereinbefore described, at the commencement thereof, and the termination of the said Dundee and Arbroath Joint Railway, at the East Station in Dundee, and including the use of that Station; also so much of the North British Railway as lies between the Junction of that Railway with the Dundee and Arbroath Joint Railway and the Tay Bridge Station, including the use of that Station; also so much of the Dundee and Newtyle and Dundee and Perth Sections of the Caledonian Railway as lie between the junction of the said Railway No. 2 with the said Dundee and Newtyle Section and the termination of the said Dundee and Perth Section at the West Station in Dundee, and including the use of that Station; and also the whole lines connecting the Caledonian and North British Railways at and adjacent to the Tay Bridge and West Stations, Dundee; and to require the Companies owning the said portions of Railways and Stations respectively to afford all requisite facilities for the purpose, and to receive, book through, forward, accommodate, and deliver on and from the same, and at the stations, warehouses, and booking offices thereof, all traffic of every description coming from or destined for the undertaking of the Company upon such terms and conditions as may be agreed upon, or as, failing agreement, may be determined by arbitration, or defined by the Bill, and if need be, to alter the tolls, rates, and charges which the said Company may respectively demand and take upon their respective undertakings, and to confer exemptions from such tolls, rates, and charges.

The intended Act will enable the Company, on the one hand, and the Caledonian and the North British Railway Companies and the Committee having the management or administration of the Dundee and Arbroath Joint Railway on the other hand, from time to time to enter into and carry into effect contracts and agreements with





respect to the working, use, management, and maintenance of the intended Railways, or any part or parts thereof; the supply of rolling and working stock and plant, and of officers and servants, for the conveyance and conduct of the traffic thereon; the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, conveyance, accommodation, and transmission of traffic to, from, and over the Railways of the contracting Companies, the fixing, collection, payment, division, and appropriation of the tolls, charges, and other revenue arising from that traffic, and the payment, allowances, and rebates to be paid, made, or allowed by any of the contracting Companies to the other or others of them, and the intended Act will sanction or confirm any agreement already made, or which previously to the passing thereof may be made touching any of the matters aforesaid.

The intended Act will vary and extinguish all existing rights and privileges which may interfere with its objects, and it will incorporate with itself the whole or such of the provisions as may be necessary of the Companies Clauses Consolidation (Scotland) Act, 1845; the Companies Clauses Acts, 1863 and 1869; the Lands Clauses Consolidation (Scotland) Act, 1845; the Lands Clauses Consolidation Acts Amendment Act, 1860; the Railway Clauses Consolidation (Scotland) Act, 1845; the Railways Clauses Act, 1863; the Railway Companies (Scotland) Act, 1867; and the Regulation of Railways Act, 1868; with such modifications of the provisions of those Acts as may be deemed expedient; and, so far as may be necessary, the Bill will amend, extend, or enlarge some of the powers and provisions of the following local and personal Acts, that is to say, the Caledonian Railway Act, 1845, and any other Act or Acts relating to or affecting the Caledonian Railway Company; the North British, Edinburgh, Perth, and Dundee and West of Fife Railways Amalgamation Act, 1862, and any other Act or Acts relating to or affecting the North British Railway Company; and the North British Railway (Dundee and Arbroath Joint Line) Act, 1879, and any other Act or Acts relating to or affecting the Joint Line.

And Notice is hereby further given, that on or before the 30th day of November instant, a Plan and Section in duplicate of the intended Railways and Works and of the Lands, Houses, and other property to be taken under the compulsory powers of the Act, with a Book of Reference to such Plan, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such Lands, Houses, and other property, and a Copy of this Notice, as published in the Edinburgh Gazette, together with an Ordnance Map, with the Line of Railways delineated thereon, showing their general course or direction, will be deposited for public inspection with the Principal Sheriff-Clerk for the County of Forfar, at his respective offices in Forfar and Dundee, and that copies of so much of the said Plan, Section, and Book of Reference as relate to the respective Parishes hereinbefore mentioned, together with a copy of this Notice will be deposited with the Town Clerk of the Royal Burgh of Dundee at his office in Dundee, and with the Session-Clerks of such Parishes at their respective offices or residences.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of

Commons on or before the 21st day of December next.

Dated the 16th day of November 1883.

SHIELD & KYD,

8 Euclid Street, Dundee;

PATERSON, CAMERON, & CO.,

8 Castle Street, Edinburgh,

Solicitors for the Bill.

BAXTERS & CO.,

5 and 6 Victoria Street, Westminster,

Parliamentary Agents.

In Parliament—Session 1884.]

#### AYR 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 (in this notice called 'The Bill') for all or some of the following purposes, that is to say,

To incorporate a Company (hereinafter called 'The Company'), and to authorise 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 or road which intersects or joins the street, road, or place along which the Tramway is proposed to be laid, the distance is to be taken as measured from the point at which the lines drawn along the centres of the two streets, roads, or places, and continued, would intersect each other, and a point described as being opposite a street or road is to be taken (unless otherwise stated) as opposite the centre of the street or road.

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

(1). A Tramway No. 1 partly situate in the parish of Monkton, partly in the parish of Newton-on-Ayr and partly in the parish and Royal Burgh of Ayr, commencing in the main road at Prestwick in the Parish of Monkton at a point at or near the junction of Kirk Street with the main road passing thence southwardly along the Prestwick Road, into and along Sandgate Street, Prestwick, thence along the main road between Prestwick and Ayr, thence into and along New Road, Main Street, and New Bridge in the parish of Newton-on-Ayr, thence along New Bridge and New Bridge Street in the parish and Royal Burgh of Ayr and terminating in the last-mentioned street at a point three quarters of a Chain or there-

by south-westward from the point of junction of High Street with New Bridge 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 Sandgate Street Prestwick between points respectively sixteen Chains or thereby and twenty one Chains or thereby from the point of commencement of the Tramway.

In the Prestwick Road between points respectively ten Chains or thereby and five Chains or thereby northward from a point opposite or nearly opposite the house known as Coile Lodge.

In the Prestwick Road between points respectively two Chains or thereby north-eastward and five Chains or thereby south-westward from a point opposite the south end of the house known as Braehead.

In the Prestwick Road between points respectively two Chains or thereby north-westward and three Chains or thereby southward from a point opposite the entrance gate to Thymefield Villa, New Prestwick.

In the Prestwick Road between points respectively two Chains or thereby northward and three Chains or thereby southward from a point opposite the entrance gate to Woodfield.

In the Prestwick Road between points respectively six Chains or thereby and one Chain or thereby northward from a point opposite the entrance gate to Falkland House.

In New Road between points respectively half-a-Chain or thereby and five-and-a-half Chains or thereby south-westward from the junction of New Road with the Prestwick Road.

In Main Street, Newton-on-Ayr, between points respectively one Chain or thereby and five Chains or thereby south-westward from a point opposite Clunes Vennel.

(2). A Tramway No. 2, wholly situate in the parish of Ayr and partly in the Royal Burgh of Ayr, commencing by a junction with the proposed Tramway No. 1 in New Bridge Street in the parish of Ayr at a point three-quarters of a Chain or thereby north-eastward from the junction of High Street with New Bridge Street passing thence by a curved line into High Street thence along High Street and into and along Alloway Street, Killoch Place and Beresford Terrace, thence into and along Carrick Road, thence into and along the Monument Road leading to Burns' Monument, and terminating in that road at Alloway in the parish of Ayr at a point opposite or nearly opposite the south-west end of the house known as 'Burns' Cottage.'

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

In High Street between points respectively two Chains or thereby and six Chains or thereby from the point of commencement of the Tramway.

In High Street between points respectively five Chains or thereby and one Chain or thereby north-westward from the point of junction of Kyle Street with High Street.

In Killoch Place between points four-and-a-half Chains or thereby and half-a-Chain or thereby northward from the junction of Miller Road with Killoch Place.

In Carrick Road between points respectively twenty Chains or thereby and twenty-five Chains

or thereby southward from the point of junction of Midton Road with Carrick Road.

In the Monument Road between points respectively fifteen Chains or thereby and twenty Chains or thereby southward from the point of junction of the road from Ayr to Maybole by Minnishant with the Monument Road.

In the Monument Road between points respectively two Chains or thereby and seven Chains or thereby southward from the point of junction of the Road to Ewenfield with the Monument Road.

In the Monument Road between points respectively one Chain or thereby and six Chains or thereby south-westward from Slaphouse Bridge.

In the Monument Road between points respectively five Chains or thereby and ten Chains or thereby south-westward from the Main Entrance Gate to Rozelle.

In the Monument Road between points respectively seven Chains or thereby and two Chains or thereby north-eastward from the point of termination of the Tramway.

In the following instances, and between the following points, Tramway No. 2 will be so laid 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 and Road hereinafter specified: That is to say

(1.) In High Street on the north-east side thereof between points respectively four Chains or thereby and a quarter-of-a-Chain or thereby north-westward from the point of junction of Mill Street with High Street.

(2.) In the Monument Road on the east side thereof between points respectively fifteen-and-a-half Chains or thereby and nineteen-and-a-half Chains or thereby southward from the point of junction of the Monument Road with the Road from Ayr to Maybole by Minnishant.

(3.) In the Monument Road on the east side thereof between points respectively one-and-a-half Chains or thereby and six-and-a-half Chains or thereby southward from the point of junction of the Road to Ewenfield with the Monument Road.

(4.) In the Monument Road on the east side thereof between points respectively half a Chain or thereby and five-and-a-half Chains or thereby south-westward from Slaphouse Bridge.

(5.) In the Monument Road on the east side thereof between points respectively five-and-a-half Chains and nine-and-a-half Chains south-westward from the Main Entrance Gate to Rozelle.

(6.) In the Monument Road on both sides thereof between points respectively six-and-a-half Chains or thereby and one-and-a-half Chains or thereby north-eastward from the point of termination of the Tramway.

(3). A Tramway No. 3 wholly situate in the Parish of Ayr and partly in the Royal Burgh of Ayr commencing in High Street by a junction with the proposed Tramway No. 2 passing thence in a south-westwardly direction into New Bridge Street thence into and along Sandgate Street into and along the east side of Wellington Square into and along Alloway Place and into and along



Racecourse Road and terminating in that Road at a point half a Chain or thereby northward of the point of junction of Racecourse Road with a new Road running from Racecourse Road to Midton Road where it joins with Broomfield Road.

Tramway No. 3 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 Sandgate Street between points respectively four Chains or thereby north-eastward and one Chain or thereby south-westward from the point of junction of Newmarket Street with Sandgate Street.

In Alloway Place between points respectively eight Chains or thereby and three Chains or thereby northward from the point of junction of Miller Road with Racecourse Road.

(4). A Tramway No. 4 wholly situate in the Parish of Ayr, commencing by a junction with Tramway No. 3 at its point of termination before described passing thence south-eastwardly into the said New Road running from the Racecourse Road to Midton Road, thence along the said New Road and into and along Broomfield Road and into and along the Monument Road and terminating in that Road at a point three-quarters of a Chain or thereby north-westward from the point of junction of Broomfield Road with the Road from Ayr to Maybole by Minnishant.

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

In the said New Road running from Racecourse Road to Midton Road between points respectively three Chains or thereby and six Chains or thereby from the point of commencement of the Tramway.

In the following instance, and between the following points, Tramway No. 4 will be so laid that for a distance of thirty-feet or upwards a less distance 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

In the said New Road running from Racecourse Road to Midton Road on the south side thereof between points respectively three and a half chains and five and a half chains from the point of commencement of the Tramway.

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

The said proposed Tramways hereinbefore 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 Monkton, Newton-on-Ayr, and Ayr, and the Royal Burgh of Ayr, all in the County of Ayr.

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, or 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 authorise 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, watercourses, 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 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, 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 tram-

ways, 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 described 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, 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 Ayr, the Commissioners of Police of the said Burgh of Ayr, the Magistrates and Councillors and Freemen of the Burgh of Newton-on-Ayr, the Glasgow

& South-Western Railway Coy., the Ayr Harbour Trustees, the Ayr County Road Trustees, the Ayr District Road Trustees, 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 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, or 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,' 'The Railways Clauses Act, 1863,' and 'The Tramways Act, 1870,' and any Acts amending the said Acts, and the intended Act will, if necessary, repeal, alter, amend, or enlarge 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 further given, that duplicate 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, on or before the 30th day of November instant, be deposited for public inspection in the office at Ayr of the principal Sheriff-Clerk of the County of Ayr, and 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 Royal Burgh of Ayr, 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 15th day of November 1883:

W. F. M'CUBBIN,

39 Sandgate Street, Ayr.

JOHN CAMERON,

8 Castle Street, Edinburgh,

Solicitors for the Bill.

A. BEVERIDGE,

18 Abingdon Street, Westminster,

Parliamentary Agent.

In Parliament—Session 1884.

#### SCOTTISH PROVIDENT INSTITUTION.

Amendment of Act, and of Deed of Constitution, and Laws and Regulations; Regulation of General Meetings, and Voting thereat; Farther Powers with reference to Application and Investment of Funds, to purchasing Lands held in Security of Loans, to Payment of Policies, and to Regulation and Management of Business and Affairs.

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

To amend and enlarge some of the powers and provisions of the Act of Parliament 11th and 12th Victoria (Local) chap. 106, relating to the Scottish Provident Institution (hereinafter referred to

as 'the Institution'), and of the Deed of Constitution and Laws and Regulations of the Institution, and to repeal some of those powers and provisions.

To make provisions with respect to the General Meetings of members of the Institution, the rights of voting of such members, and the regulation of business at such meetings.

To amend and enlarge the powers of investment in the United Kingdom and elsewhere of the funds of the Institution, and to confer specific authority for the application and investment of those funds in the purchase and upon the security of lands and other property, rights and interests, heritable and moveable, real and personal, in the United Kingdom and elsewhere.

To confer power on the Institution to purchase lands in Scotland, which may be exposed to sale under any deed of security granted to the Institution.

To make further provision for regulating the business and affairs of the Institution, and the mode of conducting the same, and to empower the Institution to make payments to persons in its employment, or who may retire therefrom.

To provide that the Institution may hold, as long as it may deem expedient, any heritable or moveable, real or personal property which it has already acquired.

To provide that policies effected with the Institution by persons in England and Ireland shall be deemed to be English and Irish contracts respectively.

To facilitate the making of payments by the Institution to the executors or administrators of persons domiciled or dying abroad, and to make provision for the more easy establishment of the title of such executors and administrators.

To provide that the funds of the Institution shall alone be liable for the sums payable under any Policy of Assurance, Bond of Annuity, or other contract issued or entered into by the Institution, and that the members of the Institution shall not be individually liable therefor.

To vary or extinguish all or any existing rights and privileges which might interfere with or prevent the execution of any of the purposes of the Bill, and to confer all such powers, rights, and privileges as may be necessary or expedient for carrying those purposes into effect or incidental 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 1883.

Dated this 14th day of November 1883.

MORTON, NEILSON, & SMART, W.S.,

19 York Place, Edinburgh.

GRAHAMES, CURREY, & SPENS,

30 Great George Street, Westminster.

Board of Trade.—Session 1884.

#### FRASERBURGH HARBOUR.

##### PROVISIONAL ORDER.

(Amendment of existing Act; Alteration of Mode of Nomination and Election of Commissioners; Alterations of Tolls, Rates, and Duties, and Increase of powers to levy the same; Further Provisions as to Pilots and Pilotage; Powers to Let or Lease Warehouses; Further Provi-

sions as to Assessments on Harbour; and Other Purposes).

**N**OTICE is hereby given, that in pursuance 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 23d day of December next, by the Fraserburgh Harbour Commissioners (hereinafter called 'The Commissioners') acting in virtue of an Act passed in the 41st and 42nd years of the reign of Her Majesty entitled 'The Fraserburgh Harbour Act, 1878,' for a Provisional Order for the following purposes, or some of them, that is to say:—

To alter the mode of Nomination and Election of the Commissioners.

To empower the Commissioners to levy new or additional tolls, rates, and duties; to alter existing or authorized tolls, rates, and duties; to make provisions for the collection and regulation of tolls, rates, and duties; to confer, vary, or extinguish exemptions from tolls, rates, and duties; to provide for alterations on Licenses of Pilots, and to alter the rates of Pilotage, and other rates and privileges.

To repeal Section 159 of 'The Fraserburgh Harbour Act, 1878,' and to provide for the annual value of the Harbour for the purposes of water and drainage assessments being one-fourth of the annual value thereof entered in the Valuation Roll of each year.

To empower the Commissioners to let or lease warehouses, buildings, sheds, cranes, weighing machines, and other conveniences at the Harbour; to act as warehousemen; to issue certificates of deposited goods and warrants for delivery of goods; to charge rates on goods warehoused; and to use warehouses as Bonding Stores; and to confer other rights and privileges.

To alter, vary, amend, or repeal so far as may be necessary or expedient for the purposes aforesaid, 'The Fraserburgh Act, 1878.'

To vary or extinguish all existing rights and privileges which would or might impede or interfere with the objects of the proposed Order, and to confer other rights and privileges.

A copy of this Advertisement will, on or before the 30th day of November 1883, be deposited for public inspection in the Offices at Aberdeen and Peterhead of the Principal Sheriff-Clerk of the County of Aberdeen, in the Custom Houses at Peterhead and Fraserburgh, and in the Office of the Board of Trade, London.

Printed copies of the Draft Provisional Order will be furnished by the Commissioners at their Office in Fraserburgh, and by the Agents for the Commissioners, at their Offices as under, to all persons applying for the same, on and after the 23rd day of December 1883, at the price of One Shilling each.

Dated this 15th day of November, 1883.

ANDERSON & RAE,  
Advocates,  
14 Union Terrace, Aberdeen.

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

In Parliament—Session 1884.

#### A Y R H A R B O U R.

(Power to Trustees to Borrow Additional Money for Maintaining and Improving Harbour and Works; to Sell, Feu Out, or Let on Lease Certain Lands; to Acquire Additional Lands; to Allocate Special Berthage Accommodation for Vessels; to Levy Additional Rates therefor, and for use of Wet Dock and Large Cranes; Alteration of Provisions as to those Members of the Trust who are Bailies of Ayr, as to Meetings of Trustees, and as to Sinking Funds; Amendment of Acts.)

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

To empower the Ayr Harbour Trustees (hereinafter called 'the Trustees') to borrow, upon the security of the rates leviable by them, additional money for maintaining, repairing, dredging, deepening, and improving the Harbour of Ayr (hereinafter called 'the Harbour'), and works connected therewith, and for acquiring additional lands and houses, and erecting and providing additional sheds, cranes, shear legs, rails, quay walls, piling, platforms, engines, dredgers, tugs, and other plant and conveniences in connection with the Harbour; and to empower the Trustees from time to time to re-borrow any sums which they may have borrowed under the powers of their existing Acts, or of the Bill, and may have paid or may hereafter pay off, in such manner and on such conditions as may be determined by the Bill.

To empower the Trustees to sell, feu out, or let on lease certain lands now belonging to them, and to acquire by agreement additional lands and houses, for the purposes of the Harbour and works connected therewith, and to enter into contracts of excambion with reference to any such lands.

To empower the Trustees to levy increased rates in respect of vessels entering or using the Wet Dock at the Harbour, and in respect of the use of steam or hydraulic cranes and shear legs for heavy lifts; and also to alter certain of the other rates leviable by the Trustees, and to confer, vary, and extinguish exemptions from the payment of the said several rates, or some of them.

To alter or repeal the provisions of the Acts relating to the Harbour with respect to the sinking funds for paying off the moneys borrowed by the Trustees under the powers of the said Acts, and to make provision for a new sinking fund for paying off those moneys, and the money to be borrowed under the powers of the Bill.

To enlarge the powers of the Trustees with respect to the regulation of the berthage of vessels entering and using the Harbour, and to enable them to allocate special berthage accommodation to steam or other vessels regularly or frequently entering or using the same, upon such terms and conditions as may be fixed by the Trustees, and to levy additional rates in respect of such special accommodation.

To alter the provision of the Ayr Harbour Amendment Act, 1873, by which if there be more than two Bailies of the Burgh of Ayr, the two senior Bailies shall be members of the corporate body called the Ayr Harbour Trustees, and to





provide that, in lieu of the two senior Bailies, two Bailies to be elected by the Provost, Magistrates, and Council of the said Burgh, at each of their annual meetings for the election of Magistrates, shall be members of the said corporate body and Trustees of the Harbour.

To make better provision for the calling and holding of special or extraordinary meetings of the Trustees.

To confer all such rights and privileges as may be necessary or expedient for carrying out the objects aforesaid or incidental thereto, and to vary or extinguish all such rights and privileges as may in any manner interfere with those objects.

To amend, and so far as necessary to repeal, the powers and provisions of the Ayr Harbour Act, 1855, the Ayr Harbour Amendment Act, 1866, the Ayr Harbour Amendment Act, 1873, and the Ayr Harbour Amendment Act, 1879, and any other Acts relating to the Harbour, as also the Glasgow and South-Western Railway Consolidation Act, 1855, the Glasgow and South-Western Railway Act, 1878, and any other Acts relating to the Glasgow and South-Western Railway Company.

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 1883.

JOHN POLLOCK,

Clerk to the Harbour Trustees.

GRAHAMES, CURREY, & SPENS,

30 Great George Street, Westminster.

In Parliament.—Session 1884.

#### RAILWAY CLEARING SYSTEM SUPER-ANNUATION FUND ASSOCIATION.

(Amendment of the Railway Clearing System Superannuation Fund Association Act, 1873, and Extension thereof to the Irish Clearing House Committee.

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, for an Act for all or some of the following purposes, that is to say:—

To alter, amend, and extend the provisions of the Railway Clearing System Superannuation Fund Association Act, 1873, with respect to the following matters, or some of them, that is to say:—

- (a) To amend and extend sections 8 and 9 of the said Act, so as to make the same applicable to railway companies not having separate Superannuation Funds established for the benefit of their salaried officers and clerks, and to joint committees not being subscribers to the Fund for their salaried officers and clerks generally;
- (b) To alter and amend section 17 of the said Act, so far as the same prescribes the securities in which the Fund may be from time to time invested, and to make other amendments in that section;
- (c) To increase the amount payable out of the Fund under section 21 of the said Act to the representatives of any deceased member or former member who shall for the time being have no legal personal representative;

To authorize and enable the Clearing House

Committee mentioned in the Clearing Act (Ireland), 1860, to subscribe to the Fund established under the said Act of 1873, and to extend and make applicable the provisions of that Act and the rules made in pursuance thereof to the said Committee, and to their present and future salaried officers and clerks.

To alter, vary, or extinguish any existing rights or privileges which it may be necessary to alter, vary, or extinguish in giving effect to the provisions of the intended Act, and to confer other rights and privileges, and in other respects if thought necessary or expedient, to alter, amend, extend, or repeal the provisions of the several Acts hereinbefore referred to, and of any other Acts relating to the said Association or to the said Fund or to the said Committee.

And Notice is hereby further given, that on or before the 21st day of December, in the present year, printed copies of the intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November 1883.

TWISDEN & CO.,

60 Russell Square, London,

Solicitors.

SHERWOOD & CO.,

7 Great George Street, Westminster,

Parliamentary Agents.

In Parliament—Session 1884.

#### AYR BRIDGE.

(Arrangements between the County Road Trustees of the County of Ayr, the Ayr Bridge Trustees, and the Town Council of the Burgh of Ayr as the Local Authority of that Burgh, for Paying off the Debts affecting the Ayr Bridge, by means of Assessments to be Levied or of Moneys to be Borrowed by the said Road Trustees and Local Authority respectively, and for Freeing the Ayr Bridge of Toll, and devolving the Management and Maintenance thereof on the said Local Authority; Amendment and Repeal of Acts.)

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

To sanction certain arrangements made, or in course of being made, by the following parties, viz. (1) the County Road Trustees of the County of Ayr (hereinafter called 'the County Road Trustees') in whom, under the provisions of the Roads and Bridges (Scotland) Act 1878 (hereinafter called 'the Roads and Bridges Act'), are now vested the management and maintenance of the Roads and Bridges (except the Ayr Bridge) within the said County exclusive of the Burghs therein; (2) the Trustees appointed by the Ayr Bridge Act 1877 (hereinafter called 'the Bridge Trustees'), in whom are now vested by that Act the management and maintenance of the Bridge across the River Ayr within the Burgh of Ayr (hereinafter called 'the Bridge'); and (3) the Provost, Magistrates, and Council of the Burgh

of Ayr as the Local Authority of that Burgh under the provisions of the Roads and Bridges Act (hereinafter called 'the Burgh Local Authority'), upon whom will devolve the management and maintenance of the Bridge when the Ayr Bridge Act 1877 ceases to be in force, for enabling the County Road Trustees and the Burgh Local Authority to pay off and discharge the debts and liabilities affecting the Bridge, or which have been or may be incurred by the Bridge Trustees, within such period and in such proportions as have been or may be agreed upon by the parties aforesaid, or as shall be prescribed by the Bill; and for devolving, upon the expiration of the said period, the management and maintenance of the Bridge on the Burgh Local Authority.

To empower the County Road Trustees to raise their proportion of the amount necessary for paying off and discharging the said debt and liabilities by means of assessments, at such rates, in such proportions, and in such manner, as shall be fixed by or under the provisions of the Bill, to be levied from the owners of lands and heritages within the said County, or within such portions thereof as the County Road Trustees shall think proper, and if considered expedient by means of borrowing money upon the security of such assessments; and to empower the Burgh Local Authority to raise their proportion of the said amount by means of assessments, at such rates, in such proportions, and in such manner, as shall be fixed as aforesaid to be levied from the owners, or from the owners and occupiers or from the occupiers, of lands and heritages within the said Burgh, and if considered expedient, by means of borrowing money upon the security of such assessments; and for these purposes to alter the assessments leviable by the County Road Trustees and the Burgh Local Authority respectively under the provisions of the Roads and Bridges Act, and to confer, vary, and extinguish exemptions from the payment of such several assessments.

To provide that, when the aforesaid debts and liabilities are paid off and discharged, the tolls leviable under the provisions of the Ayr Bridge Act, 1877, shall cease to be levied, and the said Act shall cease to be in force, and the Bridge shall thenceforth be managed and maintained by the Burgh Local Authority.

To enable the County Road Trustees, the Bridge Trustees, and the Burgh Local Authority, or the County Road Trustees and the Burgh Local Authority, to enter into agreements with each other with respect to the matters aforesaid, or any of them, and to confirm any such agreements that may have been entered into.

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

To amend or repeal the provisions of the Ayr Bridge Act, 1877, and certain of the provisions of the Roads and Bridges Act.

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, 1883.

JOHN POLLOCK,  
Town-Clerk, Ayr.

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

In Parliament—Session 1884.

## EDINBURGH STREET TRAMWAYS (NORTHERN EXTENSIONS.)

(Construction of Tramways in Edinburgh; Compulsory Purchase of Lands, &c., Tolls, &c.; Provisions as to Streets, Materials, Traffic, &c.; Additional Crossings and Passing Places; Agreements with Authorities; Power to Use Mechanical Power on Tramways; Further Money Powers; Relief of Company from Obligation to Run Omnibuses in certain Streets; Amendment and Repeal of Acts.)

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

1. To authorise the Edinburgh Street Tramways Company (in this Notice called 'the Company') to construct and maintain the Street Tramways described in this Notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper rails, plates, sleepers, stationary or other engines, apparatus, works, and conveniences connected therewith respectively.

2. Where in the description of any of the proposed tramways any distance is given with reference to any street or road which intersects or joins the street or road 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 or roads, and continued would intersect each other, and a point described as being opposite a street or road is to be taken (unless otherwise stated) as opposite the centre of the street or road.

3. The Tramways proposed to be authorized by the Bill are the following:—

A Tramway (No. 1) commencing in the City Parish of Edinburgh by a junction with the existing Tramway of the Company in Princes Street at a point three-quarters of a chain or thereabouts westward from the point of junction of Frederick Street with Princes Street, passing thence along Princes Street into and along Frederick Street, the roadway between Queen Street Gardens in continuation of Frederick Street into and along Howe Street, thence into and along South-East Circus Place into and along the roadway intersecting Royal Circus Gardens into and along North-West Circus Place, Spring Gardens, Kerr Street, Baker's Place, Granville Place, over Stockbridge, and thence along Deanhaugh Street into and along Johnston Place, Raeburn Place, and Mary's Place, and the road leading to Comely Bank, and terminating in the Parish of St. Cuthbert's, at a point in the said last-mentioned road two and a-half chains or thereabouts eastward from the eastern end of Comely Bank.

Tramway No. 1 will consist of a double line throughout, except that for a length of one chain or thereabouts at its termination it will be laid as a single line.

A Tramway (No. 2), wholly in the City Parish



of Edinburgh, commencing in Princes Street by a junction with the existing Tramway of the Company at a point three-quarters of a chain or thereabouts eastward from the point of junction of Frederick Street with Princes Street, passing thence along Princes Street into and along Frederick Street, and terminating in Frederick Street by a junction with the proposed Tramway No. 1 at a point one chain or thereabouts northward from the point of junction of Frederick Street with Princes Street.

Tramway No. 2 will be laid as a double line throughout.

A Tramway (No. 3) commencing in the City Parish of Edinburgh in Princes Street by a junction with the existing Tramway of the Company at a point three-quarters of a chain or thereabouts westward of the point of junction of Hanover Street and Princes Street, passing thence along Princes Street into and along Hanover Street, the street between Queen Street Gardens in continuation of Hanover Street into and along 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, at or near the south-east end of Canonmills Bridge over the Water of Leith.

Tramway No. 3 will be laid as a double line throughout.

A Tramway (No. 4) wholly in the City Parish of Edinburgh, commencing in Princes Street by a junction with the existing Tramway of the Company at a point three-quarters of a chain or thereabouts eastward of the point of junction of Hanover Street with Princes Street, passing thence along Princes Street into and along Hanover Street, and terminating in that street by a junction with the proposed Tramway No. 3 at a point three-quarters of a chain or thereabouts northward of the point of junction of Hanover Street with Princes Street.

Tramway No. 4 will be laid as a double line throughout.

A Tramway (No. 5) commencing in the Parish of St. Cuthbert's in Glanville Place, Kerr Street, by a junction with the proposed Tramway No. 1 at a point three-quarters of a chain or thereabouts, measured in a southerly direction, along Glanville Place, Kerr Street, from the junction of that street with Hamilton Place, passing thence into and along Hamilton Place, Claremont Place, and Henderson Row, and into and along Pitt Street, and terminating in Pitt Street, in the Parish of St. Cuthbert's, by a junction with the proposed Tramway No. 3 at a point three-quarters of a chain or thereabouts, measured in a southerly direction from the point of junction of Henderson Row with Pitt Street.

Tramway No. 5 will be constructed in the Parish of St. Cuthbert's aforesaid, and in the City Parish of Edinburgh.

Tramway No. 5 will be laid as a double line throughout.

A Tramway (No. 5A) wholly in the Parish of St. Cuthbert's, commencing by a junction with the proposed Tramway No. 1 at a point three-quarters of a chain or thereabouts north-westward of the point of junction of Hamilton Place with Glanville Place, Kerr Street, passing thence north-eastwardly along Stockbridge, into and along Hamilton Place, and terminating in Hamilton Place by a junction with the proposed Tramway (No. 5) at a point three-quarters of a chain or thereabouts north-eastward from the point of junction of Hamilton Place with Glanville Place, Kerr Street.

Tramway No. 5A will be laid as a double line throughout.

A Tramway (No. 5B), commencing by a junction with the proposed Tramway No. 5 in Henderson Row at a point three-quarters of a chain or thereabouts south-westward from the point of junction of Henderson Row with North Pitt Street, passing thence eastwardly along Henderson Row into and along North Pitt Street and Brandon Street, and terminating by a junction with the proposed Tramway No. 3 at a point three-quarters of a chain or thereabouts north-westward from the point of junction of Henderson Row with North Pitt Street and Brandon Street.

Tramway (No. 5B) will be constructed in the Parish of St. Cuthbert's aforesaid and in the City Parish of Edinburgh.

Tramway No. 5B will be laid as a double line throughout.

A Tramway (No. 6), commencing in the said Parish of St. Cuthbert's by a junction with the proposed Tramway No. 3 at its termination above described, passing thence over the Canonmills 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, and terminating in Inverleith Row, in the Parish of North Leith, at a point three-quarters of a chain or thereabouts, measured in a south-easterly direction from the point of junction of Inverleith Row with Ferry Road.

Tramway No. 6 will be laid as a double line throughout, except that for a length of one chain or thereabouts at its termination it will be laid as a single line.

The above Tramways will be situate in the Royal Burgh, City, County of the City, and County of Edinburgh.

At the following places it is proposed to lay the tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the streets hereinafter mentioned, and the nearest rail of the tramway, that is to say—

Tramway No. 5 on both sides of the street throughout the whole of Hamilton Place, except for a length of one chain or thereabouts at the north-east end thereof.

Tramway No. 5, in Claremont Place and

Henderson Row on both sides thereof, between points respectively two and a half chains or thereabouts north-eastward of the point of junction of Claremont Street with Claremont Place, and three-quarters of a chain or thereabouts south-westward from the point of junction of Henderson Row with Pitt Street.

Tramway No. 6, on both sides of Canonmills Bridge and Howard Street, between two points respectively three and a-quarter chains or thereabouts and two chains or thereabouts south-eastward from the point of junction of Warriston Crescent with Howard Street.

4. To authorise and empower the Company from time to time to enter upon, open, and break up the surface of, and to alter, stop up, remove, and otherwise interfere with streets, turnpike roads, highways, public roads, bridges, railways, tramways, footpaths, rivers, canals, watercourses, sewers, drains, pavements, thoroughfares, water-pipes, gas-pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the parishes and places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed Tramways, and works, or of substituting others in their place, or for the other purposes of the Bill.

5. To enable the Company, for the purposes of the proposed Tramways and works, to purchase or acquire by agreement, or to take easements over lands and houses, and also to purchase by compulsion certain lands and houses in the City Parish of Edinburgh, the Parish of St. Cuthbert's, and the Parish of North Leith aforesaid, or in one or other of them, for the erection of engine-houses, stables, carriage-houses, depôts, and other buildings, works, and conveniences, and for the general purposes of their undertaking, and to erect and hold offices, buildings, and other conveniences.

6. To enable the Company to demand, take, and recover tolls, rates, and charges for the use of the proposed Tramways by carriages passing along the same, and for the conveyance of passenger or other traffic upon the same, and to alter or vary the tolls thereon, and to confer exemptions from the payment of such tolls, rates, and charges.

7. To provide for the maintenance and repair of the whole or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed Tramways or works may be laid, and to exempt the Company from the payment of the whole or some part of any highway or other rate or assessment in respect of any portion or part of any street, road, or place upon or along which any of the proposed tramways or works may be laid.

8. 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, or materials.

9. To reserve to the Company the exclusive right of using on the proposed Tramways and works carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.

10. To prohibit the running on the proposed

Tramways and works of carriages or trucks adapted for use upon railways.

11. To prohibit, except by agreement with the Company or upon terms to be prescribed by the Bill, the use of the proposed Tramways and works by persons or corporations other than the promoters, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorize and give effect to agreements between the Company and any other persons or corporations for the use of the said Tramways and works with such carriages, and to confer all necessary powers in that behalf on all such other persons and corporations.

12. To make provision for regulating the passage of traffic (whether of the Company or not) along the streets, roads, bridges, or 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 street authorities, or either of them, or any or some one of Her Majesty's Principal Secretaries of State, or the Board of Trade, 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.

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

14. To enable the Company when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any Tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, in any parish, township, or place mentioned in this Notice, and maintain, so long as occasion may require, a temporary tramway or temporary tramways, in lieu of the Tramway or part of a Tramway so removed or discontinued to be used or intended so to be.

15. To enable the Company and the Corporation of Edinburgh, and any trustees or other bodies corporate or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, bridges, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed Tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over and along the same.

16. 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.

17. To authorise and empower the Company from time to time, on such terms and conditions, and subject to such restrictions (if any) as may be defined in or prescribed by or under the Bill, to use upon the intended Tramways, or upon any



or some part or parts thereof, in substitution for, or in addition to, animal power, steam, or other mechanical power, or to work the same by means of ropes, cables, or wires laid below the surface of the ground, and for that purpose to lay down on and under the surface of any road or street such tubes, plates, and apparatus, and to make and maintain such openings in any such surface as may be necessary, and to erect stationary engines for setting such ropes, cables, or wires in motion.

18. To authorise the Company to hold, acquire, and use patent and other rights or licences relating to motive power or otherwise.

19. To empower the Company to apply their existing funds, or any monies which they have power to raise, to all or any of the purposes of the proposed Tramways and of the Bill, or to the general purposes of their undertaking, and to raise capital for those purposes by the creation of shares or stock with or without preference or priority in the payment of interest or dividend, with other special rights and privileges, and by debenture stock, and by borrowing on mortgage or debentures, or by all or any of those means.

20. To relieve the Company from the obligations imposed upon them by Section 4 of the Edinburgh Street Tramways Act (1874), of running omnibuses along the routes traversed by the proposed new Tramways, and so far as may be necessary for that purpose to amend or repeal the provisions, or some of the provisions, of the said Section 4 of the said Act of 1874.

21. And the Bill will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its objects, and will confer other rights and privileges.

22. And it is intended, so far as may be necessary or deemed expedient for the purposes of the Bill, to repeal, amend, alter, or extend all or some of the provisions of the local and personal Acts hereinafter mentioned, or some or one of them (that is to say)—34 and 35 Vict., cap. 89; 36 and 37 Vict., cap. 236; 37 and 38 Vict., cap. 68; 38 and 39 Vict., cap. 128; 44 and 45 Vict., cap. 176; and 45 and 46 Vict., caps. 91 and 134, and any other Act or Acts relating to the Company, and so far as may be necessary to exempt the Company and the proposed Tramways from, or to modify in their application to the Company, or to such Tramways, the provisions, or some of the provisions of 'The Tramways Act, 1870,' 'The Locomotives 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 or other mechanical power, or by ropes, cables, or wires.

And Notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the proposed Tramways and works, and plans showing the lands to be taken compulsorily under the powers of the Bill, together with a book of reference to such plans, 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 that on or before the same day a copy of so much of such plans, sections, and book of reference as relates to each Parish and to the Royal Burgh of

Edinburgh, in or through which the proposed Tramways and works will be made or pass, or in which any lands to be taken under the powers of the Bill will be situate, will be deposited in the case of each such Parish with the Session-Clerk thereof at his residence, and in the case of the Royal Burgh of Edinburgh with the Town-Clerk thereof at his office in Edinburgh. Each such deposit will be accompanied by a copy of this Notice as published in the *Edinburgh Gazette*.

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

Dated this 15th day of November, 1883.

D. W. PATERSON,  
8 Castle Street, Edinburgh.  
Solicitor for the Bill.

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

NOTICE is hereby given that a Petition has been presented in the Sheriff Court of Forfarshire at Forfar, at the instance of the RIGHT HONOURABLE GEORGE JOHN, EARL OF NORTHESK, residing at Longwood, Winchester, Hants, craving the Court to authorize the Petitioner, under the provisions of the Act 3 and 4 Victoria, chapter 48, to Feu All and Whole the Piece of Ground, part of the Lands of AUCHMITHIE and others, in the Parish of Saint Vigean, extending to Seven Hundred and Eighty-Eight decimal or one-thousandth parts of an Acre, Imperial measure, or thereby, particularly described in said Petition, to be applied only as a site for a place of Public Christian Worship, and for a Dwelling-House and Garden for the Minister thereof; and that the Sheriff has, *inter alia*, appointed this notice to be published in the *Edinburgh Gazette* and in the *Dundee Advertiser* three times, at intervals of fourteen days, calling upon any person interested who may desire to oppose the Petition to lodge, in the hands of the Clerk of Court at Forfar, a Notice of Appearance within fourteen days after the publication of the last of said Notices, with certification. The last day for lodging Appearance will be the 18th day of December next.

YOUNG & GRAY, Petitioner's Agents.

Forfar, 1st November 1883.

To the Creditors and other Persons interested in the Succession of the Deceased ALEXANDER MORRISON WADDELL, Property Agent, Glassford Street, Glasgow.

ROBERT REID, Chartered Accountant, Glasgow, having been appointed by the Court of Session Judicial Factor on the Estate of the said deceased Alexander Morrison Waddell, under the Act 19 and 20 Vict. cap. 79, section 164, requires all the lawful Creditors of the said Alexander Morrison Waddell, and other persons interested in his Estate, to lodge with the Judicial Factor, the said Robert Reid, within four months after the date of this notice, a statement of their claims as Creditors of the deceased, or as otherwise interested in his Estate, with such vouchers or other written evidence as they may have to found upon in support of their claims, in order to the same being considered and reported upon by the Judicial Factor.

ROBERT REID, C.A.,  
40 St. Vincent Place, Glasgow.

16th November 1883.

To the Creditors and other persons interested in the Succession of the Deceased JAMES CHARLES HENDERSON, S.S.C., Edinburgh.

**R**ALPH ERSKINE SCOTT, C.A., Edinburgh, Judicial Factor upon the Estate of the said deceased James Charles Henderson, hereby intimates that he has prepared and lodged in Court (First Division, Mr. Somerville, Clerk), a State of Funds and Scheme of Division of the said Estate, to be considered and approved of by the Court; of which all concerned are hereby required to take notice.

R. E. SCOTT.

10 Castle Street, Edinburgh,  
20th November 1883.

#### NOTICE.

To the Creditors and other Persons interested in the Succession of the Deceased WILLIAM HERBERT, Writer in Rothesay, and Procurator-Fiscal of the County of Bute.

**A** PETITION has been presented to the Court of Session (First Division, Junior Lord Ordinary,—Mr. Somerville, Clerk), by A. Brown & Son, Merchants in Rothesay, George Hicks & Son, Chemists there, and Lachlan Milloy, Merchant there, Creditors of the said deceased William Herbert to the amount required by Statute (the Trustees nominated and appointed under the Trust Disposition and Settlement of the said deceased William Herbert having declined to act), praying under the Act 19th and 20th Victoria, chapter 79, section 164, for the appointment of a Judicial Factor upon the Estate of the said deceased William Herbert, and which Petition will be again moved in Court on or after the 29th day of November 1883; of all which Notice is hereby given.

SMITH & MASON, S.S.C., Agents.

34 North Castle Street, Edinburgh,  
19th November 1883.

**A** PETITION for Cessio, under the 'Debtors (Scotland) Act, 1880,' and Act amending the same, has been presented to the Sheriff of the Sheriffdom of Aberdeen, Kincardine, and Banff at Aberdeen, at the instance of John Milne & Company, Manure Merchants, Dyce, near Aberdeen, Pursuers, against GEORGE STRACHAN, Tom's Forest, Kintore, Defender, and the Sheriff-Substitute has ordained the said George Strachan to appear within the Sheriff Court House, Aberdeen, upon the 30th day of November current, at twelve o'clock noon, for public Examination; at which all his Creditors are required to appear.

J. STEWART WATT, Solicitor, Aberdeen,  
Agent for Petitioners.

19th November 1883.

**A** PETITION for Cessio bonorum, under 'The Debtors (Scotland) Act, 1880,' and 'The Bankruptcy and Cessio (Scotland) Act, 1881,' has been presented to the Sheriff of Lanarkshire at Glasgow, at the instance of Campbell & Henry, Wholesale Grocers, 75 Argyle Street, Glasgow, Pursuers, against ROBERT BULLOCH, Grocer, Union Place, Rutherglen, Defender; and the Sheriff-Substitute has ordained the said Robert Bulloch to appear within the Chambers of the Sheriff-Substitute (Mr. Balfour), Wilson Street, Glasgow, upon the 3d day of December next, at ten o'clock forenoon, for public Examination, when all his Creditors are required to appear.

HONEYMAN & STARKE, Solicitors,  
43 West Regent Street, Glasgow,  
Agents for Petitioners.

**A** PETITION, under the Cessio Acts, has been presented to the Sheriff of Aberdeen, Kincardine, and Banff at Aberdeen, at the instance of WILLIAM MIDDLETON, Provision Merchant, for some time carrying on business in Hutcheon Street, and now at New Market Buildings, Aberdeen, against George Low, Blacksmith, Ellon, and others, his Creditors; and the

Sheriff-Substitute has, by Deliverance dated 14th November 1883, ordained the said William Middleton to appear within the Court House of Aberdeen, upon the 7th day of December next, at twelve noon, for public Examination, at which Diet all his Creditors are requested to attend.

A. FORBES WIGHT, Agent for Petitioner.

11 Union Buildings, Aberdeen,  
17th November 1883.

**A** PETITION for Decree of Cessio bonorum has been presented in the Sheriff Court of Lanarkshire at Glasgow, at the instance of D. M'Farlane & Son, Timber Merchants, Glasgow Saw Mills, Corn Street, Port-Dundas, Glasgow, against JAMES MORRISON, Joiner, Eastmuir Street, Shettleston; and all the Creditors of the said James Morrison are required to appear, within the Chambers of the Sheriff-Substitute (Mr. Balfour), County Buildings, Wilson Street, Glasgow, upon Thursday, the 6th day of December next, at 10.30 o'clock forenoon, when he is ordained to appear for public Examination.

A. M. SINCLAIR, Solicitor,  
135 St. Vincent Street, Glasgow,  
Petitioner's Agent.

**T**HE Estates of JAMES CAMERON, Plumber, Commerce Street, Elgin, have, in virtue of and for the purposes of the Cessio Acts, been transferred to Robert Young, Accountant, 92 High Street, Elgin, as Trustee for behoof of his Creditors. Creditors must lodge their claims with the Trustee on or before 14th May 1884. The Creditors meet before the Sheriff, within the Sheriff Court House, Elgin, on Thursday the 5th day of June 1884, at twelve o'clock noon.

RO. YOUNG, Trustee.

#### TO THE CREDITORS ON

The Sequestrated Estates of JOHN GILLESPIE,  
Farmer, Campsie, by Gildtown.

**B**Y virtue of an Order of the Sheriff-Substitute of Perthshire, John Gillespie, above designed (now residing at Cherrybank, near Perth), hereby intimates that he has presented a Petition to the Sheriff of Perthshire at Perth, to be finally discharged of all debts contracted by him before the date of the Sequestration of his Estates, in terms of the Statutes.

J. C. PINKERTON, Solicitor, Perth,  
Petitioner's Agent.

Perth, 19th November 1883.

**R**OBERT ROMANES, Writer, Lauder, Trustee on the Sequestrated Estate of ROBERT RENWICK, of Halkburn, in the Parish of Melrose, hereby intimates that the Commissioners have postponed a further Dividend until the recurrence of another statutory period.

ROBERT ROMANES.

Lauder, 17th November 1883.

In the SEQUESTRATION of D. HILL & COMPANY, Saw Millers and Timber Merchants, Kelvinhaugh Saw Mills, Glasgow, and Robert M'Gregor, Andrew Harper Hill, and Archibald Wilson, all Saw Millers and Timber Merchants there, the Individual Partners of that Company, as such Partners, and as Individuals.

**T**HE Trustee hereby intimates that an account of his intromissions with the funds of the Estate, brought down to the 5th instant, has been audited by the Commissioners, in terms of the Statute.

ROBERT BLYTH, C.A., Trustee.

115 St. Vincent Street, Glasgow,  
19th November 1883.



**THE** Estates of **GEORGE KEMP**, Auctioneer and Messenger-at-Arms, Hamilton, carrying on business there under the Name or Firm of **JAMES KEMP & SON**, Auctioneers and Messengers-at-Arms, of which Firm he is the sole Partner, were Sequestered on the 17th day of November 1883, by the Sheriff of the County of Lanark.

The first Deliverance is dated the 17th day of November 1883.

The Meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Tuesday the 27th day of November current, within the Royal Hotel, Hamilton.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 17th day of March 1884.

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

J. B. SOUTTER, Solicitor, Hamilton,  
Agent.

**THE** Estates of **JAMES THOMSON FINDLAY**, Draper, 623 Gallowgate, Glasgow, were Sequestered on the 17th day of November 1883, by the Sheriff of Lanarkshire.

The first Deliverance is dated the 17th day of November 1883.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Tuesday the 27th day of November 1883, within the Faculty Hall, Saint George's Place, Glasgow.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 17th day of March 1884.

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

M'LAREN & M'NEE, Agents.

107 St. Vincent Street, Glasgow,  
19th November 1883.

**THE** Estates of **HUGH FREELAND MACDONALD**, of Freelandbank, near Airdrie, and residing there, were Sequestered on the 19th day of November 1883, by the Sheriff of the County of Lanark.

The first Deliverance is dated the 19th day of November 1883.

The Meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Friday the 30th day of November 1883, within the Royal Hotel, Airdrie.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 19th day of March 1884.

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

JOHN M. ALSTON, Writer, Coatbridge,  
Agent.

**SEQUESTRATION** of **WILLIAM LOGAN**, Fire Clay Brick Manufacturer, Castlecary Fire Clay Brick Works, Castlecary, and residing at Gladstone Cottage, Lenzie, and also trading as **WILLIAM LOGAN & COMPANY**, Castlecary, Cumbernauld, and the Castlecary Fire Clay Company, Castlecary, near Glasgow, he being the only Partner therein.

**WILLIAM BROWN**, Chartered Accountant in Glasgow, has been elected Trustee on the Estate; and James Bishop, Banker, Coatbridge, John Dick, Engineer, Airdrie, and Walter Rounsfell Brown, Writer, Glasgow, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, Dumbarton, on Friday the 30th day of November 1883, at twelve o'clock noon. The Creditors will meet in the Chambers of Moore & Brown, C.A., 128 Hope Street, Glasgow, on Tuesday the 11th day of December 1883, at two o'clock afternoon.

WM. BROWN, Trustee.

Glasgow, 19th November 1883.

**SEQUESTRATION** of **HUGH M'RUER**, Ironfounder, Hecla Foundry, 272 Dobbie's Loan, Glasgow, and residing at 3 Albany Place, Glasgow, sole Partner of the Firm of **ALLAN & M'RUER**, Ironfounders, Hecla Foundry aforesaid, as such Partner, and as an Individual.

**JOHN GOURLAY**, Chartered Accountant, Glasgow, has been elected Trustee on the Estate; and James Couper, Junior, Flint Glass Manufacturer in Glasgow, William Don Gillies, Iron Broker, Glasgow, and Thomas Newton Armstrong, 3 Royal Exchange Court, Glasgow, have been elected Commissioners. The Examination of the Bankrupt will take place within the Chambers of Mr. Sheriff Spens, County Buildings, Wilson Street, Glasgow, on Thursday the 29th day of November 1883, at eleven o'clock forenoon. The Creditors will meet within the Chambers of Thomson, Jackson, Gourlay, & Taylor, C.A., 24 George Square, Glasgow, on Friday the 7th day of December 1883, at twelve o'clock noon.

To entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 29th day of February 1884.

JNO. GOURLAY, C.A., Trustee.

Glasgow, 19th November 1883.

**SEQUESTRATION** of **JOHN MILLAR**, Boat Builder, Anstruther.

**FORBES THOMSON WALLACE**, Banker, Leven, has been elected Trustee on the Estate; and John Flockhart, Banker, Colinsburgh, Thomas Cormack, Cellardyke, and Alexander Thomson, Boat Builder, Cellardyke, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court Room, Cupar, on Tuesday the 27th day of November current, at eleven o'clock forenoon. The Creditors will meet in the Chambers of R. W. Renton, Solicitor, Cupar, upon Wednesday the 5th December next, at twelve o'clock noon.

F. T. WALLACE, Trustee.

Leven, 19th November 1883.

#### TO THE CREDITORS OF

**RICHARD FERGUSON**, Ironmonger in Glasgow, carrying on business at 11 Argyle Street, Glasgow, under the Firm of **J. & R. FERGUSON**, Ironmongers in Glasgow, of which he is the only Partner, as such Partner, and as an Individual.

**MORRIS CARSWELL**, a Partner of the Firm of **Morris Carswell & Company**, 90 Mitchell Street, Glasgow, Commissioner on the Sequestered Estates of the said Richard Ferguson, do hereby intimate that the Sheriff of Lanarkshire has appointed a General Meeting of the Creditors on the said Estates, to be held within the Faculty Hall, St. George's Place, Glasgow, on Wednesday the 28th day of November current, at twelve o'clock noon, for the purpose of electing a new Trustee in room of James Henderson Ferguson, deceased.

MORRIS CARSWELL, Commissioner.

Glasgow, 19th November 1883.

**SEQUESTRATION** of **WEIR & M'SKIMMING**, Ironfounders and Smiths, West Street, Glasgow, as a Company, and William Weir, Ironfounder and Smith there, and James M'Skimming, Ironfounder and Smith there, the Individual Partners thereof, as such Partners, and as Individuals.

**NOTICE** is hereby given that a General Meeting of the Creditors of the above-named Bankrupts will be held within the Chambers of the Trustee, James P. Laidlaw, Accountant, 112 Renfield Street, Glasgow, on Thursday the 29th day of November current, at twelve o'clock noon, to elect Commissioners on the Sequestered Estates of the said Bankrupts in order to fill up vacancies in the said Office.

JAS. P. LAIDLAW, Trustee.

Glasgow, 20th November 1883.

**I** WILLIAM BRYSON ROBERTSON, Accountant, Edinburgh, Trustee on the Sequestrated Estate of JACOB ASHENHEIM, Carver and Gilder, 25 Gifford Park, Edinburgh, hereby call a Meeting of the Creditors, to be held within my Chambers, 53 George IV. Bridge, Edinburgh, on Tuesday the 27th day of November 1883, at twelve o'clock noon, for the purpose of electing two Commissioners.

W. B. ROBERTSON, Trustee.

**D**AVID SIMPSON CARSON, Chartered Accountant in Glasgow, Trustee on the Sequestrated Estate of THOMAS BROWN, Brickbuilder in Glasgow and Govan, hereby calls a Meeting of the Creditors, to be held within the Chambers of Carson & Watson, C.A., 150 St. Vincent Street, Glasgow, on Friday the 14th day of December 1883, at twelve o'clock noon, to consider as to an application to be made for his discharge as Trustee foresaid.

D. S. CARSON, C.A., Trustee.

Glasgow, 19th November 1883.

**R**OBERT FALCONER CAMERON, Chartered Accountant, Inverness, Trustee on the Sequestrated Estate of the Deceased JAMES MACDONALD, Plasterer, Beauly, hereby calls a Meeting of the Creditors, to be held within the Writing Chambers of Mr. Kenneth MacDonald, Solicitor, Town Hall, Inverness, on Friday the 14th day of December next, at twelve o'clock noon, to consider as to an application to be made for the Trustee's discharge.

ROBERT F. CAMERON, Trustee.

Inverness, 17th November 1883.

In the SEQUESTRATION of D. HILL & COMPANY, Saw Millers and Timber Merchants, Kelvinhaugh Saw Mills, Glasgow, and Robert M'Gregor, Andrew Harper Hill, and Archibald Wilson, all Saw Millers and Timber Merchants there, the Individual Partners of that Company, as such Partners, and as Individuals.

**T**HE Trustee hereby calls a General Meeting of the Creditors, to be held within his Chambers, No. 115 St. Vincent Street, Glasgow, on Thursday the 13th day of December next, at twelve o'clock noon, to consider as to an application to be made for his discharge as Trustee.

ROBERT BLYTH, C.A., Trustee.

115 St. Vincent Street, Glasgow,  
19th November 1883.

**I** JOHN WILSON, Chartered Accountant, Glasgow, as Trustee on the Sequestrated Estates of CHARLES WALKER, Contractor, Govan, Lanarkshire, and Farmer, Herdhill, Kirriemuir, hereby call a General Meeting of Creditors, to be held within my Office, No. 59 St. Vincent Street, Glasgow, on Wednesday the 28th day of November 1883, at twelve o'clock noon, to consider and approve of a proposed compromise of the claims of Mr. Duthie, the Landlord of the Bankrupt's Farm, under which the Landlord is to receive in cash half the value of the labour, seed, and manure expended during the current year, and to rank for the balance as an ordinary Creditor.

JOHN WILSON, C.A., Trustee.

Glasgow, 19th November 1883.

**L**AURENCE HILL WATSON, Chartered Accountant, Glasgow, Trustee on the Sequestrated Estate of ALEXANDER STEVENSON, Farmer, residing at Easthills of Cathkin, Lanarkshire, hereby intimates (1) that the accounts of his intromissions with the funds of the Estate, brought down to 18th instant, have been audited by the Commissioners; (2) that a Meeting of Creditors on said Estate will be held within his Office, No. 150 St. Vincent Street, Glasgow, on Monday the 17th December 1883, at twelve o'clock noon, to consider an application to be made for his discharge as Trustee aforesaid.

LAURENCE H. WATSON.

Glasgow, 19th November 1883.

SEQUESTRATION of JOHN M'LETCHIE & COMPANY, American Produce Merchants, 79 Robertson Street, Glasgow, and John M'Letchie, Merchant there, the only known Partner of said Firm, as a Partner, and as an Individual.

**T**HE Trustee hereby intimates that at a Special Meeting of Creditors, held on Monday the 19th day of November 1883, the Bankrupt made an offer of a Composition to his Creditors, and undertook to pay or provide for the expenses of the Sequestration and the remuneration to the Trustee; that the Creditors present resolved that said offer should be entertained for consideration; that the said offer and security will be finally disposed of at a General Meeting of Creditors, to be held in the Office of Rattray Brothers & Smith, C.A., Gresham House, 45 West Nile Street, Glasgow, on Wednesday the 12th day of December 1883, at twelve o'clock noon.

ALEX. H. SMITH, C.A., Trustee.

Glasgow, 19th November 1883.

**D**ANIEL M'INTYRE, Accountant in Dundee, Trustee on the Sequestrated Estate of DAVID BROWN, Wine and Spirit Merchant, Overgate, Dundee, hereby intimates that at the Meeting of Creditors, held upon the 15th day of November last, the Bankrupt offered to the Creditors a Composition on his whole debts of Six Shillings per pound, payable by two equal instalments at three and six months respectively after his final discharge, with security; and that the Creditors present unanimously entertained said offer for consideration; and Notice is hereby given that it will be decided upon at a Meeting of the Creditors, to be held within Lamb's Hotel, Reform Street, Dundee, upon Friday the 7th day of December 1883, at eleven o'clock forenoon.

D. M'INTYRE, Trustee.

Dundee, 19th November 1883.

In the SEQUESTRATION of ALEXANDER SOUTER, Farmer, Moutavie, in the Parish of Alness and County of Ross.

**A**NDREW MUNRO, Banker, Invergordon, Trustee, hereby gives notice that a Dividend will be paid, within the Office of the Commercial Bank of Scotland, Limited, Invergordon, upon the 7th day of January 1884.

A. MUNRO, Trustee.

Invergordon, 15th November 1883.

**D**AVID BIRD, Junior, C.A., Glasgow, Trustee on the Sequestrated Estates of DUNCAN M'FARLANE, Baker and Spirit Merchant, Langloan, Coatbridge, hereby intimates that a first and final Dividend will be paid, within his Chambers, 115 Saint Vincent Street, Glasgow, on and after the 21st day of December 1883.

DAVID BIRD, Jr., Trustee.

Glasgow, 16th November 1883.

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

**A**LEXANDER MAIR, Solicitor, Buckie, Trustee, hereby gives notice that a second and final Dividend will be paid, within his Office in Low Street, Buckie, upon 4th January 1884.

ALEX. MAIR, Trustee.

Buckie, 17th November 1883.





SEQUESTRATION of MELVILLE & BUCHANAN, Clothiers, 92 Argyle Street, Glasgow, and John Melville, Clothier there, the sole Partner of that Firm, as such Partner, and as an Individual.

THE Trustee hereby intimates that his accounts, brought down to 3d November current, have been audited by the Commissioners, and that on and after 4th January 1884 an equalizing and third and final Dividend will be paid, within the Chambers of Thomson, Jackson, Gourlay, & Taylor, C.A., 24 George Square, Glasgow, to those Creditors whose claims have been duly lodged and admitted by the Trustee.

JAMES TAYLOR, C.A., Trustee.

Glasgow, 17th November 1883.

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.

WILLIAM MACKINNON.

115 St. Vincent Street, Glasgow,  
19th November 1883.

#### NOTICE.

THE Partnership of DENHOLM & COCHRANE, Ironmongers, 60 High Street, Edinburgh, was DISSOLVED, by the death of Mr. James Cochrane, on 5th February 1883, and the Business was thereafter carried on for his own behoof by Mr. Alexander Denholm until his death, on 5th June 1883; and since that date the said Business has been carried on for behoof of his Representatives by the Subscriber Mrs. Jessie Paterson or Denholm, his widow and Executrix, under the Firm Name of DENHOLM & Co.

Denholm & Co. will settle all accounts due by the

late Firm of Denholm & Cochrane, and collect and discharge all accounts due to that Firm.

JESSIE DENHOLM.

THOMAS RONALDSON, Law-Clerk, 22 Hill Street, Edinburgh, Witness to the Signature of the said Mrs. Jessie Paterson or Denholm.

COLIN C. MOFFAT, Law-Apprentice, 22 Hill Street, Edinburgh, Witness to the Signature of the said Mrs. Jessie Paterson or Denholm.

HENRY CHRISTIE,  
DAVID YOUNG,  
ROBERT PEEBLES,  
JAMES INGLIS,  
JANE COCHRANE,

The Trustees and Executors of the said deceased JAMES COCHRANE.

JOHN MACPHERSON, Law-Clerk, 89A George Street, Edinburgh, Witness to the Signatures of Henry Christie, David Young, Robert Peebles, James Inglis, and Jane Miller or Cochrane.

ANDREW GRAY, Junr., Law-Apprentice to David Morton, S.S.C., 89A George Street, Edinburgh, Witness to the Signatures of the said Henry Christie, David Young, Robert Peebles, James Inglis, and Jane Miller or Cochrane.

#### NOTICE OF DISSOLUTION.

Edinburgh, 16th November 1883.

THE Copartnership carried on by the Subscribers as Coal, Lime, Wood, and General Merchants at Davidson's Mains and Craigleith, under the Firm of T. & J. TURNER, was DISSOLVED this day by mutual consent.

Messrs. J. & J. Milligan, W.S., 13 George Street, Edinburgh, are authorized to discharge the debts due to the Firm, and to receive all claims due by the Firm.

Both the Subscribers will carry on business as formerly on their separate behalf.

THOS. W. J. TURNER.

JOHN TURNER.

JOHN MILLIGAN, Writer to the Signet, Edinburgh, Witness to the Signatures of both parties.

JAMES H. NOTMAN, Law-Clerk, 13 George Street, Edinburgh, Witness to the Signatures of both parties.

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

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

Tuesday, November 20, 1883.

Price One Shilling and Ninepence.







