



The Edinburgh Gazette.

Published by Authority.

FRIDAY, NOVEMBER 23, 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'COSII, *Clerk*.

DOWNING STREET, November 19, 1883.

THE Queen has been pleased to appoint W. H. Hyndman Jones, Esq., to be a Member of the Executive Council of the Island of Saint Lucia.

WHITEHALL, November 20, 1883.

The Queen has been pleased to direct Letters Patent to be passed under the Great Seal granting unto the Very Reverend Benjamin Morgan Cowie, D.D., the Deanery of Her Majesty's Cathedral Church of Exeter, now void by the death of Dr. Archibald Boyd.

CIVIL SERVICE COMMISSION,
November 16, 1883.

The Civil Service Commissioners hereby give notice, that at an Examination held in London,

on the 16th October 1883, and following days, in pursuance of the Regulations respecting Open Competitive Examinations for Clerkships (Class I.) in the Civil Service, dated 23d February 1880, and published in the London Gazette of the 24th of the same month, the under-mentioned candidates obtained the first eighteen places :—

Number in Order of Merit.	Name.
1	Dawkins, Clinton Edward
2	Buller, Herbert Mayne
3	Browne, Edward Austin
4	Payne, Charles Wynter
5	Ballantyne, George Monck Mason
6	Fagan, Charles Gregory
7	Beevor, Ralph Jermy
8	Wickham, Frederick
9	Horne, Leonard Thomas
10	Stephens, Vivian Henry
11	Brown, Herbert William
12	Flynn, Joshua Albert
13	Strachey, Charles
14	Tarrant, Henry Charles Albert
15	Benson, Claude Ernest
16	Bull, John Major
17	Major, Albany Featherstonehaugh
18	Milne, William James

AN ACCOUNT showing the Quantities of certain kinds of Agricultural Produce Imported into the United Kingdom in the Week ended 17th November 1883.

						Quantities.	
Animals living :—						Number	
Oxen, Bulls, Cows, and Calves	...	...	...	...	...		8,571
Sheep and Lambs	...	...	...	...	...	"	19,202
Swine	...	...	...	...	...	"	286
Dead Meat :—						cwts.	
Bacon	...	...	...	...	...	"	48,726
Beef, salted and fresh	...	...	...	...	...	"	25,521
Hams	...	...	...	...	...	"	11,581
Meat unenumerated, salted and fresh	...	...	...	...	...	"	1,818
" " preserved	...	...	...	...	...	"	7,096
Pork, salted (not Hams) and fresh	...	...	...	...	...	"	10,469
Mutton, fresh	...	...	...	...	...	"	4,761
Poultry and Game (including Rabbits)	...	...	...	...	...	Value £	19,352
Butter and Butterine	...	...	...	...	...	cwts.	50,943
Cheese	...	...	...	...	...	"	33,666
Eggs	...	...	...	...	...	Great Hundred	179,870
Lard	...	...	...	...	...	cwts.	6,062
Vegetables :—						Bushels	
Onions, raw	...	...	...	...	...	cwts.	122,090
Potatoes	...	...	...	...	...	Value £	59,732
Unenumerated	...	...	...	...	...		7,022
Corn, Grain, Meal, and Flour :—						cwts.	
Wheat	...	...	...	...	...	"	1,392,405
Barley	...	...	...	...	...	"	595,011
Oats	...	...	...	...	...	"	235,184
Pease	...	...	...	...	...	"	91,569
Beans	...	...	...	...	...	"	51,600
Maize	...	...	...	...	...	"	471,721
Wheat Meal and Flour	...	...	...	...	...	"	349,184

S. SELDON, Principal.

Statistical Office, Custom House, London,
November 19, 1883.

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, Imperial Measure, as received from the Inspectors and Officers of Excise, in the Week ended 17th November 1883, conformably to the Act of the 45th and 46th Victoria, cap. 37.

					QUANTITIES SOLD.		AVERAGE PRICE.	
					Qrs.	Bus.	s.	d.
Wheat	...	...	...	...	67,745	1	40	3
Barley	...	...	...	...	160,474	1	33	4
Oats	...	...	...	...	12,801	1	19	11

Commercial Department, Board of Trade,
November 17, 1883.

R. GIFFEN.



COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1879 to 1882.

Corresponding Week in	QUANTITIES SOLD.						AVERAGE PRICE.					
	WHEAT.		BARLEY.		OATS.		WHEAT.		BARLEY.		OATS.	
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1879	40,065	2	72,275	1	4,451	4	47	10	39	8	21	6
1880	40,982	3	88,276	6	4,061	2	44	1	33	9	20	4
1881	41,911	3	70,882	4	6,637	1	45	4	34	6	20	2
1882	48,986	2	89,932	0	7,249	1	40	8	34	4	20	6

Commercial Department, Board of Trade,
November 17, 1883.

R. GIFFEN.

BANKRUPTS

FROM THE LONDON GAZETTE.

BANKRUPTCIES ANNULLED.

Henry Eugene de Meric, of the French Hospital and Dispensary, 10 Leicester Place, Leicester Square, Middlesex, doctor of medicine.
Sir Claude Champion de Crespigny, of 68 Queen's Gate, Hyde Park, Middlesex, Baronet.

BANKRUPTCIES AWARDED.

Thomas Swan, of the Middleton Arms, Mansfield Street, Kingsland Road, Middlesex, manager to a licensed victualler.
Edward Chatres Maddison, of 46 Lombard Street, London, stock and share dealer, financial agent, and railway contractor.
Philip Wade, of 17 Hopetown Terrace, Arthur Road, Beckenham, Kent, builder.
Walter Prentis the younger, of Sittingbourne, Kent, coal merchant.
Frederick Travis, of 52 Hanover Street, Liverpool, Lancaster, oil merchant and drysalter, trading under the firm of Travis & Wilde.
John Hope Clarke, of 2 Beach Grove, Holyrood, Prestwich, near Manchester, Lancaster, and of 19 Hopwood Avenue, Manchester; Lancaster, cotton broker and general agent.
Charles William Slatter, of Moreton-in-Marsh, Gloucester, millwright, engineer, and general machinist.

In Parliament—Session 1884.

INDIA-RUBBER, GUTTA PERCHA AND TELEGRAPH WORKS COMPANY LIMITED.

(Explanation Alteration or Amendment of Memorandum of Association; New Definition or Extension of Powers and Business of the Company.)

NOTICE is hereby given that application will be made to Parliament in the ensuing Session by or on behalf of the India Rubber Gutta

Percha and Telegraph Works Company Limited (in this Notice referred to as 'the Company') for an Act for all or some of the following purposes that is to say):—

1. To explain and remove doubts which have arisen as to the effect of the Memorandum and Articles of Association of the Company dated the 30th day of March 1864 and to give a new definition of the powers and objects of the Company.

2. To declare that the Memorandum of Association of the Company shall be deemed to confer upon the Company powers for the following purposes:—

The construction laying down maintenance purchasing hiring letting selling working and use of telegraph cables or of works materials gear and apparatus and all other things required for or in connection with the production transmission use and application of electric magnetic galvanic hydraulic or other forces and matters incidental thereto.

The purchase manufacture and sale of torpedos and torpedo boats and all matters and things connected therewith.

The employment application and use of india rubber gutta percha gums wire hemp skins elastic and other substances for any purpose for which they may wholly or in part be adapted and generally the manufacture of and dealing in all articles and things made wholly or in part of the said materials and substances or any of them or any other material substance article or thing of what nature or kind soever which the Company may deem it desirable to manufacture or deal with in connection with their business; and the carrying on of any work or business connected with or incident thereto and the use or application of any such materials or substances.

The holding of property and the establishment of works and generally the carrying on of business both in and out of the United Kingdom.

The holding of shares stock and debentures in other Companies.

3. To confer upon the Company all such powers rights and privileges as may be necessary or expedient for effecting the objects aforesaid and to vary and extinguish all rights and privileges which would in any way interfere with the objects of the Bill and to confer other rights and privileges.

4. 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 1883.

Dated this 14th day of November 1883.

MURRAY HUTCHINS & STIRLING
11 Birchlin Lane E.C.

Solicitors for the Bill.

DYSON & CO.

24 Parliament Street, Westminster

Parliamentary Agents.

In Parliament—Session 1884.

BANK OF SOUTH AUSTRALIA.

(To extend and enlarge the Powers of the Bank of South Australia; to Re-constitute the Corporation; to enable them to increase their Capital; to carry on Business in any part of the Australian Colonies, and in New Zealand and elsewhere, with the same Powers as they now do in South Australia; and for other Purposes.

NOTICE 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 among other purposes, that is to say:—

To enable the Bank of South Australia (hereinafter called 'the Corporation') in addition to the powers already possessed by them for carrying on the business of a Banker in the Colony of South Australia, under a Royal Charter, dated the 3d day of September 1847, and a Supplemental Royal Charter, dated the 5th day of July 1866, or otherwise to carry on the business of a Banker in the other Australian Colonies or some of them, and also in the Colonies of New Zealand and Tasmania, and in the British Possessions of Fiji in like manner and with the same powers as they are now authorized to carry on such business in the said Colony of South Australia, subject to such alterations, modifications or enlargements of the powers now vested in them as may be provided by the intended Act.

To extend and define the term during which the powers now possessed by or which may be granted to the Corporation may be exercised if found necessary or expedient to re-constitute the Corporation, and generally to make all such provisions, and to confer all such rights, powers and privileges as may be necessary for that purpose, or for authorizing and carrying into effect the other purposes of the intended Act.

To alter, amend and enlarge the powers and provisions, or some of them, of the said Charters, and to repeal or alter any provisions or restrictions contained in the said Charters, or either of them, which are or may be inconsistent with the objects of the intended Act; to vary or extinguish all rights and privileges which would interfere with or prevent the execution of the objects of the intended Act.

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

Dated this 15th day of November 1883.

HOLLAMS, SON, & COWARD,

Mincing Lane, London,

[Solicitors for the Bill.]

In Parliament—Session 1884.

INSTITUTE OF CHEMISTRY.

(Dissolution and Re-incorporation of the Institute of Chemistry of Great Britain and Ireland, with or without other persons; Provisions as to Management, Meetings, Application of Funds, &c.; Registration of Members; Qualification, Examination, and Admission of Candidates for Membership; Appointment, &c., of Examiners; Fees, &c., to be paid by Members, or Candidates for Membership; Provisions as to Members practising without Certificate; Exclusive use of distinctive style or initials; Fundamental Rules, Exclusion, Expulsion, or Suspension of Members; Bye-Laws.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill (in this notice called 'the Bill') for all or some of the following objects, powers, and purposes, that is to say:—

1. To dissolve the Institute of Chemistry of Great Britain and Ireland incorporated under 'The Companies Act, 1862,' and 'The Companies Act 1867' (in this notice called 'The Old Institute'), and to annul and cancel the Memorandum and Articles of Association of the Old Institute, under which they are now acting, and any special resolutions passed by the Old Institute.

2. To re-constitute and re-incorporate by the same or some other name, the members of 'The Old Institute,' with or without other persons, and to vest in the body corporate, so to be formed (in this notice called 'The Institute'), the lands, property, rights, and choses in action of, or held in trust for, the Old Institute, and all the powers, rights, trusts, and privileges now possessed by them under the said memorandum and articles of association, subject to such modifications as the Bill may define, and to provide for the dissolution of the Old Institute, and the winding up of its affairs.

3. To provide for the management and regulation of the affairs of the Institute, and the formation and constitution of a council or other managing body thereof, and for the succession thereof.

4. To regulate or provide for the regulation of the holding of meetings of the council, and of general and special meetings of members of the Institute, and the proceedings and rights and mode of voting at all or any such meetings.

5. To define and prescribe the respective powers of the council, and of the members of the Institute in general or special meeting.

6. To make provision as to the application of the funds of the Institute.

7. To empower the Institute to purchase, take, hold, use, and dispose of lands, houses, and other property.

8. To provide for the keeping of books or rolls for the registration of members of the Institute, or such other purposes as may be defined by the Bill.

9. To define and declare the persons or classes of persons to be admitted members of the Institute, the qualification, examination, and admission of candidates for membership, and the appointment, duties, powers, and remuneration of examiners of such candidates.

10. To prescribe and regulate the fees, or annual, or other sums to be paid by members or candidates for membership of the Institute, the granting of annual or other certificates of membership, and the terms and conditions on which such certificates shall be granted or renewed.

11. To prohibit, if thought fit, members of the Institute from practising, or from recovering fees, remuneration, or expenses in the absence of a certificate of membership.

12. To authorize the adoption by members of the Institute of a distinctive style or initials, and to prohibit under penalties the use of the same style or initials by persons not members of the Institute.

13. To enable the Institute to confer upon any duly qualified person the rank or degree of fellow or associate of the Institute, and to grant to any such person a certificate or diploma of proficiency or qualification, or of his holding any such rank or degree as aforesaid; and to make such other provisions with reference to the matters aforesaid as the Bill will define.

14. To provide for the application of the income and revenues of the Institute, and to enable the Institute to borrow and re-borrow money for the purposes of the Institute, in such manner and on such terms and conditions as the Bill may prescribe.

15. To declare and define the objects and purposes of the Institute, and to provide for the promotion and encouragement of the study of chemistry and all branches of science allied thereto, and for the advancement, improvement, and maintenance of the profession of chemistry, and the founding of professorships, lectureships, and scholarships, and the giving of prizes, and the advancement of education in chemical science.

16. To declare and define what shall be deemed to be fundamental rules of the Institute, and for the exclusion, or expulsion, or suspension (subject, if so thought expedient, to such appeal as may be prescribed by the Bill) of members violating such rules, or otherwise misconducting themselves, or becoming bankrupt, or insolvent, or compounding with their creditors, or for such other reasons or under such other circumstances as may be prescribed by the Bill.

17. To authorize or provide for the making, rescinding, varying, enforcing (by penalty or otherwise), and evidencing of bye-laws for the purposes or any of the purposes following, that is to say:—

For regulating the terms and conditions for, and the mode of admission of, associates and the election of fellows of the Institute;

For appointing the entrance and other fees and the annual sums for certificates of membership and other sums to be paid by fellows or associates of the Institute, and for the granting of such certificates or diplomas as aforesaid, and the times and periods at which such fees or annual or other sums shall be payable;

For regulating the mode, time, and place of summoning and holding annual and other general meetings and special meetings of the Institute; and the mode of voting, including the voting by proxy or by ballot, and the conduct of proceedings at any such meetings;

For regulating the number of members of the council, and their periodical retirement, and the mode of nomination of fellows of the Institute for election to the council, and the

giving of notice (if so thought fit) of such nomination, and the conduct of the election, and the mode of filling casual vacancies, and for fixing the quorum of the council and regulating their meetings and adjournment thereof, and the proceedings at such meetings; For regulating the appointment of trustees and their powers and duties, and the disposal of the income, moneys, and property of the Institute;

For regulating the appointment, election, rotation, retirement, and remuneration of an auditor or auditors;

For regulating the appointment, employment, and remuneration of professors, lecturers, examiners, and other officers and servants;

For regulating the number and times and places of holding examinations, whether preliminary, intermediate, or final, of candidates for membership of the Institute, and the fees to be paid by candidates on or before any such examinations, and the subjects for and the manner of conducting all or any such examinations, and the conditions on which the examiners shall hold office, and their remuneration;

For regulating the admission as students, and the rights and privileges of such students, and their suspension or exclusion from such rights or privileges;

And generally such bye-laws as from time to time seem to the Institute requisite for the better execution of the powers of the Bill, and the furtherance of the objects of the Institute and of the Bill;

or provision will be made in the Bill itself for the purposes aforesaid, or some of them.

18. To make such further or other provision as may be incidental to any of the matters, objects, or purposes aforesaid.

19. And the Bill will vary or extinguish all rights and privileges which are inconsistent or would interfere with any of its objects, and will confer other rights and privileges.

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 the 13th day of November, 1883.

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

In Parliament—Session 1884.

GLASGOW CORPORATION.

Markets—Power to Borrow Further Money—Alter or Increase Market Tolls, &c.—Tolls for Dead Meat and Fish—Amending Provisions as to Corporation Accounts—Power to Corporation to Construct Tramways in Pollokshaws, and to Borrow Monies, Purchase Lands, Tolls, and other Provisions as to Tramways—Lease of same to Glasgow Tramway Company—Amendment of Acts, Incorporation of Acts, and other Purposes.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Lord Provost, Magistrates, and Council of the City and Royal Burgh of

Glasgow (in this Notice called 'The Corporation') for leave to bring in a Bill (in this Notice called 'the Bill') for all or some of the following objects, powers, and purposes, that is to say:

MARKETS.

To authorise the Corporation, for the purpose of covering over, enlarging, and improving their Markets and Market Places, and for the general purposes of their Markets and Slaughter-Houses Undertaking (in this Notice called 'The Markets Undertaking') under the Glasgow Markets and Slaughter-Houses Acts, 1865, 1871, and 1877 (in this notice referred to collectively as 'The Markets Acts,' and respectively as 'the Act of 1865,' 'the Act of 1871,' and 'the Act of 1877'), and for the purposes of the Bill, or any of them, to apply any funds, monies, rates, rents, or assessments now belonging to or leviable by them in respect of the Markets Undertaking, or which they are now, or by the Bill may be authorized to raise, or which may come into their possession in exercise of the powers which they now have or which from time to time shall be conferred upon them in respect of the Markets Undertaking, and to borrow, and from time to time to re-borrow, money for all or any of the purposes aforesaid on mortgage or bonds, or annuities or debenture stock, cash credit or otherwise, on the security of the Markets Undertaking property, funds, rates, rents, and charges for the time being leviable by them or under their control, or to enable the Corporation to borrow money on Corporation Stock or otherwise in manner provided by The Glasgow Corporation Loans Act, 1883, and to make provision for the repayment of the sums to be so borrowed, and, if expedient, to fund the debt so to be created, and to make such other provisions with respect to the several matters aforesaid as the Bill may define or Parliament may sanction.

To empower the Corporation to alter, vary, or increase the rates, tolls, rents, stallages, and charges which they are by the Markets Acts, or either of them, authorized to demand and take; and to empower the Corporation to demand, take, and recover tolls, rates, rents, stallages, and other charges in respect of hay, corn, and other cereals, fish, meat, poultry, fruit, vegetables, and other marketable produce and commodities brought into or exposed for sale within any of the markets or market-places of the Corporation.

To empower the Corporation to take tolls, rates, and other charges for the sale of dead meat and fish in their markets and market-places in addition to or in substitution for the rents for spaces in the markets and market-places payable by persons using those spaces for the sale of dead meat and fish; and to alter, amend, or repeal Section 42 of the Act of 1865 relating thereto.

ACCOUNTS.

To alter, amend, extend, and enlarge the powers and provisions of the Markets Acts, the Corporation Tramways Acts, the Police Acts, the Water Acts, the Gas Acts, the Improvements Acts, the Parks Act, the Municipal Acts, and the Bridges Act (hereafter in this notice set forth), hereinafter mentioned, relating to the books of account and other accounts to be kept, the appointment and duties of auditor, the annual account of receipts and expenditure, the making-up and the publication of accounts, and all other matters connected with accounts, and to make such other provisions with reference to the matters aforesaid, and the keeping of accounts,

as the Bill may provide or Parliament may sanction.

TRAMWAYS.

To authorise and empower the Corporation to make, form, lay down, and maintain the several Tramways and Works hereinafter described, or some or one of such Tramways or Works or some part or parts thereof respectively, with all necessary and proper rails, plates, chairs, sleepers, works, and conveniences connected therewith respectively—that is to say,

(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, road, or house is to be taken (unless otherwise stated) as opposite the centre of the street, road, or house.)

A Tramway No. 1, commencing in New Kilmarnock Road by a junction with the existing Tramways of the Corporation, at the existing termination of those Tramways in the New Kilmarnock Road, and thence turning south-westward into and passing in a westerly direction along Coustonholm Lane and Coustonholm Road, and terminating in Coustonholm Road at or near the Entrance Gate of the Stables of the Glasgow Tramway and Omnibus Company (Limited).

Tramway No. 1 is intended to be constructed as a double line throughout.

A Tramway No. 2, commencing in Coustonholm Road by a junction with the said Tramway No. 1 at a point in Coustonholm Road at or near the point of the intersection of that road and Coustonhill Street, and thence turning in a north-westerly direction and passing along Coustonholm Road, Pleasance Street, part of Pollok Street, and Main Street, and terminating in Main Street at a point opposite or nearly opposite the House Number 62 Main Street.

Tramway No. 2 is intended to be constructed as a double line, except for a distance of eight yards, measured in a north-eastwardly direction from the termination of the Tramway, for which distance it is intended to be constructed as a single line.

A Tramway or passing place No. 1A, wholly situate in Coustonholm Lane or Road, commencing and terminating by junctions with Tramway No. 1 at points respectively seventy-two yards and ninety-five yards or thereby, measured in a westwardly direction, from the point of the commencement of Tramway No. 1 hereinbefore described.

A Tramway or passing place No. 1B, wholly situate in Coustonholm Road, commencing and terminating by junctions with Tramway No. 1 at points respectively one hundred and six yards and eighty-four yards, or thereby, measured in an eastwardly direction, from the point of the intersection of Coustonhill Street and Coustonholm Road.

A Tramway or passing place No. 1C, wholly situate in Coustonholm Road, commencing and terminating by junctions with Tramway No. 1 at points respectively twenty-nine yards and seven yards or thereby, measured in an easterly direction, from the point of the intersection of Coustonhill Street and Coustonholm Road, and at or

near the point of the intersection of that Street and Road.

Tramways Nos. 1A, 1B, and 1C are intended to be constructed as single lines throughout.

A Tramway or passing place No. 2A, wholly situate in Pleasance Street, commencing and terminating by junctions with Tramway No. 2 at points respectively opposite No. 33 and No. 39 Pleasance Street.

A Tramway or passing place No. 2B, wholly situate in Pollok Street, commencing and terminating by junctions with Tramway No. 2 at points respectively twenty-eight yards and eleven yards or thereby measured in a south-eastwardly direction from the point of intersection of Main Street and Pollok Street.

A Tramway or passing place No. 2C, wholly situate in Main Street, commencing and terminating by junctions with Tramway No. 2, at points respectively opposite No. 40 and No. 43 Main Street.

Tramways Nos. 2A, 2B, and 2C are intended to be constructed as single lines throughout.

The following is a description of all the points between which the proposed Tramways or either of them are intended to be laid, 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 of the road and the nearest rail of the Tramway:—

Tramway No. 1, in Coustonholm Lane and Coustonholm Road, on both sides thereof, for the whole length of the Tramway.

Tramway No. 2, in Coustonholm Road, Pleasance Street, Pollok Street, and Main Street, on both sides thereof, from its commencement to a point opposite No. 49 Main Street, and on the west side of Main Street from a point opposite No. 49 Main Street to the termination of the Tramway.

Tramway or passing place No. 1A, in Coustonholm Lane or Road, on the north side between the point the commencement of the Tramway and a point fourteen yards measured in a westwardly direction from the commencement of the Tramway, and on the south side between a point fifteen yards measured in an eastwardly direction from the termination of the Tramway and the point the termination of the Tramway.

Tramway or passing place No. 1B, in Coustonholm Road, on the north side between the point the commencement of the Tramway and a point fourteen yards measured in a westwardly direction from the commencement of the Tramway, and on the south side between a point fourteen yards measured in an eastwardly direction from the termination of the Tramway and the point the termination of the Tramway.

Tramway or passing place No. 1C, in Coustonholm Road, on the south side between the point the commencement of the Tramway and a point fourteen yards measured in a westwardly direction from the commencement of the Tramway, and on the north side between a point fourteen yards measured in an eastwardly direction from the termination of the Tramway and the point the termination of the Tramway.

Tramway or passing place No. 2A, in Pleasance Street, on the north-east side between the point the commencement of the Tramway and a point fifteen yards measured in a north-westwardly direction from the commencement of the Tramway, and on the south-west side between a point sixteen yards measured in a north-eastwardly

direction from the termination of the Tramway and the point the termination of the Tramway.

Tramway or passing place No. 2B, in Pollok Street, on the north-east side, between a point six yards measured in a north-westwardly direction from the commencement of the Tramway and the point the termination of the Tramway.

Tramway or passing place No. 2C, in Main Street on the westward side between the point the commencement of the Tramway and a point eleven yards measured in a southwardly direction from the commencement of the Tramway, and on the eastward side between a point eleven yards measured in a northwardly direction from the termination of the Tramway and the point the termination of the Tramway.

Each of the Tramways hereinbefore mentioned is intended to be constructed on a gauge of four feet 7 $\frac{3}{4}$ inches, and it is not intended to run thereon carriages or trucks adapted for use upon railways, and to prohibit (if need be) the running of such carriages or trucks on the proposed Tramways and works.

All the Tramways hereinbefore described will be situate in the parish of Eastwood and Burgh of Pollokshaws, all in the County of Renfrew.

To authorise the Corporation from time to time, and either temporarily or permanently, to make, maintain, alter, and remove such crossings, cross-overs, passing places, sidings, junctions, turn-outs, and other works as may be necessary or convenient for the efficient working of their Tramways or any of them, or for facilitating the passage of traffic along streets, or for providing access to any stables, or carriage sheds, or works, or buildings of the Corporation or their lessees.

To authorise the Corporation to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with, either temporarily or permanently, streets, turnpike or other roads, highways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph, telephonic, and other pipes and apparatus within the parish and places mentioned in this notice, for the purpose of constructing, maintaining, repairing, removing, altering, or reinstating the proposed Tramways and works, or of substituting others in their place, or for the other purposes of the Bill.

To empower the Corporation, for all or any of the purposes of their undertaking, to purchase or acquire by compulsion or agreement lands and houses, or easements or servitudes over lands and houses, and to erect stables, offices, buildings, or other conveniences on any such lands, or for widening and improving any street or road in Pollokshaws, and for the last-mentioned purpose, if need be, to confer similar powers of purchase on the Glasgow Tramway and Omnibus Company (Limited) (in this notice called the Tramway Company) and the Provost, Magistrates, and Council of the Burgh of Pollokshaws (in this notice called the Town Council of Pollokshaws).

To empower the Corporation 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 or any part thereof to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this notice, and to maintain, so long as occasion may require, a temporary tramway or temporary tramways in lieu of the

tramway or part of a tramway so removed or discontinued, to be used or intended so to be.

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 Corporation 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 make provision for regulating the passage of traffic along or across any streets, roads, and other thoroughfares through or along which the said intended Tramways will be laid, or any part or parts thereof, and along, over, or across such Tramways, and for preventing obstructions to all or any of such traffic, and to authorize the making and enforcing, whether by the Corporation, or the Authority or Authorities having the control of any such streets, roads, and thoroughfares, of bye-laws, rules, and regulations with reference to all or any of the matters aforesaid, and the attaching and recovering of penalties for the breach or non-observance of any such bye-laws, rules, and regulations, or any of the provisions of the Bill.

To reserve to the Corporation or their lessees the exclusive right of using on the proposed Tramways carriages adapted or suitable for running thereon.

To prohibit, except by agreement with the Corporation or their lessees, the use of the proposed Tramways by persons or Corporations, other than the Corporation or their lessees, with carriages having flange wheels or otherwise suitable or adapted to run on the Tramways, and to authorize and give effect to agreements between the Corporation or their lessees, and any other person or Corporation, for the use of the said Tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

To enable the Corporation or their lessees to levy tolls, rates, and charges for the use of the proposed Tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to alter the tolls, rates, duties, and charges which the Corporation or their lessees are or may be authorised to take, and to confer exemptions from the payment of tolls, rates, or charges, and to confer, vary, or extinguish other rights and privileges.

For enabling the Corporation on the one hand and the Tramway Company and the Town Council of Pollokshaws, or either of them, on the other hand, and generally any Board, trustees, or other bodies corporate, or persons having respectively the control or management of the said streets, roads, bridges, and places respectively, or of any of them, or any part thereof, or any one or more of such bodies, trustees, or persons, on the other hand, to enter into contracts or agreements with respect to the laying down, maintaining, removing, 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 or along the same by means of animal, steam, or other power, and for the payment of a composition or adjusted or modified tolls or duties in respect of the use of such streets, roads,

bridges, and places, and for securing the carrying out of the undertaking to be authorised by the Bill, and to confirm any agreement which has already been made or which may be made with reference to any of these matters.

To provide that that part of the Coustonholm Lane, Road, or Street in the Burgh of Pollokshaws which lies between New Kilmarnock Road and Pleasance Street, which has been altered in level and widened by the Town Council of Pollokshaws for the purpose of laying down Tramways thereon, shall be declared to be a public street or road in the Burgh of Pollokshaws, and be maintained by the Town Council of Pollokshaws, or other road authority for the time being in Pollokshaws, and to make such other provisions with reference to the matters aforesaid and the alteration in level and widening of Coustonholm Lane, Road, or Street as the Bill may define or Parliament sanction.

To authorise and empower the Corporation, on the one hand, and the Tramway Company, or any other company, corporation, body, or persons, on the other hand, to accept a lease of all or some of the proposed Tramways, or any of them, or any parts or part thereof, on such terms and conditions as have been, or may be, agreed upon; and to confirm any lease already entered into or which, prior to the passing of the Bill, may be entered into between them respectively; and to enact and declare that the Public General Act, 3d George IV., cap. 91, intitled "An Act for Regulating the Mode of Accounting for the Common Good and Revenues of the Royal Burghs of Scotland," shall not apply to the said Tramways; and to authorize the Corporation, on the one hand, and the Tramway Company, or any other company, corporation, body, or persons, on the other hand, to enter into agreements for the working, maintenance, and management of the proposed Tramways, or any of them, or any parts or part thereof, by the Tramway Company, or by any other company, corporation, body, or persons, on such terms as they may mutually arrange, and to confirm any such agreement as may already have been entered into between them, or may be entered into, prior to the passing of the Bill; and to empower the Corporation to purchase from the Tramway Company any tramways, rails, plates, and apparatus laid down or placed by the Tramway Company on the line of the proposed Tramways or any of them; and to make such other provisions with respect to the several matters before mentioned as the Bill may provide.

For authorising the Corporation, in addition to the monies they are already authorised to borrow, to borrow, and from time to time to re-borrow, money for the purposes of the Bill on mortgage, bond, annuity, cash credit, or otherwise, and to charge the money to be borrowed on the tolls, rates, and charges to be authorized by the Bill, and on the tolls, rates, and charges authorised, or to be authorised, to be levied and charged by them under 'The Glasgow Street Tramways Act, 1870,' 'The Glasgow Corporation Tramways Act, 1872;' 'The Glasgow Corporation Tramways Act, 1875;' and 'The Glasgow Corporation Tramways Act, 1879,' and on any revenues or monies or securities payable or available to the Corporation under any lease or leases granted or to be granted of the proposed Tramways or the authorised Tramways, or under any agreements relating thereto, and on any rates or assessments which the Corporation have already, or may



hereafter have power to levy; and also on the lands, houses, and properties to be acquired under the Bill; and on any other property from time to time belonging to or to be acquired by them; and to apply the tolls, rates, charges, and profits of the proposed Tramways and the authorised Tramways to the general purposes of the Corporation, and if expedient to create and issue debenture stock or funded debt in lieu of money borrowed or authorised to be borrowed, or to raise for the purposes of the Bill money by the creation and issue of Corporation Stock in manner provided by the Glasgow Corporation Loans Act, 1883.

To provide a Sinking Fund or Sinking Funds for the repayment of the monies to be borrowed, and to alter the provisions now in force as to the Sinking Funds to be set apart for paying off monies now owing by or to be borrowed by the Corporation.

For authorising payment by the Corporation out of the monies to be borrowed and raised under the Bill of interest on the sums for the time being raised or owing by the Corporation for the purpose of constructing the proposed Tramways or any of them or any parts or part thereof, and until such Tramways have been completed and opened for public traffic, or as shall be defined in the Bill.

For incorporating with, and extending and applying to the Bill, all or some of the provisions of the Public General Acts of Parliament following, *videlicet*:—‘The Lands Clauses Consolidation (Scotland) Act, 1845;’ ‘The Lands Clauses Consolidation Acts Amendment Act, 1860;’ ‘The Commissioners Clauses Act, 1847;’ ‘The Markets and Fairs Clauses Act, 1847;’ ‘The Railways Clauses Consolidation (Scotland) Act, 1845;’ ‘The Railways Clauses Act, 1863;’ and ‘The Tramways Act, 1870;’ and of the Glasgow Tramways Acts (hereinafter in this notice referred to), or some of them, or some part or parts thereof respectively, with or without such variations as may be necessary, or wholly or partially to exempt the Corporation from any of the provisions of these several Acts, and to vary or extinguish any rights or privileges thereunder, or under any other Act or Acts.

The Bill will confer on the Corporation all usual and requisite powers for carrying into effect the objects and purposes aforesaid and of the Bill, and will alter, amend, extend, and enlarge or repeal all or some of the powers and provisions of ‘The Glasgow Markets and Slaughter-Houses Acts, 1865, 1871, and 1877’ (the Markets Acts in this notice before referred to), and of the Acts (local and personal), following (that is to say):—‘The Glasgow Street Tramways Act, 1870;’ ‘The Glasgow Corporation Tramways Act, 1872;’ ‘The Glasgow Corporation Tramways Act, 1875;’ ‘The Glasgow Corporation Tramways Act, 1879;’ (the Tramways Acts in this notice before referred to); ‘The Vale of Clyde Tramways Act, 1871;’ and ‘The Vale of Clyde Tramways Act, 1876;’ 19 and 20 Vict., Cap. 85; and the Public General Acts, 32 Geo. III., Cap. 68, and 41 and 42 Vict., Cap. 51; ‘The Glasgow Police Acts, 1866, 1872, 1873, 1875, and 1877;’ ‘The General Police and Improvement (Scotland) Act, 1862, Order Confirmation (Glasgow) Act, 1877;’ ‘The Glasgow Corporation and Police Act, 1882;’ (the Police Acts in this notice before referred to); ‘The Glasgow Corporation Waterworks Acts, 1855, 1859, 1860, 1865, 1866, 1873, 1877, 1879, and

1882’ (the Water Acts in this notice before referred to); ‘The Glasgow Corporation Gas Acts, 1869, 1871, 1873, and 1882’ (the Gas Acts in this notice before referred to); ‘The Glasgow Improvements Acts, 1866, 1871, and 1880’ (the Improvements Acts in this notice before referred to); ‘The Glasgow Public Parks Act, 1878’ (the Parks Act in this notice before referred to); ‘The Glasgow Municipal Acts, 1872, 1878, and 1879;’ ‘The Glasgow Municipal Buildings Act, 1878’ and ‘The Glasgow Corporation Loans Act, 1883’ (the Municipal Acts in this notice before referred to); ‘The Glasgow Bridges Consolidation Act, 1866’ (the Bridges Act in this notice before referred to); and any other Act or Order empowering the Corporation to borrow money, and all other Acts (if any) relating to or affecting the Corporation in its corporate or other capacities in the City and Royal Burgh, and any other Acts which it may be necessary to amend, alter, or repeal for any of the purposes of the Bill.

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 or privileges.

Duplicate Plans and Sections of the proposed Tramways and Works, and of the lands, houses, and other property in or through which they will be made, or which may be taken under the powers of the Bill, together with a Book of Reference to such Plans containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, houses, and other property; and copies of this Notice as published in the *Edinburgh Gazette* will be deposited on or before the 30th instant, for public inspection, with the Principal Sheriff-Clerk of the County of Renfrew, at his Offices in Paisley and Greenock; and with the Session-Clerk of the Parish of Eastwood, at the usual place of abode of such Session-Clerk.

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

Dated this 14th day of November, 1883.

J. D. MARWICK, Town-Clerk, Glasgow,

Solicitor for the Bill.

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

In Parliament—Session 1884.

BARRMILL AND KILWINNING RAILWAY,
(Extensions to Ardrossan, Ardrossan Harbour, Irvine, Ardeer Ironworks, Eglinton Ironworks, Kilbirnie and Glengarnock; Powers to raise Additional Capital, to take Lands, and to levy Tolls, Rates and Charges; Power to take parts of certain Properties; Change of Name of the Company; Increase of Number of Directors; Working and other Agreements and Arrangements with the Caledonian and Glasgow and South Western Railway Companies and others; Alteration of existing Agreements; Powers to lay Lines of Rails on Ardrossan Harbour; Junctions with the Glasgow and South Western Railway; Running Powers and Traffic Facilities over Rails at Ardrossan Harbour; Appointment of Joint

Committees; Arrangements with Proprietor of Ardrossan Harbour; Agreements with Road Trustees and others; 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 Barrmill and Kilwinning Railway Company (hereinafter called 'the Company') for an Act (hereinafter called 'the intended Act') to effect all or some of the following purposes (that is to say):—

1. To enable the Company to make and maintain the Railways and other works hereinafter described, or some part or parts thereof, together with all necessary and convenient stations, sidings, approaches, viaducts, bridges, roads, wharves, jetties, sheds, communications, sewers, warehouses, goods depots, buildings, and other works and conveniences connected therewith (that is to say):—

1. A Railway (No. 1), commencing in the Parish of Kilwinning by a junction with Railway No. 1, authorised by 'The Barrmill and Kilwinning Railway Act, 1883,' at a point thereon distant 527 yards or thereabouts, measuring north-eastwards from the north-east corner of the dwelling-house called or known as 'Innerwood,' belonging, or reputed to belong to Andrew FitzJames Ballantine, and in the occupation of Mrs. Elizabeth Miller, and terminating in the Parish of Ardrossan, on the foreshore of the Harbour of Ardrossan, at a point distant 150 yards or thereabouts, measuring south-westwards from the north-west corner of the hotel or building known by the name of the Eglinton Arms Hotel, Ardrossan;
2. A Railway (No. 2), wholly situate within the Parish of Ardrossan, commencing by a junction with the intended Railway No. 1 above described, at the termination thereof, and terminating by a junction with the Railway leading from the Glasgow and South Western Railway Company's station at Princes Street, Ardrossan, to the east side of the wet dock of Ardrossan Harbour, at a point on that Railway distant 225 yards or thereabouts, measuring south-eastwards from the south-east corner of the said wet dock;
3. A Railway (No. 3), wholly situate within the Parish of Ardrossan, commencing by a junction with the intended Railway No. 1 above described, at a point distant 96 yards or thereabouts, measuring westwards from the south-west corner of the Free Church situate in Montgomerie Street, Ardrossan, and terminating in the Firth of Clyde, on the north side of the northmost breakwater or pier of the Ardrossan Harbour, at a point distant 275 yards or thereabouts, measuring westwards from the westmost corner of the Lifeboat House at the said harbour;
4. A Railway (No. 4), wholly situate in the Parish of Stevenston, commencing by a junction with the intended Railway No. 1 above described, at a point on the south side of the Ardrossan Branch Railway of the Glasgow and South Western Railway, distant 824 yards or thereabouts, measuring eastwards from the south-east corner of

the Stevenston Station House on the said Ardrossan Branch Railway, and terminating by a junction with the Railway siding leading from the said Ardrossan Branch Railway into Ardeer Ironworks, at a point distant 412 yards or thereabouts, measuring south-eastwards from the said south-east corner of the said Stevenston Station House;

5. A Railway (No. 5), commencing in the Parish of Beith by a junction with the Railway No. 1, authorised by 'The Barrmill and Kilwinning Railway Act, 1883,' at a point thereon distant 282 yards or thereabouts, measuring south-eastwards from the northmost corner of the farmhouse called 'Gate-end,' in the said Parish of Beith, belonging, or reputed to belong, to Miss Charlotte Louisa Shedden and others, and in the occupation of William Howie, and terminating in the Parish of Kilbirnie, on the south side of the public road leading from Kilbirnie to Lochwinnoch, at a point distant 50 yards or thereabouts, measuring south-eastwards from the south-east corner of the school-house known as the Bridge End Public School, Kilbirnie;
6. A Railway (No. 6), wholly situate in the Parish of Kilbirnie, commencing by a junction with the intended Railway No. 5 above described at a point distant 106 yards or thereabouts, measuring south-westwards from the north-west corner of the farm steading called 'Lochend,' belonging, or reputed to belong, to the Earl of Glasgow, and in the occupation of James Kerr, and terminating by a junction with a Railway siding leading into Glenarnock Ironworks, belonging, or reputed to belong, to Messieurs Merry & Cunningham, at a point distant 350 yards or thereabouts, measuring south-eastwards from the north-east corner of the said farm steading called 'Lochend';
7. A Railway (No. 7), commencing in the Parish of Kilwinning by a junction with the intended Railway No. 1 above described, at a point distant 208 yards or thereabouts, measuring north-westwards from the south-west corner of the dwelling house of the farm steading called 'Byrehill,' belonging, or reputed to belong, to the Eglinton Iron Company, and in the occupation of Mrs. Margaret Logan, and terminating in the Parish and Royal Burgh of Irvine, at a point distant 40 yards or thereabouts, measuring northwards from the junction of East Back Road with Bank Street, in the said Parish and Royal Burgh of Irvine;
8. A Railway (No. 8), in the Parishes of Stevenston and Kilwinning, commencing by a junction with the intended Railway No. 1 above described, at a point distant 185 yards or thereabouts, measuring south-eastwards from the south-west corner of the dwelling house of the farm steading called 'Todhills,' belonging, or reputed to belong to, and in the occupation of, Miss Jean Montgomerie and others, and terminating by a junction with the intended Railway No. 7 above described, at a point distant 322 yards or thereabouts, measuring eastwards from the

south-west corner of the dwelling house of the farm steading called 'Bog,' belonging, or reputed to belong, to the Eglinton Iron Company, and in the occupation of Robert Speir;

9. A Railway (No. 9), wholly situate in the Parish of Kilwinning, commencing by a junction with the intended Railway No. 1 above described, at a point distant 157 yards or thereabouts, measuring south-eastwards from the south-east corner of the dwelling houses known as 'Byrecroft,' in the Town of Kilwinning, belonging, or reputed to belong, to the Earl of Eglinton, and in the occupation of Hugh Kerr, and terminating by a junction with the Railway siding leading from the Ayr Branch Railway of the Glasgow and South Western Railway into the Eglinton Iron-works, at a point distant 127 yards or thereabouts, measuring north-eastwards from the east face of the bridge carrying the said Ayr Branch Railway over the Dubbs and Doura Branch Railway of the Glasgow and South Western Railway.

Which intended Railways and other works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be situate within the Parishes of Kilwinning, Stevenston, Ardrossan, Beith, Dalry, Kilbirnie, and Irvine, and the Royal Burgh of Irvine, all in the County of Ayr, or some or one of them.

2. To change the name of the Company from 'The Barrmill and Kilwinning Railway Company' to 'The Lanarkshire and Ayrshire Junction Railway Company,' or to such other name as may be prescribed by the intended Act, and to alter or vary the number of Directors of the Company.

3. To empower the Company to raise capital for the purposes of the intended Act, and for the general purposes of their undertaking, by the creation and issue of shares or stock, either ordinary or preferential, and to borrow money upon mortgage, or by the creation and issue of debenture stock.

4. To empower the Company to deviate in the construction of the intended Railways and other works from the lines and levels delineated on the plans and sections, to be deposited as hereinafter mentioned, to such an extent as will be defined on the said plans, or as may be authorized by the intended Act; to repeal or alter certain of the provisions of 'The Railways Clauses Consolidation (Scotland) Act, 1845,' relating to the limits of lateral and vertical deviation, the radius of curves, and to alteration of roads and substitution of roads in lieu of altered roads, and to cross, alter, divert and stop up, or otherwise interfere with, either temporarily or permanently, all turnpike, statute labour and other roads and highways, streets, lanes, passages, footways, lakes, lochs, rivers, canals, harbours, docks, streams and watercourses, Railways, tramways, sidings, passages, sewers, drains, bridges, telegraphs, telegraphic and electric apparatus, mains, gas, water, and other pipes of every description within the parishes and places hereinbefore mentioned, so far as may be necessary in constructing, maintaining or using the said intended Railways, and other works connected therewith, or for the other purposes of the intended Act; and to lay down and maintain rails on the piers, wharves, and jetties of the said Harbour of Ardrossan as

presently existing, or as the same may be extended or enlarged, as defined in the Acts of Parliament relating to the said harbour, in connection with the Railways hereinbefore described, or some of them; and to exercise all other usual and necessary powers for carrying into effect the objects of the undertaking, and of the intended Act.

5. To empower the Company to enter upon, purchase, take, lease, feu, or otherwise acquire and use, either temporarily or permanently, by compulsion or otherwise, as may be necessary or convenient for the purposes of the intended Railways and other works, and of the intended Act, lands, houses, waters, and other property, in all or some of the several parishes and places aforesaid, and in the Firth of Clyde, in or ex adverso of the Parish of Ardrossan, and County of Ayr, and also to acquire all rights of easement and servitude, and other rights in or over lands, houses, waters and other property, and to purchase other lands, houses and other property by agreement, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses and other property so to be taken or acquired, that would interfere with or prevent the carrying into execution of any of the purposes of the intended Act, and to confer, vary or extinguish other rights and privileges.

6. To vary or alter the provisions of 'The Lands Clauses Consolidation (Scotland) Act, 1845,' relating to the purchase of houses, buildings or manufactories, and to provide that it shall not be necessary for the Company to purchase the whole of any house or other buildings or manufactory where part only is required for the purposes of the intended Act, and also the provisions with respect to superfluous lands.

7. To empower the Company to levy and recover tolls, rates, duties and charges upon, for and in respect of the use of the intended Railways and works connected therewith, and the conveyance and accommodation of passengers, animals, minerals, goods and other traffic thereon and thereat, and for the use of the warehouses, sheds, weighing machines, cranes, and other conveniences in connection therewith, and upon the Railways, stations and works hereinafter mentioned belonging to other Companies or bodies, to alter existing tolls, rates, duties and charges, and to confer, vary or extinguish exemptions from payment of such tolls, rates, duties, and charges.

8. To authorize the Company and the Caledonian Railway Company to enter into and carry into effect, and to rescind contracts, agreements, and arrangements, either in perpetuity or otherwise, for or with respect to the construction, working, use, management and maintenance by the Caledonian Railway Company of the undertaking of the Company, as authorized by 'The Barrmill and Kilwinning Railway Act, 1883,' or to be authorized by the intended Act; the supply of rolling stock and machinery and of officers and servants for the purpose of the traffic thereon; the amount and proportion of the payments to be made, and the conditions to be performed with respect to such construction, working, use, management and maintenance, or to confirm any agreements already made and entered into for any of the before-mentioned objects or some part thereof.

9. To authorize the Company and the Caledonian Railway Company and the Glasgow and

South Western Railway Company to enter into and carry into effect, and to rescind contracts, agreements and arrangements, either in perpetuity or otherwise, for or with respect to the interchange, accommodation, conveyance and delivery of the traffic coming from and destined for the respective undertakings of the Company and the Caledonian Railway Company and the Glasgow and South Western Railway Company, the levying, fixing, division and apportionment of the tolls, rates, charges, receipts and revenues levied, taken or arising from that traffic, the rents, payments, allowances, rebates and drawbacks to be paid, made or allowed by the contracting Companies, or any of them, to each other for or on account of any of the matters to which the respective contract, agreement or arrangement relates; the appointment of Joint Committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to sanction and confirm any such contract, agreement or arrangement already made, or which prior to the passing of the intended Act may be made; and to empower the Caledonian and the Glasgow and South Western Railway Companies, or either of them, to exercise the powers of the Company, and all other necessary powers in relation to the said matters, or some of them.

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

11. To enable the Company and all Companies and persons lawfully working or using the intended Railways, or any of them, and The Right Honourable Archibald William Montgomerie, Earl of Eglinton and Winton, or the proprietor or proprietors for the time being of the Harbour of Ardrossan, to enter into agreements with respect to the construction, maintenance, working, management, and use of the said proposed Railways, or any of them, and for the laying down and use by the Company of lines of rails within the limits of the Port and Harbour of Ardrossan as presently existing, or as it may be extended or enlarged, as defined by the existing or any future Acts of Parliament relating to the

said harbour, and with respect to the access for the Company to the harbours and docks and quays connected therewith, and with respect to the transfer to the said Earl, or the proprietor or proprietors of the said harbour for the time being of the said intended Railways, and rails and works connected therewith, or any of them or any part thereof, upon such terms and conditions as may be agreed upon or determined by or under the provisions of the intended Act, and to confer on the said Earl or proprietor or proprietors aforesaid any powers which may be necessary to enable him or them to accept such transfer and implement the terms and conditions of any such agreement.

12. To authorize the Company and all Companies and persons lawfully working or using the intended Railways, or any part thereof, to run over, work and use with their engines, carriages and waggons and officers and servants, whether in charge of engines or trains, or for any other purpose, and for the purpose of traffic of every description, the whole lines of rails presently existing, or which may hereafter be constructed within the limits of the said Harbour of Ardrossan as presently existing, or as the said harbour may be extended and enlarged, as defined by any Acts of Parliament relating to the said harbour, and the stations, roads, platforms, water, water engines, tanks, engine sheds, standing room for engines, booking and other offices, warehouses, sidings, signals, points, junctions, machinery, works and conveniences of or connected with the said lines of Railway, upon terms to be prescribed by the intended Act, or to be agreed on between the Company and the Glasgow and South Western Railway Company, or the proprietor or proprietors for the time being of the said Harbour of Ardrossan, or by arbitration, and to levy tolls, rates, charges and duties in respect of the traffic of every description conveyed by the Company or others aforesaid over the intended Railways, or any part or parts thereof respectively.

13. To authorize the Company and any Companies or corporations or commissioners, or road, statute labour, bridge or harbour trustees, or other bodies or persons to enter into and carry into effect such arrangements and agreements with each other as may be necessary or expedient for making, maintaining, working or using the intended Railways and other works, and for the construction and maintenance of any roads, sewers, drains or other works which may be interfered with or rendered necessary in carrying into effect the objects of the intended Act, and to confirm all such arrangements and agreements already made, or which, prior to the passing of the intended Act, may be made.

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

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

16. To incorporate with the intended Act (except so far as may be expressly varied thereby) the whole or such of the powers and provisions as may be necessary of 'The Companies Clauses Consolidation (Scotland) Act, 1845,' 'The Companies Clauses Act, 1863,' 'The Companies Clauses Act, 1869,' 'The Lands Clauses Consolidation (Scotland) Act, 1845,' 'The Lands Clauses Consolidation Acts Amendment Act, 1860,' 'The Railways Clauses Consolidation (Scotland) Act, 1845,' 'The Railways Clauses Act, 1863,' 'The Railway Companies (Scotland) Act, 1867,' 'The Regulation of Railways Act, 1868,' 'The Regulation of Railways Act, 1873,' and 'The Harbours, Docks and Piers Clauses Act, 1847,' and Acts amending any of the said Acts.

17. To alter, amend, enlarge, or repeal, so far as may be necessary for the purposes of the intended Act, the provisions, or some of them, of the several Acts following, that is to say: 'The Barrmill and Kilwinning Railway Act, 1883,' 'The Caledonian Railway Act, 1845,' 'The Glasgow and South Western Railway Consolidation Act, 1855,' 'The Caledonian and Glasgow and South Western Railways (Kilmarnock Joint Line) Act, 1869,' and the several other Acts relating to or affecting the Company and the Caledonian and Glasgow and South Western Railway Companies and the Kilmarnock Joint Line Committee respectively; and the Acts following, viz., 9 and 10 Victoria, chap. 186; 45 George III., chap. 30; 5 and 6 Victoria, chap. 62; 12 and 13 Victoria, chap. 88; 15 and 16 Victoria, chap. 78; 17 and 18 Victoria, chap. 28; and 27 and 28 Victoria, chap. 208; and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting the Town of Ardrrossan or the Harbour of Ardrrossan.

18. Plans and sections in duplicate, describing the lines and levels of the intended Railways and other works, and the lands and property which may be required to be taken for the purposes thereof, together with Books of Reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property; as also an Ordnance map, with the lines of the intended Railways delineated thereon, and a copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection, on or before the 30th day of November 1883, in the offices at Ayr and Kilmarnock respectively of the principal Sheriff Clerk for the County of Ayr; and a copy of so much of the said plans, sections, and Books of Reference as relates to each of the several parishes and to the Royal Burgh of Irvine, together with a copy of the said 'Gazette Notice,' will, on or before the said 30th day of November 1883, be deposited for public inspection with the Session Clerks of such parishes respectively, at their respective residences, and with the Town Clerk of the Royal Burgh of Irvine, at his office at Irvine.

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

Dated this 9th day of November 1883.

KEYDENS, STRANG, & GIRVAN,
186 West George Street, Glasgow, Solicitors.
MARTIN & LESLIE,
27 Abingdon Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1884.]

EDINBURGH NORTHERN TRAMWAYS.

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

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

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

[Where in the description in this Notice of any of the proposed Tramways reference is made to streets intersecting or forming a junction with the road or street along which the Tramways are proposed to be laid, the point of intersection or junction, as the case may be, is, except where otherwise expressed, to be taken as the point at which lines drawn along the centres of the streets or roads (and if needs be produced) would intersect each other; and where reference is made to a building or house the measurement is taken from a point in the centre line of Tramway, from which a perpendicular would cut the particular portion of the building mentioned. All measurements are taken along the centre line of proposed Tramway, and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.]

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

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

Tramway No. 2, partly situated in the Parish of St. Cuthbert's in the Royal Burgh, City, and County of the City of Edinburgh, and partly in the Parish of North Leith, all in the County of Edinburgh, commencing in the Parish of St. Cuthbert's by a junction with Tramway No. 1 at the point hereinbefore described as the point of the termination of that Tramway, passing thence in a north-westwardly direction over 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 Montagu Terrace, and terminating at a point one and a half chains south-eastwards from the intersection of Inverleith Row and the Ferry Road, partly in the Parish of St. Cuthbert's, in the Royal Burgh, City, and County of the City of Edinburgh, and partly in the Parish of North Leith, all in the County of Edinburgh.

Tramway No. 2 will be a double line throughout.

Tramway No. 3, partly situated in the Parish of St. Cuthbert's, in the Royal Burgh, City, and County of the City of Edinburgh, and partly in the Parish of North Leith, all in the County of Edinburgh, commencing in the Parishes of St. Cuthbert's and North Leith by a junction with Tramway No. 2 at the point hereinbefore described as the point of the termination of that Tramway, passing thence by a curved line [in a north-eastwardly direction], along Inverleith Row, Montagu Terrace, Ferry Road, and Bowhill Terrace, and thence in a northwardly direction into and along Trinity Road (crossing the Bridge over the Leith Branch of the Caledonian Railway Company); thence, first, in a northwardly direction through a private street called Stirling Road, to be formed in the lands of the Trinity Land Company, Limited, and afterwards in an eastwardly direction through a private street called Primrose Bank, formed, or in course of formation, in the lands of the said Company; thence in a northwardly direction along Trinity Road and Christian Bank (passing under the Bridge of the Granton Branch of the North British Railway Company), and thence in an eastwardly direction along Trinity Crescent, Albert Terrace, the Roadway leading to and in front of Starbank Cottages, the Roadway leading to Union Place, Newhaven, Union Place, Maitland Place, and terminating by a junction with Tramway No. 4 hereinafter described at the point of junction of Maitland Place with New Cut, now called Craighall Road, in the Parish of North Leith, Burgh of Leith, and County of Edinburgh.

Tramway No. 3 will be a double line throughout, except that for a distance of three-quarters of a chain or thereby at its termination in Maitland Place, it will be laid as a single line.

Tramway No. 4, situated in the Parish of North Leith and Burgh of Leith, all in the County of Edinburgh, commencing by a junction with Tramway No. 3, at the point hereinbefore described as the point of the termination of that Tramway, passing thence in an eastwardly direction along Maitland Street and Main Street, Newhaven, and terminating by a junction with Tramway No. 5 hereinafter described at the point of junction of Main Street with Newhaven Road, in the Parish of North Leith, Burgh of Leith, and County of Edinburgh.

Tramway No. 4 will be a single line throughout.

Tramway No. 5, situated in the Parish of North Leith and Burgh of Leith, all in the County of Edinburgh, commencing by a junction with Tramway No. 4 at the point hereinbefore described as the point of the termination of that tramway, passing thence in an eastwardly direction, along Main Street, Newhaven, Newhaven Links, Annfield, Anchorfield, thence, in a south-eastwardly direction, over the Bridge crossing the Leith Branch of the Caledonian Railway Company, thence first in an eastwardly and then in a south-eastwardly direction along Lindsay Road, Ham-burgh Place, Portland Place, and Commercial Street, and in Commercial Street intersecting the railway lines connecting the Leith Branch of the North British Railway Company with the Leith Docks, and terminating in that street, at a point eight yards southwards from the south-east corner of the Custom-House, in the Parish of North Leith, in the Burgh of Leith, and County of Edinburgh.

Tramway No. 5 will be a double line throughout, except that for a distance of three-quarters of a chain or thereby at its commencement in Main Street, Newhaven, and for a distance of three-quarters of a chain or thereby at its termination in Commercial Street, it will be laid as a single line.

Tramway No. 6, partly situated in the Parish of the City of Edinburgh, and partly in the Parish of St. Cuthbert's, all in the Royal Burgh, City, and County of the City, and County of Edinburgh, commencing at the south end of South Frederick Street in the Parish of the City of Edinburgh at the junction of that street with north side of Princes Street, passing thence in a north-westwardly direction along South Frederick Street, North Frederick Street, Queen Street Gardens, and Howe Street, thence north-westwardly along South-East Circus Place, across the Royal Circus, North-West Circus Place, Spring Gardens, Baker's Place, Glanville Place, Kerr Street, over Stockbridge, and thence along Deanhaugh Street, and thence by a curved line along Johnston Place, and thence in a westwardly direction along Rae-burn Place, Mary's Place, the road leading to Comely Bank, and Comely Bank, and terminating in Comely Bank, at a point one chain or thereby westward from the eastern end of Comely Bank, in the Parish of Saint Cuthbert's, in the Royal Burgh, City, and County of the City, and County of Edinburgh.

Tramway No. 6 will be a double line throughout, except that for a distance of three-quarters of a chain or thereby at its commencement in South Frederick Street and for a distance of one and a quarter chains or thereby at its termination in the road leading to Comely Bank, it will be laid as a single line.

Each of the Tramways hereinbefore mentioned is intended to be constructed on a gauge of three feet six inches, or such other gauge as the Bill will define; and it is not intended to run thereon carriages or trucks adapted for use upon railways; and to prohibit (if need be) the running of such carriages or trucks on the proposed tramways and works.

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

the City of Edinburgh, all in the County of Edinburgh.

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

(1.) In the Roadway over Canonmills Bridge on both sides thereof between points respectively $1\frac{1}{2}$ chains and $3\frac{1}{2}$ chains or thereby south-eastward of the point of junction of Warriston Crescent with Howard Street.

(2.) In Howard Place on the north-east side thereof between points respectively $\frac{1}{2}$ chain and $5\frac{1}{2}$ chains or thereby north-westward of the point of junction of Warriston Crescent with Howard Place.

(3.) In Howard Place and Inverleith Row on the north-east side thereof between a point $2\frac{1}{4}$ chains or thereby north-westward of the point of junction of Inverleith Terrace with Howard Place and the point of junction of Inverleith Place with Inverleith Row.

(4.) In Ferry Road on the north-west side thereof between points respectively 1 chain and $4\frac{1}{4}$ chains or thereby north-eastward of the point of junction of Inverleith Row with Ferry Road.

(5.) In Trinity Road on both sides thereof between the point before mentioned $4\frac{1}{4}$ chains or thereby north-eastward of the point of junction of Inverleith Row with Ferry Road and the point where Trinity Road turns north-eastward.

(6.) In Primrose Bank on both sides thereof between points respectively 1 chain and $8\frac{1}{4}$ chains or thereby westward of the point of junction of Primrose Bank with Trinity Road.

(7.) In Trinity Road on the west side thereof between the point before mentioned 1 chain westward or thereby of the junction of Primrose Bank with Trinity Road and a point 5 chains or thereby northward of the junction of Primrose Bank with Trinity Road.

(8.) In Trinity Road on the east side thereof between points respectively $4\frac{3}{4}$ chains and 6 chains or thereby northward of the point of junction of Primrose Bank with Trinity Road.

(9.) In Trinity Road and Trinity Crescent on both sides thereof between the point before mentioned 6 chains or thereby northward of the point of junction of Primrose Bank with Trinity Road and a point $\frac{3}{4}$ chain or thereby eastward of the point of junction of Trinity Road with Trinity Crescent.

(10.) In Trinity Crescent on the north side thereof between points respectively $\frac{3}{4}$ chain and 4 chains or thereby eastward of the point of junction of Trinity Road with Trinity Crescent.

(11.) In Albert Terrace on the north side thereof, between points respectively 5 chains and 3 chains or thereby westward of the point of junction of Laverockbank Road with the Roadway in front of Starbank Cottages.

(12.) In the roadway leading to and in front of Starbank Cottages and leading thence to Union Place, Newhaven, on both sides thereof between the point before mentioned 3 chains or thereby westward of the point of junction of Laverockbank Road with the Roadway in front of Starbank Cottages and a point 4 chains or thereby westward of the point of junction of Laverockbank Terrace with Union Place.

(13.) In the roadway leading to Union Place, Newhaven, and in Union Place, on the north side thereof between points respectively 4 chains and $1\frac{1}{4}$ chains or thereby westward of the point of junction of Laverockbank Terrace with Union Place.

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

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

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

(17.) In the Roadway of Annfield and Anchorfield on the north side thereof between a point $1\frac{1}{4}$ chains or thereby westward of the west end of Anchorfield House and a point $\frac{3}{4}$ chain or thereby eastward of the east end of Anchorfield House.

(18.) In the Roadway leading to and over the Bridge over the Leith Branch of the Caledonian Railway on both sides thereof between the point before mentioned $\frac{3}{4}$ chain or thereby eastward of the east end of Anchorfield House and a point $\frac{1}{2}$ chain or thereby north-westward of the point of junction of Lindsay Road with George Street.

(19.) In Lindsay Road and Hamburg Place between the point before mentioned $\frac{1}{2}$ chain or thereby north-westward of the point of junction of Lindsay Road with George Street and a point $\frac{1}{2}$ chain or thereby westward of the point of junction of Albany Street with Hamburg Place.

(20.) In the Roadway over Stockbridge on both sides thereof between points respectively $\frac{1}{4}$ chain and $1\frac{1}{2}$ chains or thereby north-westward of the point of junction of Hamilton Place with Kerr Street.

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

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

To enable the Company, for all or any of the purposes of the proposed Tramways and works, and for all or any of the purposes of the Bill, to

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

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

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

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

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

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

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

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

bye-laws, rules, and regulations, or of any of the provisions of the Bill.

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

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

To authorize the Company, and all persons, corporations, and companies lawfully working or using the intended Tramways, or any of them, from time to time, to work such Tramway or any one or more of them, or any part or parts thereof respectively, by means of animal power, or such mechanical or other motive power, or by means of ropes, cables, or wires laid below the surface of the ground in connection with stationary engines or otherwise, or by means of any power other than or in addition to animal power, as may be prescribed or authorized by the Bill, and for this 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, and to empower the Company and all such persons, corporations, and companies aforesaid to hold and acquire patent and other rights and licenses, and to use patent rights in relation to any such mechanical or other motive power.

To enable the Company on the one hand, and any of the following bodies and parties on the other hand, viz.:—The Lord Provost, Magistrates, and Council of the City of Edinburgh, and the Provost, Magistrates, and Council of the Town or Burgh of Leith, and any other parties (whether bodies corporate or persons) having the direction of the repair or having the control or management of any streets, roads, and other thoroughfares in the said City, Burgh, Parishes, and Places, or any one or more of them, to enter into agreements with reference to all or any of the purposes of the Bill, and with respect to the making, maintaining, renewing, repairing, leasing, working, and using of the intended Tramways, and the rails, plates, sleepers, pavements, and works connected therewith, and with reference to the widening of streets or portions thereof, the opening up and reinstating of streets, roads, thoroughfares, and other places, and the maintenance and repair thereof, and all other matters and things relating thereto and to the intended Tramways, and with reference to the acquisition by, or transfer to, any such bodies or parties, of the powers of the Bill or of any such



Tramways when made, and for facilitating the passage of the traffic and carriages over or along the same, and to confirm or give effect by the Bill to any such agreements which may have been or may be made before the passing of the Bill, and, if thought fit, to confer upon such bodies or persons by the Bill instead of upon the Company all necessary powers for making, maintaining, renewing, and repairing the intended Tramways within their respective districts, and for raising moneys for that purpose by or on the security of any rates or revenues which they now are or by the Bill may be authorized to levy or apply to or for the purposes thereof.

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

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

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

The Bill will vary or extinguish all rights and privileges which are inconsistent with, or which would, or might in any way impede or interfere with its objects, and will confer other rights and privileges, and will or may incorporate with itself with or without alterations all or some of the provisions of 'The Companies Clauses Consolidation (Scotland) Act, 1845,' 'The Companies Clauses Act, 1863,' 'The Companies Clauses Act, 1869,' 'The Lands Clauses Consolidation (Scotland) Act, 1845,' 'The Lands Clauses Consolidation Acts Amendment Act, 1860,' 'The Roads and Bridges (Scotland) Act, 1878,' and 'The Lands Clauses (Umpire) Act, 1883,' and such parts of 'The Railways Clauses Consolidation (Scotland) Act, 1845,' as relate to roads, bridges, and the temporary occupation of lands during construction of the works, and 'The Tramways Act, 1870,' and will or may alter, amend, or repeal the provisions of any public or local Acts so far as may be necessary for carrying into effect the purposes of the Bill.

And Notice is hereby Given, that on or before the 30th day of November 1883, plans and sections of the said intended Tramways, and plans showing the lands to be taken compulsorily under the powers of the Bill, with a Book of Reference to such plans, and a Copy of this Notice, as published in the Edinburgh Gazette, will be deposited for public inspection with the Principal Sheriff-Clerks of the County of the City of Edinburgh, and of the County of Edinburgh, at their respective Offices at Edinburgh, and with the Clerk of the Royal Burgh of Edinburgh, at his Office in Edinburgh, and with the Town-Clerk of the Burgh of Leith, at

his Office in Leith; and on or before the same day a copy of so much of the said plans, sections, and Book of Reference as relates to each of the parishes of the City Parish of Edinburgh, St. Cuthbert's, and North Leith, in or through which the proposed tramways will be made or pass, or in which any lands to be taken under the powers of the Bill are situate, and also a copy of this Notice, will be deposited for public inspection with the Session-Clerk of each of said parishes of the City Parish of Edinburgh and Saint Cuthbert's, at their respective offices in Edinburgh, and at their usual places of abode, and with the Session-Clerk of the said Parish of North Leith, at his office and usual place of abode in Leith.

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 16th day of November, 1883.

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

10 George Street Edinburgh; and

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

33 Bernard Street, Leith,

Solicitors for the Bill.

SIMSON, WAKEFORD, GOODHART, & MEDCALF,

11 Great George Street, Westminster,

Parliamentary Agents.

In Parliament—Session 1884.

GLASGOW AND SOUTH-WESTERN RAILWAY.

(Power to the Company to construct New Railway and Pier or Wharf or Quay to and at Gourrock; Power to take Lands and Easements, to levy Tolls, and to appoint Pier Masters; Additional Capital; Agreements with and Powers to the Greenock Harbour Trustees; Amendment of Acts).

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

To empower the Glasgow and South-Western Railway Company (hereinafter referred to as 'the Company') to make and maintain the Railway and Pier or Wharf or Quay and other Works next hereinafter described together with all proper Stations Sidings Approaches Works and Conveniences connected therewith respectively that is to say—

A Railway (to be called the Gourrock Line) commencing by a junction with the Greenock Branch of the Company at or near where Brisbane Street, Greenock, crosses over the said Branch and terminating on the foreshore at a point 20 yards or thereabouts in a north-easterly direction from the bridge which carries the highway or street in Gourrock over the Gourrock Burn:

A Pier or Wharf or Quay commencing in the Firth of Clyde at a point 560 yards or thereabouts in a north-easterly direction from the old Toll House near the junction of the high and low Gourrock Roads, and terminating in the Firth of Clyde at a point 590 yards or thereabouts in a north-

westerly direction from the said old Toll House near the junction of the high and low Gourrock Roads :

Which intended Railway and Pier or Wharf or Quay and Works and Conveniences connected therewith and the lands houses and other property which may be taken for the purposes thereof will be and are situate in the Parishes of Greenock or West Parish of Greenock and Inverkip in the County of Renfrew and the foreshore or bed of the sea or Firth of Clyde in or *ex adverso* of the said Parishes and County.

To empower the Company to purchase or acquire by compulsion or agreement and to hold such lands houses and buildings and casements therein in and adjoining the Parishes aforesaid as may be necessary for the said intended Railway and Pier or Wharf or Quay and to authorize the Company to purchase so much only as may be required of any property proposed to be taken under the powers of the intended Act without being subject to the liability imposed by the 90th Section of the Lands Clauses Consolidation (Scotland) Act 1845.

To authorize the Company to sell and convey feu lease or otherwise dispose of any lands houses and other property purchased or acquired under the powers of the intended Act and which may not be required for the intended Railway or Works or other the purposes of the intended Act.

To empower the Company to deviate laterally and vertically in the construction of the said intended Railway and Pier or Wharf or Quay and the Works connected therewith and to cross stop up alter or divert either temporarily or permanently any road street lane thoroughfare bridge railway stream watercourse sewer drain gas or water pipe or telegraphic or telephonic apparatus in or adjoining the Parishes hereinbefore mentioned which it may be necessary to cross stop up alter or divert for the purposes of the intended Act or any of them.

To empower the Company to appropriate and use the subsoil and under surface and to alter the lines and levels of any streets roads squares passages or places under or along which the intended Railway and Works will be made or contiguous or near thereto within the Parishes aforesaid and any sewers drains mains pipes and other works in or under the same so far as may be necessary for the purposes of the intended Railway and Works.

To empower the Company to make and maintain shafts or openings from the surface of any land road street or square to any portion of the intended Railway and Works subject to such provisions and limitations as may be contained in the intended Act and for the purposes of the said shafts or openings to interfere with all sewers drains gas and water mains and pipes telegraphic or telephonic wires and other works which might impede the construction and use of the said shafts or openings.

To empower the Company to underpin or otherwise secure or strengthen any houses or other buildings which may be rendered insecure or be affected by the intended Railway and Works.

To vary or extinguish all existing rights and privileges connected with the lands houses roads streets lanes thoroughfares bridges railways streams water courses sewers drains gas and water pipes telegraphic and telephonic apparatus

and other property hereinbefore mentioned and any other rights and privileges which might in any manner interfere with any of the objects of the intended Act and to confer all powers rights and privileges necessary or expedient for effecting those objects or in relation thereto.

To empower the Company to levy and recover tolls rates dues and charges for the use of the said intended Railway and Pier or Wharf or Quay and Works and for the conveyance and accommodation of traffic thereon and thereat and to alter existing tolls rates dues and charges and to confer vary and extinguish exemptions from the payment of tolls rates dues and charges.

To empower the Company to appoint pier masters and meters and weighers and other officers and servants and to define the limits within which such pier masters may exercise jurisdiction and authority.

To repeal or alter certain of the provisions of the Railways Clauses Consolidation (Scotland) Act 1845 and of the Harbours Docks and Piers Clauses Act 1847 relating to the limits of lateral and vertical deviation and to other matters pertaining to the construction of the Railway and Pier or Wharf or Quay the temporary use of lands crossing and alteration of roads or other interference therewith and works for the accommodation and protection of lands adjoining the Railway and Pier or Wharf or Quay also certain of the provisions of the Lands Clauses Consolidation (Scotland) Act 1845 relating to the purchase of buildings and manufactories and the sale of superfluous lands and if thought desirable to make further or other provision in lieu thereof and to make provision for the repair and maintenance of any roads or streets which may be altered or diverted in the execution of the said intended Railway and Works.

To empower the Company to increase their capital for all or any of the before-mentioned purposes and for those purposes and for the general purposes of the Company to raise further money by the creation of new shares or stock with or without a guaranteed or preference dividend or other rights or privileges attached thereto and by borrowing or by any of such means and also to apply to all or any of such purposes any capital or funds belonging to the Company.

To authorize the Company and the Greenock Harbour Trustees to enter into and carry into effect agreements with reference to the construction maintenance and use of the intended Pier or Wharf or Quay and Works connected therewith and the exercise and enjoyment by the said Trustees of all or some of the powers and provisions of the intended Act with reference thereto including the power of levying tolls rates dues and charges and to confer upon the said Trustees all necessary powers for the purposes aforesaid and to enable them to apply their funds and revenues to those purposes and to raise further moneys therefor by borrowing on the credit of the said tolls rates dues and charges and of their own undertaking or by such other means as may be prescribed or authorized by the intended Act and to confirm or give effect to any such agreements which have been or may be entered into prior to the passing of the said Act.

To repeal vary alter amend and extend so far as may be necessary for all or any of the purposes aforesaid the several local and personal Acts following that is to say the Glasgow and South-

Western Railway Consolidation Act 1855 and the several other Acts relating to the Company and the Greenock Port and Harbour Acts 1866 1867 1872 and 1880 and the several other Acts relating to the Greenock Harbour Trustees.

Plans and Sections describing the lines and levels of the intended Railway and Pier or Wharf or Quay and the Plans showing the lands houses and property which may be taken under the powers of the intended Act together with Books of Reference to such Plans and an Ordnance Map with the proposed line of Railway delineated thereon and a copy of the *Gazette* Notice will be deposited for public inspection on or before the 30th day of November 1883 in the Offices at Paisley and Greenock of the Principal Sheriff Clerk of the County of Renfrew; and a copy of so much of the Plans Sections and Books of Reference as relates to the several Parishes in which any such works lands houses and property are situate with a like copy of this Notice will be deposited for public inspection on or before the same day with the Session-Clerk of each such Parish at his residence.

Printed copies of the intended Act will on or before the 21st day of December 1883 be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November 1883.

THOMAS BRUNTON,
St. Enoch Station Glasgow,
Solicitor for the Bill.

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

INTIMATION is hereby given that the Right Honourable WILLIAM HUGH ELLIOT MURRAY KYNINMOND, EARL OF MINTO, Heir of Entail in possession of the Entailed Lands and Barony of MINTO and Others, lying in the Counties of Roxburgh and Selkirk, has presented a Petition to the Lords of Council and Session (First Division, Junior Lord Ordinary,—Mr. Somerville, Clerk), in terms of the Acts 11th and 12th Victoria, chapter 36, 16th and 17th Victoria, chapter 94, 31st and 32d Victoria, chapter 84, 38th and 39th Victoria, chapter 61, and 45th and 46th Victoria, chapter 53, and relative Acts of Sederunt, for authority to Disentail the said Entailed Lands and Barony of Minto and others. Date of Interlocutor ordering intimation, 8th November 1883.

TODS, MURRAY, & JAMIESON, W.S.,
Agents of the Petitioner.

66 Queen Street, Edinburgh,
21st November 1883.

INTIMATION is hereby given that Mrs. MARIA ANN LIST BANKES of Letterewe and Gruinard, wife of Paul List Bankes, Esq., residing at Drumehork, Aultbea, Ross-shire, Institute of Entail in possession of the Entailed Estates of LETTEREWE and GRUINARD, situated in the Parishes of Lochbroom and Gairloch and County of Ross, has, with consent of the said Paul List Bankes as her Administrator-in-Law, and for his own right and interest, presented a Petition to the Lords of Council and Session (Second Division, Junior

Lord Ordinary,—Mr. Somerville, Clerk), in terms of the Acts 11 and 12 Vict. cap. 36, 16 and 17 Vict. cap. 94, 31 and 32 Vict. cap. 84, 38 and 39 Vict. cap. 61, 41 and 42 Vict. cap. 28, and 45 and 46 Vict. cap. 53, and relative Acts of Sederunt, for authority to charge the said Estates of Letterewe and Gruinard with improvement expenditure to the amount of £8000, and expenses of the application. Date of Interlocutor ordering intimation, 22d November 1883.

MURRAY, BEITH, & MURRAY, W.S.,
Agents for Petitioner.

43 Castle Street, Edinburgh,
23d November 1883.

THE NEW ZEALAND MEAT PRESERVING COMPANY, LIMITED.

NOTICE is hereby given that in the Petition presented by the above Company to the Court of Session in Scotland (First Division, Mr. Brown, Clerk), for confirmation of the following Special Resolutions passed and confirmed at Extraordinary General Meetings of the Company held respectively on 16th May and 6th June 1883, and on 6th June and 4th July 1883, in terms of section 51 of the Companies Act of 1862, viz:—

1. 'That the Company may from time to time, by Special Resolution, so far modify the conditions contained in the Memorandum of Association as to reduce its capital in any manner allowed by the Companies Acts, 1862 to 1880, or any of these Acts.'
2. 'That the nominal capital of the Company, which was originally £200,000, divided into 20,000 shares of £10 each, and of which 13,643 shares of £10 each were issued and are fully paid up, be reduced to £100,000, divided into 20,000 shares of £5 each, and that such reduction be effected as follows—that is to say, by writing off from each of the said 13,643 shares of £10 each the sum of £5, and by reducing each of the 6357 unissued shares by the sum of £5':—

the said Court has pronounced the following Order, viz:—
'*Edinburgh, 22d November 1883.*—The Lords having resumed consideration of the Petition, with Mr. Logan's Report, No. 16 of Process, and heard Counsel for the Petitioners, confirm the reduction of capital as set forth in the Petition; approve of the Minute, No. 18 of Process; authorize the registration of this Order and the said Minute by the Registrar of Joint-Stock Companies; dispense with the addition to the name of the Company of the words "and reduced;" and decern; and appoint this Order and said Minute to be advertised once in the *Edinburgh Gazette*.

'JOHN INGLIS, I.P.D.'

Copy of Minute referred to in the foregoing Deliverance.

'The capital of the New Zealand Meat Preserving Company, Limited, is £100,000, divided into 20,000 shares of £5 each. At the time of the registration of this Minute 13,643 of said shares have been and are to be deemed to have been fully paid up, and the remaining 6357 shares have not been issued.'

'ALEX. URE.'

Of which Order and Minute advertisement is accordingly hereby made.

FRASER, STODART, & BALLINGALL, W.S.,
16 Castle Street, Edinburgh.

23d November 1883.

Queen's and Lord Treasurer's
Remembrancer's Office, Exchequer Chambers,
Edinburgh, 17th September 1883.

NOTICE is hereby given that John Murrie, Farmer, Bankhead, in the Parish of Saline and County of Fife, and others, have applied to the Lords Commissioners of Her Majesty's Treasury for a Gift of the Estates of ANDREW GIBSON and ELIZABETH GIBSON, both deceased, who were sometime Joint Tenants along with the said John Murrie, of the said Farm of Bankhead, which Estates have fallen to Her Majesty as *ultimus hæres*.

Queen's and Lord Treasurer's
Remembrancer's Office, Exchequer Chambers,
Edinburgh, 7th September 1883.

NOTICE is hereby given that Mrs. Janet Motion or Sibbald, residing at Pitteuchar, in the Parish of Kinglassie and County of Fife, widow, has applied to the Lords Commissioners of Her Majesty's Treasury for a Gift of the Estate of the Late ISABELLA SIBBALD, lately an Inmate of the Fife and Kinross District Asylum for the Insane, in the Parish of Cupar, which has fallen to Her Majesty as *ultimus haeres*.

NOTICE.

MR. J. J. MORRIS, Hatter, Academy Street, Inverness, has executed a Trust Deed for behoof of his Creditors in favour of Mr. John Grant, Accountant, Inverness. All parties having claims against Mr. Morris are requested to lodge the same, duly vouched, with the Trustee within fourteen days from this date.

JOHN GRANT.

Inverness, 20th November 1883.

NOTICE.

DAVID MAXWELL, Meal Dealer, Back Street, Pathhead, Kirkcaldy, has granted a Trust Conveyance in my favour for behoof of his Creditors, who are requested to lodge their claims with me within a month. Debtors to make payment within the same period.

F. HISLOR.

Kirkcaldy, 20th November 1883.

NOTICE TO CREDITORS.

THOMAS IRELAND, Accountant, Dundee, Trustee on the Trust Estate of FRANK HOOPE, Wine and Spirit Merchant, Hawkhill, Dundee, hereby requests all Creditors who have not already lodged their claims with him to do so within fourteen days from this date, in order to participate in the division of funds thereafter to be made.

THOS. IRELAND, Trustee.

79 Commercial Street, Dundee,
21st November 1883.

NOTICE.

ALL Persons having claims on the Trust Estate of JOHN M'PHERSON & COMPANY, Comb Manufacturers, Gilcomston Steps, Aberdeen, or the Misses Anne M'Pherson and Jessie M'Pherson, late of Springhill, residing in Dee Street, Aberdeen, the Individual Partners of that Firm, who have not already lodged their accounts, are requested to do so, with me, at the undernoted address, within fifteen days from this date, otherwise they will be debarred from participating in the first and final Dividend immediately thereafter to be paid.

GEORGE ANDERSON, Trustee.

152 Union Street, Aberdeen,
22d November 1883.

A PETITION for Cessio, under the Cessio Acts, has been presented to the Sheriff of Forfarshire, at the instance of Christopher Rattray, Blacksmith, Kettins, near Coupar-Angus, against JAMES STEWART, Blacksmith, Kettins, near Coupar-Angus; and all the Creditors of the said James Stewart are hereby required to appear in Court, within the Sheriff Court House, Forfar, upon the 3d day of December 1883, at eleven o'clock forenoon, when the said James Stewart will appear for Examination.

J. C. ANDERSON, Forfar,
Agent for the Pursuer.

NOTICE.

A PETITION for Cessio, under the 'Debtors (Scotland) Act, 1880,' has been presented to the Sheriff of Inverness, Elgin, and Nairn at Inverness, at the instance of Macdonald, Middlemass, & Wood, Clothiers, 31 South Hanover Street, Edinburgh, against JAMES G. ROBERTSON, 82 Church Street, Inverness; and the Sheriff-Substitute has ordained the said James G. Robertson to appear for public Examination, within the Sheriff Court House, The Castle, Inverness, upon the 6th day of December next, at twelve o'clock noon, at which all his Creditors are required to appear.

D. J. MACKAY, Solicitor,
Agent for Petitioners.

22 Union Street, Inverness,
22d November 1883.

NOTICE.

A PETITION has been presented in the Sheriff Court of Lanarkshire at Glasgow, at the instance of Alexander Ord, Accountant, 4 Bath Street, Glasgow, for Cessio bonorum of the Estates of PATRICK WOODS, Fruit Merchant, Bazaar, Glasgow, and all his Creditors are required to appear in Court, within the Sheriff's Chambers (Mr. Balfour's), County Buildings, 50 Wilson Street, Glasgow, upon the 5th day of December next, at half-past ten o'clock forenoon, when the Debtor is to appear for public Examination.

NIVEN & MACNIVEN, Agents for Petitioner.

139 St. Vincent Street, Glasgow,
22d November 1883.

A PETITION for Cessio has been presented to the Sheriff of Lanarkshire at the instance of Thomas Drennan, Provision Merchant, Wilson Street, Glasgow, against JAMES WILSON, Grocer, 29 Smith Street, Whiteinch, Glasgow; and the Sheriff-Substitute has ordained the said James Wilson to appear within the Chambers of Sheriff Balfour, County Buildings, Glasgow, upon Wednesday, 5th December next, at ten o'clock forenoon, for public Examination, at which diet all his Creditors are requested to attend; of all which Notice is hereby given.

D. MACLACHLAN, Agent for Petitioner.

145 Queen Street, Glasgow,
22d November 1883.

NOTICE is hereby given that a Petition has been presented in the Sheriff Court of Lanarkshire at Glasgow, at the instance of John Macrae, Accountant, Glasgow, Trustee on the Cessio Estate of James Thom, sometime carrying on business at 83 King Street, Tradeston, Glasgow, and residing at 213 Main Street, Gorbals, Glasgow, against ROBERT THOM, residing at 213 Main Street aforesaid, praying that the Defender may be ordained to execute a Disposition omnium bonorum for behoof of his Creditors, and for the appointment of a Trustee; upon which a Warrant has been issued appointing publication in the Edinburgh Gazette, and requiring all Creditors of the said Debtor to appear in Court, within the Chambers of Mr. Sheriff Balfour, County Buildings, Glasgow, upon the 7th day of December next, at ten o'clock forenoon, when the Debtor is ordained to appear for public Examination.

DUNCAN, BAIRD, & YOUNG,
Petitioner's Agents.

211 Hope Street, Glasgow,
22d November 1883.

THE Estates of WILLIAM THOMSON, Flesher, East North Street, Aberdeen, have, in virtue and for the purposes of the Cessio Acts, been transferred to John Duncan, Cattle Salesman in Aberdeen, as Trustee for behoof of his Creditors. Creditors must lodge their claims with the Trustee on or before 8th January 1884. The Creditors meet before the Sheriff, within the Court House of Aberdeen, on the 29th day of January 1884, at half-past ten o'clock forenoon.

OSWALD PROSSER, Solicitor, Aberdeen,
Agent for the Trustee.

THE Estates of JAMES WEIR, Farmer, Carswell Farm, near Neilston, have, in virtue of and for the purposes of the Cessio Acts, been transferred to Matthew Anderson, Accountant, the Clydesdale Bank, Limited, Neilston, as Trustee for behoof of his Creditors. Creditors must lodge their claims with the Trustee on or before the 18th December 1883. The Creditors meet before the Sheriff, within the Sheriff's Chambers, County Buildings, Paisley, on 8th day of January 1884, at one o'clock afternoon.

A. ROBERTSON FERGUSON,
Agent for Trustee.

THE Estates of WILLIAM FINDLAY, Engineer, residing at No. 23 Hadden Street, Aberdeen, have, in virtue of and for the purposes of the Cessio Acts, been transferred to Charles Ruxton, Advocate in Aberdeen, as Trustee for behoof of his Creditors. Creditors must lodge their claims with the Trustee on or before 5th February 1884. The Creditors meet before the Sheriff, within the Court House, Aberdeen, on 26th February 1884, at 10.30 A.M.

CHARLES RUXTON, Trustee.

ASSETS OF A SEQUESTERED ESTATE FOR SALE.

THERE will be Exposed for Sale by Public Roup, within the Sale Rooms of Messrs. Brady & Sons, Auctioneers, 74 High Street, Perth, on Thursday, 27th December 1883, at one o'clock afternoon, the following Assets of the Sequestered Estate of THOMAS MARSHALL, Commercial Traveller:—

1. Two Policies of Assurance by the Scottish Provincial Assurance Company for £500 each on the life of the Bankrupt, with Bonus Additions of £148 15s.

Upset price, £85.

2. One-third Share, being £146 13s, of the Executory Estate of Mrs. Marion Scott or M'Indoe, the Bankrupt's mother-in-law, and debts with interest amounting to £219 17s 6d, due by James M'Indoe, the Bankrupt's father-in-law.

Upset price, £75.

3. Debt, with interest, amounting to £236 3s 6d, due by the deceased James Marshall, the Bankrupt's father, and the Bankrupt's interest in the estate of his said father.

Upset price, £50.

The Assets will first be exposed in one lot at the upset price of £210, and if not so sold, they will be exposed in the lots and at the upset prices above specified.

For particulars apply to Robert Mitchell, Solicitor, Perth, who will exhibit the Articles of Roup.

R. MITCHELL, Solicitor.

Perth, 20th November 1883.

In the SEQUESTRATION of WILLIAM C. MILLER & COMPANY, Shipbrokers and Coal Exporters, No. 2 Commercial Street, Leith, and William Cousins Miller, the sole Partner of said Company.

THE Trustee hereby intimates that an account of his intromissions, brought down to the 6th instant, has been examined by the Commissioners, who have postponed the declaration of a Dividend till the next statutory period.

JOHN WALKER, C.A., Trustee.

Chambers, 30 St. Andrew Square, Edinburgh,
22d November 1883.

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

ROBERT ROMANES.

Lauder, 21st November 1883.

THE Estates of GEORGE INGRAM, at present Clerk in the Ordnance Survey Office, Tudor Hall, Clifton, and having his residence at No. 41 Great King Street, Edinburgh, were Sequestered on 22d November 1883, by the Court of Session.

The first Deliverance is dated 22d October 1883.

The Meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Friday the 30th day of November 1883, within Dowell's Rooms, 18 George Street, Edinburgh.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 22d day of March 1884.

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

MILLAR, ROBSON, & INNES, S.S.C., Agents,
8 George Street, Edinburgh.

THE Estates of Mrs. ANNE MARJORY INGRAM, Dressmaker, No. 41 Great King Street, Edinburgh, wife of George Ingram, at present Clerk in the Ordnance Survey Office, Tudor Hall, Clifton, and having his residence at No. 41 Great King Street, Edinburgh aforesaid, were Sequestered on the 22d day of November 1883, by the Court of Session.

The first Deliverance is dated 22d October 1883.

The Meeting to elect the Trustee and Commissioners is to be held at three o'clock afternoon, on Friday the 30th day of November 1883, within Dowell's Rooms, 18 George Street, Edinburgh.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 22d day of March 1884.

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

MILLAR, ROBSON, & INNES, S.S.C., Agents,
8 George Street, Edinburgh.

THE Estates of MOSES CRONSON, Glass Merchant and Picture Frame Maker, 145 and 147 Main Street, Gorbals, Glasgow, were Sequestered on 6th November 1883, by the Court of Session.

The first Deliverance is dated the 10th October 1883.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Monday the 3d day of December 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 6th day of March 1884.

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

ROBERT STARKE, Solicitor,
122 George Street, Edinburgh, Agent.

A PETITION has been presented to the Sheriff of the County of Lanark, by Houston & M'Nairn, Produce Merchants, Glasgow, for Sequestration of the Estates of DANIEL GIBSON, Wholesale Provision Merchant, carrying on business at Nos. 53 to 65 Dunlop Street, Nos. 113 and 115 Main Street, Gorbals, and at Gallowgate, Glasgow; and his Lordship, Mr. Sheriff Murray, has of this date pronounced a Deliverance granting Warrant to cite the said Daniel Gibson to appear in Court on an *induciae* of ten days from the date of such citation, to show cause why Sequestration should not be awarded; and has directed Intimation to be forthwith made in the Edinburgh Gazette, all in terms of the Bankruptcy Statutes.

M'CLURE, NAISMITH, BRODIE, & Co.

87 St. Vincent Street, Glasgow,
22d November 1883.

SEQUESTRATION of HUGH KIRKLAND, Draper and General Merchant, New Cumnock.

WILLIAM BRODIE GALBRAITH, Accountant, Glasgow, has been elected Trustee on the Estate; and William Shaw and John Ewing Nelson, both Warehousemen, Glasgow, and Adam Heugh, Wholesale Grocer, Glasgow, have been elected Commissioners. The Examination of the Bankrupt will take place within the County Buildings, Ayr, on Tuesday the 4th December 1883, at ten o'clock forenoon. The Creditors will meet within the Chambers of Messrs. Walter & W. B. Galbraith, Accountants, No. 91 Buchanan Street, Glasgow, on Wednesday the 12th day of December 1883, at twelve o'clock noon.

W. B. GALBRAITH, Trustee.

91 Buchanan Street, Glasgow,
22d November 1883.

SEQUESTRATION of MILLAR PEDDIE KEIR,
Grocer, Dura Street, Dundee.

THOMAS IRELAND, Accountant, Dundee, has been elected Trustee on the Estate; and William Stewart Peddie, Orphan Institution, Dundee, Charles Ross Baxter, Wholesale Grocer, Dundee, and John Adamson, Wholesale Grocer, Dundee, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, Dundee, on Monday the 3d day of December next, at ten o'clock forenoon. The Creditors will meet in the Trustee's Chambers, No. 79 Commercial Street, Dundee, on Wednesday the 12th December next, at eleven o'clock forenoon.

THOS. IRELAND, Trustee.

SEQUESTRATION of JAMES ROBERTSON, Steam Tug Owner in Greenock, and carrying on business there under the Name or Style of THE BOWLING AND GREENOCK TOWING COMPANY, of which Firm he is sole Partner, as such Partner, and as an Individual.

WILLIAM AFFLECK, Accountant in Glasgow, has been elected Trustee on the Estate; and James Allan, Tube Manufacturer, Langloan, William Frew, 28 Saint Enoch Square, Glasgow, and William Liddell, Steam Tug Owner, Glasgow, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, Nelson Street (West), Greenock, on Friday the 30th day of November next, at twelve o'clock noon. The Creditors will meet in the Chambers of Messrs. J. & W. Affleck, Accountants, 161 Hope Street, Glasgow, on Monday the 10th day of December next, at twelve o'clock noon.

WILLIAM AFFLECK, Trustee.

Glasgow, 22d November 1883.

SEQUESTRATION of the Deceased JOHN YOUNG,
Baker, Uphall.

SAMUEL KELLY ORR, Accountant, Edinburgh, has been elected Trustee on the Estate; and James Pendreigh, Flour Merchant, Canon Mills, Edinburgh, William Inglis, Flour Merchant, Leith, and William Lindsay Waugh, Writer, Edinburgh, have been elected Commissioners. The Creditors will meet within the Trustee's Chambers, 31 Princes Street, Edinburgh, on Monday the 3d day of December 1883, at twelve o'clock noon.

SAMUEL K. ORR, Trustee.

ADAM DAVIDSON SMITH, Chartered Accountant in Edinburgh, Trustee on the Sequestrated Estate of JAMES CHESSER, Plumber, Arcade, Edinburgh, hereby calls a Meeting of the Creditors, to be held within his Office here, on Monday the 17th proximo, at three o'clock afternoon, to consider as to an application to be made for the Trustee's discharge.

A. DAVIDSON SMITH, Trustee.

29 St. Andrew Square, Edinburgh,
23d November 1883.

AS Trustee on the Sequestrated Estate of JOHN SMITH, Manufacturer, Arbroath, carrying on business under the Firm of JOHN SMITH & SON, Manufacturers there, of which Firm he is the sole Partner, I hereby call a General Meeting of the Creditors on the Estate, to be held within the White Hart Hotel, Arbroath, on Monday the 3d day of December next, at one o'clock afternoon, to receive report by the Trustee on certain questions affecting the Estate.

ALEX. M. THOMSON, Trustee.

Arbroath, 22d November 1883.

WILLIAM JAMES CAESAR, Chartered Accountant, Edinburgh, Trustee on the Sequestrated Estate of Dr. ALEXANDER GRAHAM, late of Gifford, Haddington, and presently residing at Isle Oronsay, Skye, hereby calls a Meeting of the Creditors, to be held within his Chambers on Wednesday the 19th day of December next, at two o'clock afternoon, to consider as to an application to be made for his discharge as Trustee aforesaid.

WM. JAMES CAESAR.

16 Queen Street, Edinburgh,
23d November 1883.

JOHN CHRISTIE SMEATON, Accountant in Glasgow, Trustee on the Sequestrated Estate of HUGH STEVEN NISBET, Merchant in Mauchline, hereby calls a Meeting of the Creditors, to be held within the Chambers of Wight & Ferguson, C.A., 150 Hope Street, Glasgow, on Wednesday the 19th December 1883, at twelve o'clock noon, to consider as to an application to be made for the Trustee's discharge.

For the Trustee,
WIGHT & FERGUSON.

GEORGE JAMES CAMPBELL, Solicitor, Inverness, Trustee on the Estate of KENNETH MAC-KENZIE, Grocer, Beauly, in the County of Inverness, hereby intimates that at the Second Meeting of Creditors an offer of Composition has been made and entertained, and that a Meeting of Creditors will be held within the Sheriff Court House, The Castle, Inverness, upon Thursday the 6th day of December, 1883, at twelve o'clock noon, to consider and accept or reject the said offer of Composition.

G. J. CAMPBELL, Trustee.

Inverness, 22d November 1883.

In the SEQUESTRATION of the now Deceased JOHN FRASER, sometime Farmer, Chapel, Towie, in the County of Aberdeen.

CHARLES BROWN DAVIDSON, Advocate in Aberdeen, Trustee, hereby gives notice that a second Dividend will be paid, within the Chambers of Messrs. Robertson & Lumsden, Advocates, Aberdeen, upon the 2d January 1884.

C. B. DAVIDSON, Trustee.

Aberdeen, 10th November 1883.

SEQUESTRATION of DAVID CLUNAS, Architect in Edinburgh.

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

W. B. ROBERTSON, Trustee.

53 George IV. Bridge, Edinburgh,
21st November 1883.

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

ROBERT ROMANES.

Lauder, 21st November 1883.

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

ROBERT ROMANES.

Lauder, 21st November 1883.

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

ROBERT ROMANES.

Lauder, 21st November 1883.

THE Firm of **HAMILTON & KINGAN**, Millers and Grain Merchants, Castlebank Mills, Dumfries, was DISSOLVED by mutual consent on 11th November 1882. The Business has been since then and will in future be carried on by the Subscriber, **Robert Hamilton**, under the Firm of **ROBERT HAMILTON & COY.**

R. HAMILTON.
JOHN KINGAN.

Dumfries, 22d November 1883.

WM. CRAIG, Solicitor, Dumfries, Witness.
HUGH RODGER, Solicitor's Apprentice, Dumfries, Witness.

DISSOLUTION OF PARTNERSHIP.

NOTICE is hereby given that the Firm of **ADAM AITKEN & SON**, Drapers and Clothiers, 5 Great Hamilton Street, Glasgow, was on 19th November 1883 DISSOLVED by the mutual consent of the Subscribers, the only Individual Partners thereof.

The Subscriber **Robert Aitken** is to continue to carry on the said Business in the same premises and under the same name, but for his own individual behoof. He is also authorized to receive and settle all accounts due to and by the late Firm.

ADAM AITKEN.
ROBERT AITKEN.

JAS. STEVENSON, Writer, 67 West Regent Street, Glasgow, Witness.
WM. FINDLAY, Law-Clerk, 67 West Regent Street, Glasgow, Witness.

NOTICE.

THE Firm of **W. & D. R. DUNCAN**, Wholesale Stationers and Printers, 90 Commercial Street, Dundee, has been DISSOLVED of this date, by mutual consent of the Subscribers, the sole Partners thereof.

William Duncan will continue to carry on the late Firm's Business on his own behalf, and will pay the Firm's debts.

WM. DUNCAN.
D. R. DUNCAN.

ROBERT SMITH, Solicitor, Dundee, Witness.
WILLM. R. EASSON, Law-Apprentice, Dundee, Witness.

Dundee, 17th November 1883.

NOTICE.

THE Contract of Copartnership entered into by the undersigned, under the Style and Firm of **STIRLING & ALEXANDER**, Writers in Dunblane, having expired at Martinmas last, the said Copartnership was thereupon DISSOLVED of mutual consent; and the Business of Law Agents and Notaries Public hitherto carried on by them will henceforth be continued on his own account by the Subscriber **Mr William Alexander**, Solicitor, Dunblane, who has been authorized to receive and pay all debts due to and by the Firm, and is in possession of all their books, deeds, and papers.

Dunblane, 17th November 1883.

PAT. J. STIRLING.
WILL. ALEXANDER.

D. T. REID, of Dunblane, Clerk-at-Law, Witness.
GEORGE MITCHELL, of Dunblane, Clerk-at-Law, Witness.

NOTICE.

THE Business of the Firm of **REID & SON**, Grocers, Bonnygate, Cupar, of which the late Mrs. **Leonora Jessie Seeley** or **Reid**, residing there, was the sole Partner, has of this date been acquired by **David Leitch**, Grocer, Cupar, by whom it will be carried on under the same name of **REID & SON**, and who will be responsible for all obligations of the Firm on and after this date, the Representatives of Mrs. **Reid** having ceased to have any interest therein.

Cupar-Fife, 9th November 1883.

HENRY F. WAKELIN,
Executor of Mrs. **LEONORA JESSIE SEELEY** or **REID.**

WILLIAM M. MELVILLE, Engineer and Ironfounder, Sinclairtown Foundry, Kirkcaldy, Witness.
GEORGE L. LAVERICK, Clerk, Back Street, Kirkcaldy, Witness.

DAVID LEITCH.

WM. D. PATRICK, Writer, Cupar, Witness.
DAVID WELCH, Grocer, Cupar, Witness.

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

Published at the EXCHEQUER CHAMBERS, Parliament Square, Edinburgh.

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

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

Friday, November 23, 1883.

Price One Shilling and Sixpence.

