



The Edinburgh Gazette.

Published by Authority.

TUESDAY, NOVEMBER 27, 1883.

MASTER OF THE HORSE'S OFFICE,
ROYAL MEWS, PIMLICO, November 21, 1883.

THE Queen has been graciously pleased to appoint Gerald Montague Augustus Ellis, Esq., to be Page of Honour to Her Majesty, vice Frederic Walter Kerr, Esq., resigned.

FOREIGN OFFICE, November 22, 1883.

The Queen has been pleased to approve of Mr. John Frame as Consul at Bassein for His Majesty the Emperor of Austria; of Mr. Frederik de Coninck Good as Consul at Hull for His Majesty the King of Denmark; of Mr. Maximiliano Nackmann as Consul at Liverpool for the Republic of Guatemala; of Mr. Jean Caloutzis as Vice-Consul at Limassol, Cyprus, for His Majesty the King of the Hellenes; and of Mr. Carlos A. Fox as Vice-Consul at Plymouth for the Republic of Chile.

DOWNING STREET, November 21, 1883.

The Queen has been pleased to appoint Seah Liang Seah, Esq., to be a Member of the Legislative Council of the Straits Settlements.

DOWNING STREET, November 22, 1883.

The Queen has been pleased to appoint

George Morgan, Esq., to be a Member of the Legislative Council of the Colony of Fiji.

CIVIL SERVICE COMMISSION,
November 21, 1883.

The Civil Service Commissioners hereby give notice, that at a Competitive Examination for Boy Clerkships in the Lower Division of the Civil Service, held on the 1st and 2d November 1883, notice of which Examination was given in the London Gazette of 2d October 1883, the under-mentioned candidates obtained the first eighty-six places:—

No. in Order of Merit.	Name.	Locality of Examination.
1	de Wolff, Charles Louis .	London
2	Burrell, Frederick William White	London
3	Pearce, Arthur James .	London
4	Everest, Francis Joseph .	London
5	Perry, Benjamin .	London
6	Compton, Edward Reginald	London
7	Hiscoke, Herbert Payne .	London
8	Stokoe, John Thomas .	London
9	Leitch, Walter .	Edinburgh
10	Noakes, Thomas Frederick	London
11	Court, Adolphus Robert .	London
12	Turnley, Charles Augustus	London
13	Rogers, Ernest Edwin .	London

No. in Order of Merit.	Name.	Locality of Examination.	No. in Order of Merit.	Name.	Locality of Examination.
14	Braun, Augustus Henry Gilbert	London	80	Mellish, Arthur Deane	London
15	Bate, Francis Herbert	London	81	Miller, William Lawrence Bettegar	London
16	Lambert, Frederick Thomas Gardiner	Dublin	82	Moon, Arthur Ernest	London
17	Jones, Evan Hugh	London	83	Fisher, William John	London
18	Bacon, Francis Edward	London	84	Grady, Michael	London
19	Le Richeux, Louis Francis	London	85	Dunlop, William Henry	Dublin
20	Gedge, John Harry	London	86	Kennedy, Leslie David Edward Dane	London
21	Lawrie, William Ferrier	Edinburgh			
22	Kimp, Benjamin William	London			
23	Riley, Francis	London			
24	Congdon, George Henry	London			
25	Sales, William James	London			
26	Lamb, Henry	London			
27	Hardcastle, Horace Wyntre	Edinburgh			
28	Thorp, George Nugent	London			
29	Harris, Charles John	London			
30	M'Quown, Herbert William	London			
31	Peacock, Vernon Puzey	London			
32	Gibson, William A.	Edinburgh			
33	Pavitt, Arthur	London			
34	Stoat, Henry	London			
35	Payton, Charles Rowley	London			
36	Carter, Arliss Haydon	London			
37	Ashby, Arthur Douglas	London			
38	Lock, William Henry	London			
39	Jackson, William John	London			
40	Alvey, Walter Kay	London			
41	Peterken, John George	London			
42	Spear, Christopher Somers	Dublin			
43	Porter, Horace John	London			
44	Barrett, William Sydney	London			
45	Northcote, Herbert	London			
46	Pengelly, William Anthony	London			
47	Coles, Walter George	London			
48	Miles, William Granville	London			
49	Kemp, Herbert Edward	London			
50	Dyer, Bertram	London			
51	Venning, Edwin	London			
52	Panther, Jabez	London			
53	Daborn, John Edward	London			
54	Bottomley, William	London			
55	Norwood, Frederick Herbert	London			
56	Bendle, Frank	London			
57	Holbrook, William Frederick	London			
58	Thomas, Henry Herbert	London			
59	Blessley, Frank	London			
60	Bennett, Ernest	London			
61	Jerem, Frederick Harry	London			
62	Watts, James	London			
63	Reli, Harry Douglas	London			
64	Manly, Leonard Charles	London			
65	Townsend, William Edward	London			
66	Park, Horace William	London			
67	Morrison, Sidney William	London			
68	Holloway, Bernard	London			
69	Cruikshank, George	London			
70	Hawton, John Francis	London			
71	O'Connell, Michael	London			
72	Lamprell, Arthur Henry	London			
73	Reid, William Walker	Edinburgh			
74	Pettit, Henry George	London			
75	Arnold, Arthur Sidney	London			
76	Buckwell, Edward	London			
77	Young, James	Edinburgh			
78	Mitchell, Alfred Stentiford	London			
79	Thurnell, Albert Duncan	London			

CIVIL SERVICE COMMISSION,

November 23, 1883.

The Civil Service Commissioners hereby give notice that the following Regulations have been approved by the Lords Commissioners of Her Majesty's Treasury, viz. :—

SPECIAL REGULATIONS (Supplementary to the General Regulations issued 8th April 1872, and amended by subject notices in the London Gazette), respecting Open Competitive Examinations for the situation of Draughtsman in the Hydrographical Department of the Admiralty.

N.B.—These Regulations are liable to alteration.

I. The limits of age for this situation are 17 and 25, and candidates must be of the prescribed age on the first day of the examination.

II. The examination will be in the following subjects, viz. :—

1. Handwriting and Orthography.
2. Arithmetic (including Vulgar and Decimal Fractions).
3. Geography.
4. Practical Geometry (so far as relates to perpendiculars, parallels, the mode of dividing lines, and of determining a position from two or more angles).
5. Map and Chart Projection (i.e., the principles of the projection of Mercator's chart; and the mode of computing the scale for a Mercator's chart of certain limits of latitude and longitude; and laying off these in degrees, &c.)
6. Topographical Plan-drawing (i.e., the principles of topographical plan-drawing by scale and compass bearing; copying such plans by squares on the same, or reduced or enlarged scales; adapting them to altered relative positions of points. Also fair practical proficiency in topographical and perspective drawing with pencil, pen, and brush).
7. Translation from French, Spanish, or some other modern language.

III. Candidates must pass to the satisfaction of the Civil Service Commissioners in all the first six subjects. They will also be required to show what preliminary training or technical education they have undergone to qualify them for a situation of this nature, and they must satisfy the Commissioners that they possess the special quali-

fications necessary for the office. These include particularly aptness in hydrographical chart drawing, and on this point the Commissioners will ask for a report from the Hydrographer of the Admiralty.

IV. Application for permission to attend an examination must be made at such times and in such manner as the Civil Service Commissioners may appoint.

V. A fee will be required from each candidate attending the examination, according to the scale laid down under the Order in Council of 22d March 1879, by notice in the London Gazette of 29th April 1881.

The Civil Service Commissioners further give notice, that an Open Competition for the situation of Draughtsmen in the Hydrographical Department of the Admiralty will be held in London, under the above Regulations, on Tuesday the 8th January 1884, and following days.

The number of situations to be filled will be the number vacant at the time of the examination. The number now vacant is one.

No person will be admitted to the examination from whom the Secretary, Civil Service Commission has not received, on or before the 29th December 1883, an application in the handwriting of the candidate, on a prescribed form, which may be obtained from the Secretary at once.

BANKRUPTS

FROM THE LONDON GAZETTE.

BANKRUPTCIES ANNULLED.

Albert Major, of 80 Cannon Street, London.

BANKRUPTCIES AWARDED.

Robert Freke Gould, of 8 King's Bench Walk, Temple, Middlesex, barrister-at-law.

Hamilton Lindsay Bucknall, of 3 Victoria Mansions, Westminster, civil engineer.

W T C Bruton, of Cranfield Villa, Hanwell, Middlesex, assistant engineer.

Joseph William St. John, of Gladstone Road, Wimbledon, Surrey, builder and grazier, lately residing at Merton Hall Farm, and trading there and at Raynes Park, both in Surrey.

Alfred Plant, of Endon Bank Cottage, Endon, near Leek, Stafford, earthenware manufacturer's manager.

James Horne, of Ely, Cambridge, wine merchant.

John Howitt, trading as Howitt & Co., of Norfolk Street, East, Wisbech Saint Peter, Cambridge, grocer.

George Harrison, late of 163 Cemetery Road, Sheffield, York, medical student, but now of 96 Northgate, Huddersfield, York, chemist and druggist.

In Parliament—Session 1884.

THE STAR LIFE ASSURANCE SOCIETY.

(Removal of Doubts respecting the Participation in Profits by the Policies of Assurance known as Endowment Assurance Policies Participating in Profits, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to effect

all or some of the following purposes (that is to say):—

To remove doubts respecting the participation in profits by the policies of assurance issued by the Society, and known as Endowment Assurance Policies participating in profits, and to confirm all acts done in relation thereto, and to authorize the issue by the Society of like policies.

To amend the deed of settlement of the Society, if the same shall be required by Parliament to effect the objects contemplated by the said Bill.

To amend or repeal, so far as may be found necessary, "The Star Life Assurance Society Act, 1868," and any other Act of Parliament now affecting the Society, and

To confer, vary, or extinguish other powers, rights, and privileges.

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

Dated this 14th day of November 1883.

INGLE, COOPER, & HOLMES,

20 Threadneedle Street, London, E.C.,

Solicitors.

EDWARD WALMISLEY,

25 Abingdon Street, Westminster, S.W.,

Parliamentary Agent.

In Parliament—Session 1884.]

KILSYTH AND BONNYBRIDGE RAILWAY.

(Extension of Authorized Railway into Counties of Perth and Fife; Branch Railways, Pier, and Road; Compulsory Purchase of Lands; Power to Purchase Parts of Certain Properties without taking the whole; Tolls, Rates, etc., and Alteration of Tolls, Rates, etc.; Working and other Agreements, and Arrangements with the North British and Caledonian Railway Companies; Power to those Companies to Subscribe, and to Raise Money, and apply Funds, and to Appoint Directors; Running Powers over Railways of the Kelvin Valley, North British, and Caledonian Railway Companies; Increase of Capital; Change of Name of Company; Payment of Interest out of Capital during Construction of Works; Amendment and Incorporation of Acts; other Purposes.)

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

To authorize the Kilsyth and Bonnybridge Railway Company, under its present or altered name (hereinafter called 'the Company'), to make and maintain the Railways, Pier, and Road hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and convenient stations, sidings, junctions, approaches, viaducts, bridges, roads, tunnels, covered ways, shafts, engines, pumps, pumping stations, wharves, warehouses, sheds, weighing-machines, cranes, tanks, communications, and other works and conveniences con-

nected therewith or incidental thereto (all hereinafter called 'the proposed Works'), that is to say:—

(1.) Railway No. 1, to be wholly situate in the County of Stirling, commencing in the Parish of Dunipace by a junction with the Railway authorized by 'The Kilsyth and Bonnybridge Railway Act 1882' (hereinafter called 'the Act of 1882'), therein called Railway No. 1, at a point thereon 207 yards or thereabouts south-westward from the south-west corner of the Farm-steading of Rouchmure, and terminating in the Parish of Larbert at a point 575 yards or thereabouts north-eastward from the centre of the Bridge carrying the County Road from Larbert to Falkirk via Camelon over the River Carron; which intended Railway No. 1 will be situate in or will pass from, in, through, or into the Parishes of Dunipace, Falkirk, and Larbert, or some or one of them.

(2.) Railway No. 2, to be wholly situate in the County of Stirling, commencing in the Parish of Larbert by a junction with the said intended Railway No. 1 at its termination as above described, and terminating in the Parish of Airth at a point 120 yards or thereabouts southward from the dwelling-house of the Farm-steading of Hopevale; which intended Railway No. 2 will be situate in, or will pass from, in, through, or into the Parishes of Larbert and Airth, or one of them.

(3.) Railway No. 3, commencing in the Parish of Airth, in the County of Stirling, by a junction with the said intended Railway No. 2 at its termination as above described, and terminating in the Parish of Tulliallan, in the County of Perth, at a point 210 yards or thereabouts south-eastward from the dwelling-house of the Farm of Inch known as Inch House; which intended Railway No. 3 will be situate in, or will pass from, in, through, or into the Parish of Airth, in the County of Stirling, and the Parish of Tulliallan, in the County of Perth, and the foreshore and bed and soil of the said River or Firth in or ex adverso of those Parishes respectively or some or one of them.

(4.) Railway No. 4, commencing in the Parish of Tulliallan, in the County of Perth, by a junction with the said intended Railway No. 3 at its termination as above described, and terminating in the Parish of Saline, in the County of Fife, at a point 193 yards or thereabouts north-westward from the north-west corner of the Farm-steading of Remilton; which intended Railway No. 4 will be situate in, or will pass from, in, through, or into, the Parishes of Tulliallan and Culross and the Royal Burgh of Culross, all in the County of Perth, and the Parishes of Torryburn and Saline, in the County of Fife, or some or one of them.

(5.) Railway No. 5, to be wholly situate in the county of Fife, commencing in the Parish of Saline by a junction with the said intended Railway No. 4 at its termination as above described, and terminating in the Royal Burgh of Dunfermline, and Parish of Dunfermline at a point on the west side of Elgin Street 237 yards or thereabouts north-westward from the centre of the bridge carrying the Road or Street called Grange Road or Elgin Street over the Spittal otherwise called Lyne Burn; which intended Railway No. 5 will be situate in or will pass from, in, through, or into the Parishes of Saline, Carnock, Dunfermline, and Inverkeithing,

otherwise Inverkeithing and Rosyth, and the Royal Burgh of Dunfermline, or some or one of them.

(6.) Railway No. 6, to be wholly situate in the county of Stirling, commencing in the Parish of Larbert by a junction with the said intended Railways Nos. 1, and 2, or one of them, at or near the point above described as the termination of Railway No. 1, and terminating in the Parish of Falkirk by a junction with the Main Line of the Scottish Central Section of the Caledonian Railway at a point thereon 367 yards or thereabouts south-westward from the centre of the said Bridge carrying the County Road from Larbert to Falkirk via Camelon over the River Carron; which intended Railway No. 6 will be situate in or will pass from, in, through, or into the Parishes of Larbert and Falkirk, or one of them.

(7.) Railway No. 7, to be wholly situate in the Parish of Larbert and County of Stirling, commencing by a junction with the said intended Railway No. 2 at a point 257 yards or thereabouts north-eastward from the North Lodge of the Mansion-house of Stenhouse, and terminating by a junction with the Railway or Tramway from Carron Ironworks to Carronshore at a point thereon 30 yards or thereabouts eastward from the southmost corner of the row of houses called Nailer Row near Carron Ironworks.

(8.) Railway No. 8, to be wholly situate in the Parish of Airth and County of Stirling, and on the foreshore or bed and soil of the River or Firth of Forth, in or ex adverso of that Parish, commencing by a junction with the said intended Railway No. 2 at its termination as above described, and terminating on the said foreshore at a point 203 yards or thereabouts south-westward from the Ferry-house on the West Ferry Pier (on the south or Stirlingshire side of the said River or Firth), of Kincardine Ferry.

(9.) Railway No. 9, to be wholly situate in the County of Fife, commencing in the Parish of Saline by a junction with the said intended Railway No. 4 at its termination as above described, and terminating in the Parish of Carnock by a junction with the Stirling and Dunfermline Section of the North British Railway at a point thereon 250 yards or thereabouts measured eastwards along the same from the mile-post thereon indicating the distance of eighteen miles from Stirling; which intended Railway No. 9 will be situate in, or will pass from, in, through, or into the Parishes of Saline and Carnock, or one of them.

(10) A Pier, to be wholly situate in the Parish of Airth and County of Stirling, and on the foreshore and bed and soil of the River or Firth of Forth, or one of them, in or ex adverso of that Parish, commencing at or near the point hereinbefore described as the termination of the intended Railway No. 8, and terminating at a point in the River or Firth of Forth at or near low-water mark of ordinary spring tides 253 yards or thereabouts eastward from the Ferry-house on the said West Ferry Pier; and, in connection with the said intended Pier, a Road, to be wholly situate in the said Parish of Airth and County of Stirling, and partly on the said foreshore or bed and soil of the River or Firth of Forth in or ex adverso of the said Parish of Airth, commencing by a junction with the Public Road leading to the said West Ferry Pier at a point 205 yards or thereabouts south-westward from the said Ferry-house,



thence proceeding in a south-easterly direction for a distance of 143 yards or thereabouts, thence in a north-easterly direction for a distance of 52 yards or thereabouts, and terminating at the point hereinbefore described as the commencement of the said intended Pier.

To authorize the Company to deviate laterally from the lines, and vertically from the levels of the proposed works, as shown on the plans and sections hereinafter mentioned, within the limits usually authorized, or as may be prescribed by the Bill, and to repeal, vary, or alter the provisions or some of them of 'The Railways Clauses Consolidation (Scotland) Act, 1845,' with respect to diminishing the radius of curves and increasing the gradients described on the Plans and Sections and with respect to the limits of lateral and vertical deviation and to other matters pertaining to the construction of works, temporary use of lands, crossing and alteration of roads and other interferences therewith, and substitution of roads in lieu of altered roads, and to cross, alter, stop up, divert, or interfere with, temporarily or permanently, all county and other roads and highways, streets, footways, navigations, rivers, streams, canals, bridges, wharves, quays, landing places, railways, tramways, sidings, passages, sewers, drains, telegraphic and electric apparatus, mains, pipes, and works of every description which it may be necessary or expedient to cross, alter, stop up, divert, or interfere with, for all or any of the purposes of the Bill.

To authorize the Company to purchase, by compulsion and also by agreement, and to lease, feu, or otherwise acquire lands, houses, and other property and portions of the foreshore and bed and soil of the River or Firth of Forth in all or some of the several parishes, Royal Burghs, and places aforesaid, for the purposes of the proposed works, and of the Bill, and also rights of easement and servitude and other rights in or over lands, houses, and other property, and to purchase other lands, houses, and property by agreement.

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

To vary or extinguish all rights and privileges over or affecting or in any manner connected with the lands, houses, and other property to be purchased or taken; and to repeal, vary, or alter the provisions or some of them of 'The Lands Clauses Consolidation (Scotland) Act, 1845,' as incorporated with the Bill relating to the purchase of houses, buildings, and manufactories, and notwithstanding Section 90 of that Act, to provide that it shall not be necessary for the Company to purchase the whole of any house or other building or manufactory where part only is required for the purposes of the Bill, and also to vary or alter the provisions of the said Act with respect to superfluous lands, and the provisions of the Railways Clauses Act, 1863, with respect to the protection of navigation.

To apply to the proposed works all or some of the provisions of the Act of 1882, and to enable the Company to exercise in respect thereof the powers, or some of the powers, conferred upon

them by that Act, in respect of the undertaking thereby authorized.

To authorize the Company to levy tolls, rates, rents, dues, duties, and charges upon or in respect of the proposed works, or any of them, or any part or parts thereof respectively, and for the conveyance and accommodation of passengers, animals, minerals, goods, and other traffic thereon and thereat, and for the shipment and unshipment of the same, and on vessels and boats, using the said pier, and for the use of wharves, warehouses, sheds, weighing machines, cranes, and other conveniences in connection therewith, and to alter or vary the tolls, rates, duties, and charges existing or authorized upon or in respect of the Railways authorized by the Act of 1882, and to confer, vary, or extinguish exemptions from payment of tolls, rates, rents, dues, duties, and charges, and to confer, vary, or extinguish other rights and privileges.

To authorize the Company on the one hand, and the North British Railway Company and the Caledonian Railway Company hereinafter called "the other Companies," or either of the other Companies, solely or jointly, on the other hand, 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 other Companies, or either of them, solely or jointly, of the Railways of the Company authorized by the Act of 1882, and the proposed works, or any of them, or any part or parts thereof the supply of rolling stock, plant, and machinery, and the appointment and removal of officers and servants, for the purposes of the traffic of those Railways and works, or any of them, or any part or parts thereof; the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance; the interchange, accommodation, conveyance, and delivery of the traffic coming from, or destined for, the respective undertakings of the contracting Companies, or any of them; the levying, fixing, collection, division, appropriation, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the sums or considerations, whether annual or in gross, and the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by the contracting Companies, or any of them, to the other of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates; the appointment of joint-committees, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them; and to sanction and confirm, and, if thought fit, to vary any such contract, agreement, or arrangement already made, or which, prior to the passing of the Bill, may be made.

To require and compel the other Companies, or one of them, and their respective lessees and assignees, upon such terms as shall be agreed upon, or be settled by arbitration, or be provided by the Bill, to receive, book through, forward, accommodate, transmit, and deliver on, over and from their respective Railways or undertakings, or the Railways or undertakings of which they or either of them respectively are, is, or may be joint owners or lessees, or which may be under the management or control of them or either of them, or in which they or either of them may be

otherwise interested, and at the stations, warehouses, and booking-offices thereof respectively, and to afford all necessary facilities for all passengers, goods, minerals, animals, carriages, and traffic of whatsoever description coming from or destined for the Railways of the Company authorized by the Act of 1882, and the proposed works, or any of them or any part or parts thereof, and to alter and vary the tolls, rates, and charges which the other Companies, or either of them, may be entitled to take and receive upon their respective Railways or undertakings, or upon the Railways or undertakings of which they or either of them respectively are, is, or may be joint owners or lessees, or which may be under the management or control of both or either of them, or in which they or either of them may be otherwise interested; and to confer, vary, and extinguish exemptions from payment of such tolls, rates, and charges.

To authorize the other Companies, or either of them, solely or jointly, to subscribe and contribute funds towards the making and maintaining of the Railways and works authorized by the Act of 1882, and of the proposed works, or some or one of them, or any part or parts thereof respectively, and to take and hold shares or stock in the capital of the Company, subject to such terms and conditions as may have been, or may be agreed on, or as may be fixed by the Bill, and to guarantee or undertake to pay to or for the Company, interest, dividend, annual or other payment, on shares or stock, and the principal and interest of any loan of the Company, and for all or any of the purposes of the Act of 1882, and of the Bill, to apply their funds and revenues, and to raise more money by the creation of guaranteed, preference, ordinary, or debenture shares or stock, and by mortgage, or bond or cash credit, and that either as part of their general share and loan capital, or wholly or partially as a separate share and loan capital, charged primarily or exclusively on the undertaking of the Company, authorized by the Act of 1882 and the Bill, or any part or parts thereof respectively, and the tolls, rates, rents, dues, duties, and charges received upon and in respect thereof, and to authorize the other Companies, or either of them, solely or jointly to appoint directors of the Company.

To authorize the Company, and any company or persons for the time-being working or using the Railways of the Company authorized by the Act of 1882, and the proposed works, or any of them, or any part or parts thereof, to run over, work, and use with their engines, carriages, and waggons, and officers, and servants, whether in charge of engines or trains or for any other purpose, and for the purposes of traffic of every description, the Railways of the Kelvin Valley Railway Company, and the several Railways and portions of Railways, by whatever name known, belonging to, or leased, or held, or worked or authorized to be worked by the North British Railway Company and the Caledonian Railway Company respectively, situate in the Counties of Lanark, Dumbarton, Stirling, Linlithgow, Perth, and Fife, or some or one of them, or some part or parts thereof respectively, and the bridges, stations, roads, platforms, water, water-engines, engine sheds, standing-room for engines, booking and other offices, warehouses, sidings, signals, points, junctions, machinery, works, and conveniences of

or connected with Railways and portions of Railways above named, and referred to respectively, upon terms to be agreed on between the Company and the owners of and others interested in the said respective Railways and portions of Railways, or determined by arbitration, or prescribed by or under the Bill; and to levy tolls, rates, and duties in respect of the traffic of every description conveyed by the Company, or others aforesaid, over the said respective Railways and portions of Railways, or some or one of them, or any part or parts thereof.

To authorize the Company and any Companies, or Corporations, Conservators, or Commissioners, or Road, Statute-Labour, Bridge, or Harbour Trustees, or other bodies or persons, to enter into and carry into effect such arrangements and agreements as may be necessary or expedient for making and maintaining, working or using the Railways of the Company authorized by the Act of 1882, and the proposed works or any of them or any part or parts thereof, and for the construction and maintenance of any roads, sewers, drains, or other works which may be interfered with or rendered necessary in carrying into effect the objects and purposes of the Bill, and to confirm all such arrangements and agreements already made, or which, prior to the passing of the Bill, may be made.

To authorize the Company to increase their capital, and to raise, by the creation and issue of new shares and stock, with or without a guaranteed or preferential dividend, or other rights or privileges attached thereto, and by the creation and issue of Debenture Stock, and by borrowing, or by one or more of those modes, additional money for all or any of the purposes of the Bill, and also for defraying the expense of works already executed and authorized to be executed, and of lands already acquired and authorized to be acquired by the Company under the Act of 1882, and for the general purposes of the Company; and also to apply to all or any of the purposes aforesaid and of the Bill any capital or funds now belonging to or authorized to be raised by the Company.

To authorize the change of the name or style of the Company, and to prescribe for it some other name to be specified in the Bill.

To enable the Company, notwithstanding anything contained in 'The Companies Clauses Consolidation (Scotland) Act, 1845,' and the Act of 1882, out of moneys raised, or to be raised, by the Company under the powers of the Act of 1882, and the Bill, or either of them, to pay interest or dividends during the construction of the Railways and works authorized by the Act of 1882 and of the proposed works until the completion thereof respectively, or until such other time as may be prescribed by the Bill to the Shareholders of the Company, on the sums which have been or may be from time to time, paid up on the shares allotted to, or held by, them respectively.

To provide and declare (if thought expedient so to do) that the provisions of the Harbours, Docks, and Piers Clauses Act, 1847, or some of them, with respect to lifeboats, and with respect to keeping a tide and weather gauge, shall not apply to the Company or their undertaking.

To empower the Company to appoint and remove pier-masters, meters, weighers, and other officers and servants; and the Bill will define

the limits within which such pier and other masters, meters, weighers, and other officers and servants may exercise the powers to be conferred upon them respectively by the Bill.

To authorize the Company to make and enforce bye-laws, rules, and regulations for the management, use, and safety of, and for the control and regulation of the persons, goods, wares, merchandise, cattle, ships, vessels, boats, carts, carriages, and other vehicles using or passing over, or frequenting or resorting to, the proposed pier, or any of the works, conveniences, or lands of the Company.

To repeal, vary, alter, or amend the provisions or some of them of all or some of the following Acts—that is to say, the Act of 1882, 'The Kelvin Valley Railway Act, 1873,' 'The Kilsyth Railway Act, 1876,' 'The Kelvin Valley Railway, Act, 1877,' and any other Acts relating to the Kelvin Valley Railway Company, 'The Kincardine Pier and Harbour Act,' 50 Geo. III., c. 29, and 'The Kincardine Ferry Act,' 10 Geo. IV., c. 50, the 6 and 7 Vic., c. 47, and any other Acts relating to the Commissioners of the Forth Navigation; also 'The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862,' and the several other Acts relating to the North British Railway Company and to the undertakings belonging to, amalgamated with, or held in lease by, or vested in, or worked, or authorized to be worked, by that Company, 'The Caledonian Railway Act, 1845,' 'The Caledonian and Scottish Central Railways Amalgamation Act, 1865,' and the several other Acts relating to the Caledonian Railway Company and to the undertakings belonging to, amalgamated with, or held in lease by, or vested in, or worked, or authorized to be worked by that Company, 'The Scottish Central Consolidation Act, 1859,' and the Acts therein named and referred to in so far as not repealed; also, the provisions of any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned Companies or Corporations, or any other Company or body who, or whose property and interests, may be affected by any of the powers or provisions of the Bill.

The Bill will vary and extinguish all existing rights and privileges inconsistent with, or which would in any way interfere with any of its objects, and will confer all powers, rights, and privileges which may be necessary for carrying the same into effect; and it will incorporate with itself (except so far as may be varied thereby) the provisions, or some of them, 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.

Plans and sections in duplicate describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property which will, or may, be taken under the powers of the Bill, with a book of reference to such plans, and

an Ordnance or published map, with the lines of the proposed works delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the 'Edinburgh Gazette,' will, on or before the 30th day of November 1883, be deposited for public inspection in the Offices at Stirling and Falkirk respectively of the principal Sheriff-Clerk of the County of Stirling, and in the offices at Perth and Dunblane respectively of the principal Sheriff-Clerk of the County of Perth, and in the Offices at Cupar and Dunfermline respectively of the principal Sheriff-Clerk of the County of Fife; and a copy of so much of the said plans, sections, and book of reference as relates to each of the several Parishes and Royal Burghs before mentioned, together with a copy of this notice as published in the 'Edinburgh Gazette,' will, on or before the said 30th day of November, 1883, be deposited for public inspection as follows—that is to say, so far as respects each such Parish with the Session-Clerk of such Parish at the residence of such Session-Clerk, and, so far as respects each such Royal Burgh with the Town-Clerk of such Burgh at his Office.

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

Dated this 13th day of November, 1883.

H. & R. LAMOND & MACCREIDIE,
93 West Regent Street, Glasgow,
Solicitors for the Bill.

WILLIAM ROBERTSON & COMPANY,
45 Parliament Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1884.]

CLYDE LIGHTHOUSES.

(Additional Borrowing Powers; Amendment of Acts, &c.)

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

To authorise the Trustees of the Clyde Lighthouses (hereinafter called 'the Trustees') to borrow upon the security of their undertaking, and of the rates which they are authorised to levy, and other property belonging to them, additional moneys to be applied to the general purposes of their undertaking, and to the completion of works, and the acquisition of lands and property, which they are authorised to construct and purchase; and to make provision for the repayment of such moneys by sinking fund or otherwise; and to vary, amend, or repeal the provisions of the Act (Local) passed in the 29th year of the reign of His Majesty King George II., cap. 20, of the Clyde Lighthouses Act, 1871, and of the Clyde Lighthouses Act, 1880, with respect to the borrowing of money by the Trustees, and the establishment and regulation of a Sinking Fund or Funds for the repayment of moneys borrowed, and in any other respects in which the same may be inconsistent with the provisions of the Bill.

To confer all rights and privileges which may be necessary for, and to vary and extinguish all

rights and privileges which may interfere or be inconsistent with, the purposes of the Bill.

And notice is further given that printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December, 1883.

Dated this 16th day of November 1883.

ANDERSONS & PATTISON,
137 St Vincent Street, Glasgow.

Solicitors.

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

In Parliament—Session 1884.]

CALEDONIAN RAILWAY (No. 2).

Construction of Railway from Greenock to Gourock, with a Quay or Pier at Gourock, and of Railway connecting the Caledonian Railway with the Paisley Canal Line of the Glasgow and South-Western Railway Company, near Shields Junction, in the Counties of Renfrew and Lanark; Acquisition of Lands; Running Powers and Facilities to Caledonian Railway Company over the said Paisley Canal Line and Branch therefrom; Agreements relative thereto; Confirmation of Agreements between Caledonian Railway Company and the Barrmill and Kilwinning Railway Company for the Working and Maintenance of the Railways of the last-named Company; Extension of Time for Sale of Superfluous Lands; Additional Share and Loan Capital; Tolls, Rates, and Charges; Appointment of Harbour Master and other Officers, and Definition of Limits of their Authority; Amendment of Acts.

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

To empower the Caledonian Railway Company (hereinafter called 'the Company') to make and maintain the railways, quay or pier, and other works hereinafter described, or some of them, or some portions thereof, and all proper stations, sidings, approaches, wharves, sheds, warehouses, cranes, buoys, landing-stages, rails, and other works and conveniences in connection therewith respectively, that is to say:—

1. A Railway (hereinafter called 'Railway No. 1'), commencing by a junction with the Greenock Section of the Caledonian Railway at a point 30 yards, or thereabouts, westward from the western side of the bridge by which that Railway is carried over Saint Andrew Street in the Town of Greenock, and terminating on the foreshore of the Firth of Clyde at a point 120 yards, or thereabouts, north-westward from the outer elbow of the pier at Gourock:

2. A Quay or Pier, commencing on the foreshore of the Firth of Clyde at a point 70 yards, or thereabouts, north-eastward from the northern end of King Street in the Burgh of Gourock, and terminating on the said foreshore at a point 170

yards, or thereabouts, westward from the aforesaid elbow of the existing pier at Gourock; which intended Railway No. 1, and Quay or Pier, and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Parish of Greenock, the East Parish of Greenock, the New or Mid Parish of Greenock, the West Parish of Greenock, the Parish of Inverkip, the Town of Greenock, and the Burgh of Gourock, all in the County of Renfrew, and in the Firth of Clyde in or *ex adverso* of the said places and County:

3. A Railway (hereinafter called 'Railway No. 2'), commencing by a junction with the Deviation of the Company's General Terminus and Joint Line Connecting Branch, authorised by the Caledonian Railway (Additional Powers) Act, 1875, and therein called Railway No. 2, at a point 310 yards, or thereabouts, westward from the western end of Shields Tunnel, and terminating by a junction with the Paisley Canal Line, authorised by the Glasgow and South-Western Railway Act, 1881, at a point 105 yards, or thereabouts, south-westward from Shields Junction, being the junction of the Company's General Terminus and Joint Line Connecting Branch with the Glasgow and Paisley Joint Line; which intended Railway No. 2, and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Parish of Govan and the Burghs of Kinning Park and Pollokshields, or one of them, in the Counties of Lanark and Renfrew:

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

To empower the Company to deviate in the construction of the said intended railways and quay or pier from the lines and levels delineated on the Plans and Sections to be deposited as hereinafter mentioned, to such an extent as will be defined on the said Plans and provided by the Bill; to cross, stop up, appropriate, alter, and divert, temporarily and permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, watercourses, sewers, drains, gas and water pipes, and electric apparatus in the parishes and places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter, or divert for the purposes of the said intended railways, quay or pier, and other works; to vary, for the purposes of the Bill, the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to limits of lateral and vertical deviation in the construction of works, and to increasing the gradients of the railway, and to diminishing the radius of curves, and to alterations of roads and substitution of roads in lieu of altered roads; and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to purchasing the whole of any house, building, or manufactory, where part only thereof is required for the purposes of the Bill; and the provisions of the Harbours, Docks, and Piers Clauses Act, 1847, with respect to limits of deviation, and to the levying of rates before the completion of the



works; and other matters; and the provisions of the Railways Clauses Act, 1863, with respect to protection of navigation, and to working agreements and the revision thereof by the Board of Trade or the Railway Commissioners; and certain provisions of the Roads and Bridges (Scotland) Act, 1878:

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

To make and maintain shafts or openings from the surface of any land, road, street or square, to any portion of Railway No. 1, subject to such provisions and limitations as may be contained in the Bill; and for the purposes of the said shafts or openings to interfere with all sewers, drains, gas and water mains and pipes, electric apparatus, and other works, which might impede the construction or use of the said shafts or openings:

To underpin or otherwise secure or strengthen any houses or other buildings, which may be rendered insecure or be affected by Railway No. 1, and which may not be required for the purposes thereof:

To empower the Company to levy and recover tolls, rates, and charges for the use of the said intended railways, quay or pier, and works and conveniences connected therewith, and of the railways over which running powers and facilities are to be applied for as hereinafter mentioned, and the conveyance and accommodation of traffic thereon and thereat, and on vessels resorting to the said quay or pier, or loading or unloading thereat, or entering or leaving the limits to be defined in the Bill; to alter the tolls, rates, and charges leviable in respect of the pier and harbour at Gourock; and to confer, vary, and extinguish exemptions from the payment of such several tolls, rates, and charges:

To empower the Company to appoint a harbour master, meters, weighers, and other officers; and to define the limits within which the Company and their officers may exercise harbour and pilotage jurisdiction, and levy rates and charges:

To empower the Company to run over, work, and use with their own or other engines and carriages, officers, and servants, and for the purposes of traffic of every description, the said Paisley Canal Line of the Glasgow and South-Western Railway Company, and the Branch Railway from that Line, authorised by the Glasgow and South-Western Railway Act, 1882, and all sidings, stations, approaches, watering places, water, and other works and conveniences upon and connected with the said Railways or either of them, upon such terms and conditions, and upon payment of such tolls, rates, and charges, or other consideration as may be agreed upon, or determined by or under the provisions of the Bill; and to require the Glasgow and South-Western Railway Company to receive, accommodate, through-book, and invoice, forward, convey and deliver at, over, from, and to the said railways, and each of them, traffic of every description passing or intended to pass between any place on or beyond the said railways, or either of them, and any place on or beyond

the railways of the Company, and to afford to such traffic all other reasonable and necessary facilities, all upon such terms and conditions and on payment of such tolls, rates, and charges, or other consideration as may be agreed upon or determined as aforesaid, and for these purposes to alter the tolls, rates, and charges, leviable on or in respect of the railways over which running powers and facilities are sought as aforesaid, and to confer, vary, and extinguish exemptions from payment of such tolls, rates, and charges; as also to enable the Company and the Glasgow and South-Western Railway Company to enter into agreements with respect to the use by the Company and their officers and servants of the said railways, and the facilities to be afforded to the Company over and in respect of the same, and to confirm any agreements which may have been entered into in relation to any of the aforesaid matters:

To extend the respective periods, or some of them, limited by the several Acts relating to the Company, and to the undertakings now vested in them, or by the provisions incorporated with those Acts of the Lands Clauses Consolidation (Scotland) Act, 1845, or of the Lands Clauses Consolidation Act, 1845, for the sale and disposal of lands acquired by, or for behoof of, the Company and the other Companies whose undertakings are now vested in the Company, but which may have ceased, or may cease, to be required for the purposes of the undertaking of the Company, and to enable the Company to retain and hold such lands, or to sell, feu out, and dispose of the same:

To confirm an agreement entered into between the Barrmill and Kilwinning Railway Company and the Company with respect to the working and maintenance in perpetuity by the Company of the railways and works authorised by the Barrmill and Kilwinning Railway Act, 1883, and other matters connected therewith; and to empower the said Companies to enter into and carry into execution further agreements with respect to the working and maintenance in perpetuity or otherwise of the said railways and works, and to confirm any such agreements which may have been or may be entered into:

To empower the Company to raise, by the creation and issue of new ordinary and preference shares and stock, and by borrowing upon mortgage, and by the creation and issue of debenture stock, or by one or more of these modes, additional money for the purposes of the Bill and for other purposes of the Company, so far as not provided for by means of their existing powers of raising money; as also to apply towards the purposes of the Bill any capital or funds belonging to or authorised to be raised by the Company which may not be required for the purposes for which the same were authorised to be raised:

To vary or extinguish all existing rights and privileges connected with the lands, houses, roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water courses, sewers, drains, gas and water pipes, electric apparatus, and other property hereinbefore mentioned, and with the shares and stocks in the Company, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid; to confer all powers, rights, and privileges necessary or expedient for effecting those objects or in relation thereto; and to empower the Company and the other Companies

hereinbefore named, and all other Companies, Corporations, Commissioners, Trustees, and persons affected by those objects, to enter into agreements with each other in relation thereto, and to confirm any such agreements that may have been entered into :

To amend and, so far as necessary for any of the purposes aforesaid, to repeal the provisions of the following Acts, that is to say, the several Acts hereinbefore specified ; as also the Caledonian Railway Act, 1845, and the several other Acts relating to the Company, and to the undertakings belonging to or held in lease or worked by them ; as also the Glasgow and South-Western Railway Consolidation Act, 1855, and the several other Acts relating to the Glasgow and South-Western Railway Company and their undertaking ; as also the Act (local) 5 and 6 William IV., chapter 78, the Caledonian Railway (Greenock and Gourock Extensions) Act, 1866, and any other Acts relating to the pier and harbour of Gourock ; as also the Clyde Navigation Consolidation Act, 1858 ; the Clyde Lighthouses Act, 1871 ; the Clyde Lighthouses Act, 1880, and any other Acts relating to the navigation of the Firth of Clyde, and the harbour and pilotage jurisdictions within the same ; as also the Greenock Police Act, 1877, and any other Acts relating to the town of Greenock ; as also any other Acts recited in any of the before-mentioned Acts or relating to or affecting any Company or undertaking hereinbefore mentioned or referred to.

Plans describing the lines and situation of the said intended railways and quay or pier, and the lands, houses, and other property which may be taken for the purposes thereof, and of the works and conveniences connected therewith ; and Sections describing the levels of the said intended railways and quay or pier ; together with Books of Reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property ; and Ordnance or Published Maps with the lines of the said intended railways delineated thereon, so as to show their general course and direction ; and copies of this Notice as published in the *London and Edinburgh Gazettes*, will, on or before the 30th day of November instant, be deposited for public inspection in the offices at Paisley and Greenock respectively of the principal Sheriff-Clerk of the County of Renfrew, and in the office at Glasgow of the principal Sheriff-Clerk of the County of Lanark ; and copies of so much of the said Plans, Sections, and Books of Reference as relate to the respective Parishes hereinbefore mentioned, with copies of this Notice, will, on or before the said 30th day of November, be deposited for public inspection with the Session Clerks of such Parishes respectively at their respective residences.

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

Dated this 13th day of November, 1883.

GEORGE JACKSON,
Glasgow.

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

In Parliament—Session 1884.

CALEDONIAN RAILWAY (No. 1.)

(Construction of Railways, Road, and Other Works, Stopping up of Road, and Acquisition of Lands, in the Counties of Lanark, Renfrew, Forfar, Stirling, and Clackmannan ; Extension of Time for Completing the Alloa Railway ; Transference of that Railway to the Caledonian Railway Company, and Power to them to Complete it ; Dissolution of Alloa Railway Company ; Abandonment of Railways Authorised by the Caledonian Railway (Larbert and Grangemouth Connecting Lines) Act, 1881, and Repeal of that Act ; Confirmation of Agreement between the Caledonian and the North British Railway Companies for such Abandonment, and for Conferring upon those Companies respectively Special Running and other Powers over certain portions of the Undertakings of each other, and Relative Matters ; Acquisition by that Company of the Moffat Railway, and Confirmation of Agreements between them and the Moffat Railway Company ; Dissolution of Moffat Railway Company ; Additional Share and Loan Capital ; Tolls, Rates, and Charges ; Amendment of Acts.

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

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

1. A Railway (hereinafter called 'Railway No. 1'), commencing by a junction with the Company's Line of Railway leading from Buchanan Street, Glasgow, to Coatbridge, at a point 950 yards, or thereabouts (measuring along the said Line) eastward from the signal box at Milton Junction, and terminating by a junction with the Railway authorised by the Caledonian Railway (Further Powers) Act, 1882, and therein called Railway No. 1, now in course of construction, at a point 300 yards, or thereabouts, north-westward from Blackhill Farm House ; which intended Railway No. 1, and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Parishes of Barony of Glasgow, Maryhill, and Springburn, in the County of Lanark :

2. A Railway (hereinafter called 'Railway No. 2'), commencing by a junction with the Greenock Section of the Caledonian Railway at or near the signal box on the said Greenock Section in connection with the Walkinshaw Oil Works, and terminating on the western side of the public road leading from Paisley to Inchinnan, near the point where that road is carried over Abbot's Burn, 130 yards, or thereabouts, westward from the western

side of the Cart Navigation, and 230 yards, or thereabouts, northward from the point where the Parliamentary Boundary of the Burgh of Paisley crosses the said road; which intended Railway No. 2, and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Abbey Parish of Paisley, the Parish of Renfrew, and the Burgh of Paisley, all in the County of Renfrew:

3. A Railway (hereinafter called 'Railway No. 3'), commencing by a junction with the Company's Dundee and Newtyle Branch at or near the northern side of the bridge carrying the Clepington Road over that Branch, and terminating at a point 90 yards, or thereabouts, northward from the junction of the said road with the road leading to the ruins of Mains Castle:

4. A Railway (hereinafter called 'Railway No. 4'), commencing by a junction with the said Dundee and Newtyle Branch at a point 670 yards, or thereabouts (measuring along the said Branch), northward from the last-mentioned bridge, and terminating by a junction with Railway No. 3 at a point 70 yards, or thereabouts, north-eastward from the farm steading of West Mains; which intended Railway No. 3 and Railway No. 4, and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Parish of Mains and Strathmartine, and partly within the Burgh of Dundee, in the County of Forfar:

5. A Railway (hereinafter called 'Railway No. 5'), being a doubling of the line of so much of the Company's South Alloa Branch as extends from the junction thereof with the Company's Scottish Central Main Line to the junction of the said Branch with the Alloa Railway, authorised by the Alloa Railway Act, 1879, and now in course of construction; which intended Railway No. 5, and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Parishes of St. Ninians and Airth, in the County of Stirling:

6. A Railway (hereinafter called 'Railway No. 6'), being an extension of the said Alloa Railway, commencing by a junction with the authorised line of that Railway at the termination thereof, and terminating in the Burgh of Alloa, on the western side of the street or road called Glasshouse Loan, at a point 14 yards, or thereabouts, northward from the north-eastern corner of Craigward Cooperage:

7. A road or street commencing at a point 50 yards, or thereabouts, southward from the south-eastern corner of the Bass Crest Brewery, and terminating on the western side of Glasshouse Loan aforesaid, at a point 37 yards, or thereabouts, northward from the north-eastern corner of Craigward Cooperage; which intended Railway No. 6, and intended road or street, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Parish of Alloa, and the Burgh of Alloa, in the County of Clackmannan.

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

works and conveniences connected therewith; and also the lands hereinafter described, or part thereof, and all houses and other property thereon, for the purposes of station accommodation in connection with the Alloa Railway, viz:—

Certain lands in the Parish of Alloa and Burgh of Alloa, in the County of Clackmannan, bounded on the east by Glasshouse Loan aforesaid, on the south by Craigward Place and the road in continuation westward thereof, on the west by a line parallel to and distant 20 yards, or thereabouts, westward from the western side of the road leading from Craigward Place to Bass Crest Brewery, and on the north by the northern side of the intended road or street hereinbefore described, and of a line in continuation westward of such northern side.

To enable the Company to stop up so much of the aforesaid road leading from Craigward Place to Bass Crest Brewery as lies between the commencement of the intended road or street hereinbefore described, and a point 95 yards, or thereabouts, southward from such commencement.

To extend the time limited by the Alloa Railway Act, 1879, for the completion of the Alloa Railway (including the Bridge) authorised by that Act, and the opening thereof for the public conveyance of passengers.

To authorise and provide for the vesting in the Company, by purchase or amalgamation, of the undertaking of the Alloa Railway Company, and all the works, lands, and property, and powers, rights, and privileges of that Company, including the power of completing the Alloa Railway, and of fixing and levying tolls, rates, and charges, but subject to the mortgages and other debts, obligations, and liabilities of that Company, in such manner and upon such terms and conditions as have been or may be agreed upon between the said Companies, and to enable the Company to grant mortgages over their own undertaking or any part thereof in substitution for the mortgages granted or authorised to be granted by the Alloa Railway Company, to alter the agreements already made between the Company and the Alloa Railway Company, confirmed by the Caledonian Railway (Additional Powers) Act, 1880, and to provide for the dissolution of the Alloa Railway Company, and the winding up of their affairs.

To authorise the Company to abandon or relinquish the construction of the several railways, in the Parishes of Larbert and Falkirk in the County of Stirling, authorised by the Caledonian Railway (Larbert and Grangemouth Connecting Lines) Act, 1881, and the subsidiary works connected therewith, and to release the Company from the payment of penalties in respect of such railways not being completed and opened for public traffic, and from any notices and contracts for or in relation to the purchase of lands for the purposes of such railways and other works, and to repeal the last-mentioned Act in whole or in part.

To confirm an agreement entered into between the Company and the North British Railway Company with respect to the abandonment of the railways and works authorised by the last-mentioned Act, and for securing to the Company perpetual running and other powers over the North British Railway Company's Stirlingshire Midland Junction Line and stations and works connected therewith, for the traffic and upon the terms therein mentioned, and for altering the

powers of the said Companies with respect to the use of the Company's Grangemouth Branch Railway and the tolls payable for such use, and for conferring upon the North British Railway Company perpetual running powers over the Railway authorised by the Caledonian Railway (Additional Powers) Act, 1876, and therein called Railway No. 5, and with respect to other matters connected with the said several powers.

To authorise and provide for the vesting in the Company, by lease, purchase, or amalgamation, of the undertaking of the Moffat Railway Company, authorised by the Moffat Railway Act, 1881, and the Moffat Railway Act, 1882, and all the works, lands and property, and powers, rights and privileges of that Company, including the power of completing the Moffat Railway, and the fixing and levying of tolls, rates and charges, but subject to the mortgages and other debts, obligations and liabilities of that Company, in such manner and upon such terms and conditions as have been or may be agreed upon between the said Companies, and to enable the Company to grant mortgages over their own undertaking, or any part thereof, in substitution for the mortgages granted or authorised to be granted by the Moffat Railway Company, and to provide for the dissolution of the Moffat Railway Company and the winding up of their affairs, as also to confirm any agreements entered into between the Company and the Moffat Railway Company with respect to the construction and use, and the lease or transference to the Company, of the Moffat Railway, and relative works, and to enable the said Companies to enter into further agreements with each other with respect to the said matters, or some of them.

To empower the Company to deviate in the construction of the several railways and road or street hereinbefore described from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined on the said plans, and provided by the Bill; to cross, stop up, appropriate, alter and divert, temporarily and permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, watercourses, sewers, drains, gas and water pipes, and electric apparatus, in the parishes and places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter or divert, for the purposes of the said proposed railways and road or street, and works connected therewith; to extinguish any rights of way over or affecting any of the lands to be acquired under the powers of the Bill; to vary, for the purposes of the Bill, the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to limits of lateral and vertical deviation in the construction of works, and to alterations of roads and substitution of roads in lieu of altered roads; and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to purchasing the whole of any house, building, or manufactory, where part only thereof is required for the purposes of the Company.

To provide that all altered or diverted portions of road which may be constructed by the Company under the powers of the Bill, shall, in all respects, form respectively parts of the existing roads, in lieu of or in connection with portions of which the same are respectively substituted or made under the said powers, and shall be main-

tained by the respective parties liable to maintain the said existing roads, or such other parties as shall be specified in the Bill.

To empower the Company to levy and recover tolls, rates and charges for the use of the intended railways hereinbefore described and works connected therewith, and the conveyance and accommodation of traffic thereon and thereat, and to confer, vary and extinguish exemptions from the payment of tolls, rates and charges.

To empower the Company to raise, by the creation and issue of new ordinary and preference shares and stock, and by borrowing upon mortgage, and by the creation and issue of debenture stock, or by one or more of these modes, additional money for the purposes of the several works proposed to be authorised, and the several lands proposed to be acquired, under the powers of the Bill, and also for defraying the expense of works already executed and authorised to be executed, and of lands already acquired and authorised to be acquired, by the Company, and for the purpose of the acquisition of the Alloa Railway and the Moffat Railway and the works connected therewith respectively as aforesaid, and for other purposes of the Company, so far as not provided for by means of their existing powers of raising money; as also to apply towards the purposes of the Bill any capital or funds belonging to or authorised to be raised by the Company, which may not be required for the purposes for which the same were authorised to be raised.

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

To amend and, so far as necessary for any of the purposes aforesaid, to repeal the provisions of the following Acts, that is to say, the several Acts hereinbefore specified; as also the Caledonian Railway Act, 1845, and the several other Acts relating to the Company, and to the undertakings belonging to or held in lease or worked by them; the Caledonian Railway and Forth and Clyde Navigation Companies Act, 1867, and the Agreement scheduled thereto; the Montrose Harbour Act, 1837; the Montrose Harbour Act, 1850; the Montrose Harbour Act, 1866; the Montrose Harbour Order, 1878; and the Pier and Harbour Orders Confirmation Act, 1878 (No. 2), confirming that Order; and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting any Company or undertaking hereinbefore mentioned or referred to.

Plans describing the lines and situation of the several railways and road or street proposed to be constructed as aforesaid, and the lands, houses and other property which may be taken for the purposes thereof, and of the works and conveniences connected therewith, and also the

other lands, houses and property in respect of which compulsory powers of acquisition are proposed to be applied for as aforesaid, and Sections describing the levels of the said proposed railways and road or street, together with Books of Reference to the said Plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses and other property, and Ordnance or Published Maps with the proposed lines of railway delineated thereon, so as to show their general course and direction, and copies of this Notice, as published in the *London and Edinburgh Gazettes*, will, on or before the 30th day of November instant, be deposited for public inspection in the office at Glasgow of the principal Sheriff-Clerk of the County of Lanark; in the office at Paisley of the principal Sheriff-Clerk of the County of Renfrew; in the offices at Forfar and Dundee respectively of the principal Sheriff-Clerk of the County of Forfar; in the offices at Stirling and Falkirk respectively of the principal Sheriff-Clerk of the County of Stirling; and in the office at Alloa of the principal Sheriff-Clerk of the County of Clackmannan; and copies of so much of the said Plans, Sections and Books of Reference as relate to the respective Parishes hereinbefore mentioned, and to the Royal Burgh of Dundee, with copies of this Notice, will, on or before the said 30th day of November, be deposited for public inspection as follows:—that is to say, so far as respects each of the said Parishes with the Session-Clerk of such Parish at his residence; and so far as respects the said Royal Burgh with the Town Clerk of that Burgh at his office.

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

Dated this 13th day of November, 1883.

GEORGE JACKSON,

Glasgow.

GRAHAMES, CURREY & SPENS,

30 Great George Street, Westminster.

In Parliament—Session 1884]

PAISLEY AND DISTRICT TRAMWAYS.

(Incorporation of Company, with power to lay down street Tramways in the Parishes of Govan and Renfrew, and in the Abbey, Middle Church, High Church, and Low Church Parishes of Paisley; Steam Mechanical and Animal Power; Tolls; Bye-laws; Power to widen, alter, break up, &c., Public Highways and Bridges; Regulation of Traffic along Public Highways and Tramways; Power to use the Glasgow and Ibrox Tramways; Purchase of that Undertaking by the Company or Amalgamation of the two Undertakings, and Alteration of gauge of those Tramways; Powers to widen and improve certain streets in the Burghs of Paisley, Renfrew, and Johnstone, and to take lands and houses compulsorily; to empower the Provosts, Magistrates and Council of the Burgh of Paisley, or the Paisley Burgh Road Trustees, the Magistrates and Council of the Burgh of Renfrew, and the Commissioners of Police of the Burgh of Johnstone respectively to

execute the respective works, and to borrow and apply money for those purposes; Agreements and confirmation of Agreements with Local and Road Authorities and other Bodies and Persons, and other Provisions.)

NOTICE is hereby given, That application is intended to be made to Parliament next session for leave to bring in a Bill to incorporate a company (hereinafter called The Company) and to confer upon them all necessary powers and to make all necessary provision for effecting the following purposes, or some of them.

1. To make and maintain the tramways herein-after described, or some or one of them, or some part, or parts thereof, together with all necessary rail plates, chairs, sleepers, weigh-bridges, weighing-machines, hydrants, workshops, sheds, houses, buildings, offices, works, and conveniences connected therewith, that is to say:—

Tramway No. 1.—A tramway wholly in the public highway leading from Glasgow to Paisley, known as the Glasgow and Paisley Road, commencing at the termination of the existing Glasgow and Ibrox tramway at Govan, passing thence in a westwardly direction, and terminating at the western boundary of the Burgh of Govan, at a point 18 yards or thereabouts westward from the weigh-bridge in that road near Dumbreck Road.

Tramway No. 2.—A tramway wholly in the Glasgow and Paisley Road, commencing at the termination of Tramway No. 1, passing thence in a westwardly direction, and terminating at the boundary between the respective counties of Lanark and Renfrew at a point 20 yards or thereabouts westward from Merryland Buildings.

Tramway No. 3.—A tramway wholly in the Glasgow and Paisley Road, commencing at the termination of Tramway No. 2, passing thence in a westwardly direction, and terminating at the eastern boundary of the municipal Burgh of Paisley at a point 84 yards or thereabouts eastward from the centre of the eastern entrance gateway to Barshaw.

Tramway No. 4.—A tramway commencing in the Glasgow and Paisley Road, at the termination of Tramway No. 3, passing thence in a westwardly direction along the said road, Garthland Street, Gauze Street, Smithhills, St. James' Bridge, High Street including The Cross, Paisley, Well-meadow Street, Broomlands Street, Ferguslie, and the highway leading from Paisley to Johnstone, and terminating therein at the western boundary of the municipal Burgh of Paisley at a point 11 yards or thereabouts westward from the centre of the bridge over the Candren Burn near Chain Road.

Tramway No. 5.—A tramway commencing in the highway leading from Paisley to Johnstone at the termination of Tramway No. 4, passing thence in a westwardly direction along the said road, High Street, Johnstone (passing through Houston Square), Macdowall Street, and Graham Street, and terminating at the western end of that street at the boundary of the Burgh of Johnstone.

Tramway No. 6.—A tramway commencing in the Cross (Paisley) by a junction with Tramway No. 4, at a point 30 yards or thereabouts from the eastern side of Gilmour Street, passing thence into and along Gilmour Street (through County Place), and terminating in that street at a point 6 yards or thereabouts southward from Old Sneddon Street.

Tramway No. 7.—A tramway (single line) commencing in the Cross (Paisley) by a junction with Tramway No. 4, at a point 34 yards, or thereabouts, from the eastern side of Gilmour Street, passing thence into and along Moss Street and County Place, and terminating therein by a junction with Tramway No. 6, at a point 26 yards or thereabouts northward from the County Hotel.

Tramway No. 8, a tramway (single line) commencing in Gilmour Street, by a junction with Tramway No. 6, at a point 36 yards or thereabouts northward from the Commercial Bank, passing thence into and terminating in County Place by a junction with Tramway No. 7, at a point 28 yards or thereabouts westward from County Buildings.

Tramway No. 9, a tramway commencing in Gilmour Street, at the termination of Tramway No. 6, passing thence westwardly into and along Old Sneddon Street, St. James' Place, St. James' Street, Caledonia Street, and Greenock Road, and terminating therein at a point 170 yards or thereabouts north-westward from Russell Street.

Tramway No. 10.—A tramway commencing in Gilmour Street by a junction with Tramway No. 6, at a point 21 yards or thereabouts southward from Dyer's Wynd, passing thence across High Street, Paisley, and into and along St. Mirren's Street, Causeyside Street, Neilston Street, Lylesland Street, Carriagehill Street, and the highway leading thence to Potterhill and Barrhead, and terminating in the last-mentioned highway at a point 77 yards or thereabouts southward from Stonefield Road.

Tramway No. 11.—A tramway (single line) commencing in the Cross (Paisley), by a junction with Tramway No. 4, at a point 24 yards or thereabouts westward from the eastern side of Gilmour Street, passing thence into and terminating in St. Mirren's Street by a junction with Tramway No. 10, at a point 9 yards or thereabouts southward from the northern side of the National Bank of Scotland.

Tramway No. 12.—A tramway commencing in Gilmour Street by a junction with Tramway No. 6 at its termination, passing thence eastwardly into and along Old Sneddon Street and Abercorn Bridge, West Croft, Abercorn Street, Niddry Street, Renfrew Street, the highway leading from Paisley to Renfrew, Hairst Street (Renfrew), the Cross, and Canal Street, and terminating therein at a point 30 yards or thereabouts north-eastward from High Street.

Tramway No. 13.—A tramway commencing in the Cross (Renfrew) by a junction with Tramway No. 12 at a point in line with the south-western side of Fulbar Street, passing thence north-eastwardly along the Cross, Canal Street, and Ferry Road, and terminating therein at a point 59 yards or thereabouts south-westward from the Ferry Hotel.

Tramway No. 14.—A tramway (single line) commencing in Ferry Road (Renfrew), by a junction with Tramway No. 13, at a point 107 yards or thereabouts south-westward from the Ferry Hotel, and passing thence into and terminating in India Street, at a point 29 yards or thereabouts from Ferry Road.

Tramway No. 15.—A tramway (single line) commencing in Ferry Road (Renfrew), by a junction with Tramway No. 13, at a point 80 yards or thereabouts south-westward from the Ferry Hotel, and passing thence into and terminating in India Street, by a junction with Tramway

No. 14 at a point 7 yards or thereabouts from Ferry Road.

Tramway No. 16.—A tramway commencing in Smithhills (Paisley) by a junction with Tramway No. 4 at a point 62 yards or thereabouts eastward from Abbey Close, passing thence into and along Lawn Street, Wallneuk, Eastcroft, and Renfrew Street and terminating therein by a junction with Tramway No. 12 at a point 6 yards or thereabouts northward from Niddry Street.

The said intended tramways will be laid as single lines except in the following instances, where they will be laid as double lines:—

Tramway No. 1.

- (a) For a distance of 77 yards or thereabouts from its commencement.
- (b) Between points respectively 115 yards or thereabouts, and 49 yards or thereabouts from its termination.

Tramway No. 2.

- (a) Between points respectively 22 yards or thereabouts eastward, and 44 yards or thereabouts westward from the centre of Helen Street.
- (b) Between points respectively 104 yards or thereabouts, and 170 yards or thereabouts westward from the lodge at the entrance to Bellahouston House.
- (c) Between points respectively 230 yards or thereabouts, and 164 yards or thereabouts eastward from the lodge at the entrance to Craigton House.
- (d) Between points respectively 120 yards or thereabouts, and 186 yards or thereabouts westward from the eastern side of the lodge at the entrance to Craigton House.
- (e) For a distance of 66 yards or thereabouts from its termination.

Tramway No. 3.

- (a) For a distance of 66 yards or thereabouts from its commencement.
- (b) Between points respectively 220 yards or thereabouts, and 154 yards or thereabouts eastward from Cardonald Park Terrace.
- (c) Between points respectively 157 yards or thereabouts, and 223 yards or thereabouts westward from Cardonald Park Terrace.
- (d) Between points respectively 251 yards or thereabouts, and 185 yards or thereabouts eastward from the roadway leading to Cardonald Place.
- (e) Between points respectively 13 yards or thereabouts eastward, and 53 yards or thereabouts westward from the eastern side of Cardonald Smithy.
- (f) Between points respectively 170 yards or thereabouts, and 236 yards or thereabouts westward from the roadway leading to Cardonald Station.
- (g) Between points respectively 207 yards or thereabouts, and 273 yards or thereabouts westward from the Toll-house at Hillington Turnpike.
- (h) Between points respectively 283 yards or thereabouts, and 217 yards or thereabouts eastward from the centre of the eastern entrance gateway to Ralston.
- (i) Between points respectively 85 yards or thereabouts, and 151 yards or thereabouts westward from the centre of the eastern entrance gateway to Ralston.
- (j) Between points respectively 223 yards or thereabouts, and 157 yards or thereabouts

eastward from the centre of the western entrance gateway to Ralston.

Tramway No. 4.

In the Glasgow and Paisley Road—

- (a) Between points respectively 11 yards or thereabouts, and 77 yards or thereabouts from the commencement of the tramway.
- (b) Between points respectively 130 yards or thereabouts, and 196 yards or thereabouts westward from the centre of the eastern entrance gateway to Barshaw.
- (c) Between points respectively 45 yards or thereabouts, and 111 yards or thereabouts westward from the centre of the western entrance gateway to Barshaw.
- (d) Between points respectively 91 yards or thereabouts, and 157 yards or thereabouts westward from the roadway leading to Hawkhead Mill Bridge.
- (e) Between points respectively 60 yards or thereabouts eastward, and 6 yards or thereabouts westward from the western side of West Lane (opposite the Barracks).
- (f) Between points respectively 237 yards or thereabouts, and 171 yards or thereabouts eastward from Christie Street.

In Garthland Street and Gauze Street—

- (g) Between a point in Garthland Street 35 yards or thereabouts, and a point in Gauze Street 101 yards or thereabouts westward from Christie Street.

In Smithhills, St. James' Bridge, High Street, and the Cross—

- (h) Between a point in Smithhills 15 yards or thereabouts westward from Lawn Street, and a point in High Street 3 yards or thereabouts westward from Moss Street.
- (i) Between points respectively 17 yards or thereabouts eastward, and 49 yards or thereabouts westward, from the eastern side of Storie Street.
- (j) For a distance of 66 yards or thereabouts eastward from the western side of Lady Lane.

In Wellmeadow Street and Broomlands Street—

- (k) Between the western side of Well Street and the western side of Queen Street.

In Broomlands Street—

- (l) For a distance of 66 yards or thereabouts westward from the centre of West Street.

In Broomlands Street and Ferguslie—

- (m) Between points respectively 32 yards or thereabouts eastward, and 34 yards or thereabouts westward from the eastern side of Ferguslie Walk.

In the main road leading from Paisley to Johnstone—

- (n) Between points respectively 192 yards or thereabouts, and 258 yards or thereabouts westward from Mid Lane.
- (o) Between points respectively 7 yards or thereabouts eastward, and 59 yards or thereabouts westward from the centre of the western entrance gateway to Ferguslie.
- (p) Between points respectively 104 yards or thereabouts, and 38 yards or thereabouts from the termination of the tramway.

Tramway No. 5.

In the main road leading from Paisley to Johnstone—

- (a) Between points 224 yards or thereabouts, and 290 yards or thereabouts westward from the commencement of the tramway.

- (b) Between points respectively 245 yards or thereabouts, and 157 yards or thereabouts eastward from Elderslie Station.

- (c) Between points respectively 107 yards or thereabouts, and 173 yards or thereabouts westward from the eastern end of Elderslie Station.

- (d) Between points respectively 163 yards or thereabouts, and 97 yards or thereabouts eastward from the Elderslie Tavern, Johnstone.

- (e) Between points respectively 170 yards or thereabouts, and 236 yards or thereabouts westward from the eastern side of the Elderslie Tavern.

- (f) Between points respectively 29 yards or thereabouts, and 95 yards or thereabouts westward from the Wallace's Tree public-house.

- (g) Between points respectively 104 yards or thereabouts, and 170 yards or thereabouts westward from the centre of Elderslie Parish Church.

- (h) Between points respectively 83 yards or thereabouts eastward, and 49 yards or thereabouts westward, from the northernmost corner of the Thornhill Inn.

- (i) Between points respectively 94 yards or thereabouts, and 28 yards or thereabouts eastward from the roadway leading to Johnstone Station.

In High Street (Johnstone)—

- (j) For a distance of 66 yards or thereabouts westward from Canal Road.

- (k) Between points respectively 38 yards or thereabouts eastward, and 28 yards or thereabouts westward from the eastern side of Rankine Street.

In Macdowall Street—

- (l) Between points respectively 7 yards or thereabouts, and 73 yards or thereabouts from High Street.

In Graham Street—

- (m) Between points respectively 20 yards or thereabouts, and 86 yards or thereabouts from the northern side of Quarry Street.

- (n) Between points respectively 77 yards or thereabouts, and 11 yards or thereabouts from the termination of the tramway.

Tramway No. 6.

In County Place—

- Between points respectively 120 yards or thereabouts, and 54 yards or thereabouts from Old Sneddon Street.

Tramway No. 9.

In Old Sneddon Street St. James Place and St. James Street—

- (a) Between a point in Old Sneddon Street 14 yards or thereabouts eastward from Moss Street, and a point in St. James Street 102 yards or thereabouts eastward from Glen Lane.

In St. James Street and Caledonia Street—

- (b) Between a point in St. James Street 104 yards or thereabouts westward from Glen Lane, and a point in Caledonia Street 66 yards or thereabouts southward from Wellington Street.

In Caledonia Street and Greenock Road—

- (c) Between a point in Caledonia Street 147 yards or thereabouts northward from the southern side of Macdowall Street, and a point in Greenock Road 39 yards or

thereabouts south-eastward from Tannahill Place.

In Greenock Road—

- (d) Between points respectively 45 yards or thereabouts, and 111 yards or thereabouts northward from Moss Vale Lane.
- (e) Between points respectively 77 yards or thereabouts, and 11 yards or thereabouts from the termination of the tramway.

Tramway No. 10.

In St. Mirren's Street and Causeyside Street—

- (a) Between a point in St. Mirren's Street 4 yards or thereabouts southward from the Royal Bank, and a point in Causeyside Street 17 yards or thereabouts southward from Gordon's Lane.

In Causeyside Street and Neilston Street—

- (b) Between points respectively 19 yards or thereabouts northward, and 47 yards or thereabouts southward from the northern side of Stevenson Street.

In Lylesland Street—

- (c) Between points respectively 110 yards or thereabouts, and 44 yards or thereabouts northward from the southern side of Stock Street.

In Carriagehill—

- (d) Between points respectively 62 yards or thereabouts, and 128 yards or thereabouts southward from Rowan Street.
- (e) Between points respectively 31 yards or thereabouts, and 97 yards or thereabouts southward from Kilncroft Lane.

In the highway leading from Carriagehill Street to Potterhill and Barrhead—

- (f) Between points respectively 77 yards or thereabouts, and 11 yards or thereabouts from the termination of the tramway.

Tramway No. 12.

In Abercorn Street—

For a distance of 66 yards or thereabouts northward from North Croft.

In Renfrew Street—

For a distance of 66 yards or thereabouts southward from the northern side of Hamilton Street.

In the Paisley and Renfrew Road—

- (a) Between points respectively 99 yards or thereabouts, and 33 yards or thereabouts south-westward from the north-eastern side of Gallowhill Road.
- (b) Between points respectively 210 yards or thereabouts, and 144 yards or thereabouts southward from the centre of the house known as Kersland.
- (c) Between points respectively 75 yards or thereabouts, and 9 yards or thereabouts southward from the centre of Gallowhill Cottage.
- (d) Between points respectively 222 yards or thereabouts northward from the centre of Gallowhill Cottage, and 353 yards or thereabouts westward from Parish Road at the junction of the boundaries of the Burghs of Paisley and Renfrew.
- (e) Between points respectively 76 yards or thereabouts westward, and 56 yards or thereabouts north-eastward from the north-east corner of Parish Road afore-said.
- (f) Between points respectively 167 yards or thereabouts, and 101 yards or thereabouts

south-westward from the roadway leading to New Mains Farm.

- (g) Between points respectively 194 yards or thereabouts, and 260 yards or thereabouts north-eastward from the roadway leading to New Mains Farm.
- (h) Between points respectively 210 yards or thereabouts, and 144 yards or thereabouts south-westward from Sandy Road.
- (i) Between points respectively 162 yards or thereabouts, and 228 yards or thereabouts north-eastward from Sandy Road.
- (j) Between points respectively 57 yards or thereabouts, and 123 yards or thereabouts north-eastward from Merchiston Road.

In the Paisley and Renfrew Road and Hairst Street (Renfrew)—

- (k) For a distance of 66 yards or thereabouts north-eastward from the western side of Glebe Street.

In the Cross (Renfrew) and Canal Street—

- (l) Between points respectively 77 yards or thereabouts, and 11 yards or thereabouts from the termination of the tramway.

Tramway No. 13.

In the Cross (Renfrew) and Canal Street—

- (a) From the commencement of the Tramway to a point in Canal Street, 14 yards or thereabouts north-eastward from Renfield Street.

In Ferry Road—

- (b) Between points respectively 20 yards or thereabouts southward, and 46 yards or thereabouts northward from the southern side of Orchard Street.

Tramway No. 16.

In Wallneuk, East Croft and Renfrew Street—
Between Inle Street and a point 16 yards or thereabouts southward from Niddry Street.

The following is a description of each place at which the said tramways are proposed 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 and the nearest rail of the Tramway on the side or sides of the road specified in each instance:—

Tramway No. 3.

In the Glasgow and Paisley Road, on both sides, in the following instances:—

- (a) Between points respectively 220 yards or thereabouts, and 154 yards or thereabouts, eastward from Cardonald Park Terrace.
- (b) Between points respectively 251 yards or thereabouts, and 185 yards or thereabouts eastward from the roadway leading to Cardonald Place.
- (c) Between points respectively 13 yards or thereabouts eastward, and 53 yards or thereabouts westward from the eastern side of Cardonald Smithy.
- (d) Between points respectively 170 yards or thereabouts, and 236 yards or thereabouts westward from the roadway leading to Cardonald Station.
- (e) Between points respectively 207 yards or thereabouts, and 273 yards or thereabouts westward from the Toll-house at Hillington Turnpike.
- (f) Between points respectively 283 yards or thereabouts, and 217 yards or thereabouts eastward from the centre of the eastern entrance gateway to Ralston.
- (g) Between points respectively 85 yards or thereabouts, and 151 yards or thereabouts



westward from the centre of the eastern entrance gateway to Ralston.

- (h) Between points respectively 223 yards or thereabouts, and 157 yards or thereabouts eastward from the centre of the western entrance gateway to Ralston.

Tramway No. 4.

- (a) In St. James' Bridge and High Street on both sides, between the eastern side of the said bridge and St. Mirren's Street.

In High Street (Paisley), in the following instances:—

- (a) on the north side, for a distance of 88 yards or thereabouts eastward from Church-hill.
 (b) On both sides between points respectively 17 yards or thereabouts eastward, and 49 yards or thereabouts westward from the eastern side of Storie Street.
 (c) On both sides between points respectively 129 yards or thereabouts and 96 yards or thereabouts eastward from Lady Lane.
 (d) On both sides for a distance of 58 yards or thereabouts eastward from Lady Lane.

In Wellmeadow Street on both sides between points respectively 50 yards or thereabouts and 80 yards or thereabouts westward from Lady Lane.

In Wellmeadow Street and Broomlands Street on both sides between Sandholes Street and King Street.

In Broomlands Street on both sides for a distance of 66 yards or thereabouts westward from the centre of West Street.

In the main road leading from Paisley to Johnstone on both sides between points respectively 7 yards or thereabouts eastward, and 59 yards or thereabouts westward from the centre of the western entrance gateway to Ferguslie.

Tramway No. 5.

In the main road from Paisley to Johnstone on both sides in the following instances:—

- (a) Between points respectively 245 yards or thereabouts, and 157 yards or thereabouts eastward from Elderslie Station.
 (b) Between points respectively 107 yards or thereabouts, and 173 yards or thereabouts westward from the eastern end of Elderslie Station.
 (c) Between points respectively 170 yards or thereabouts, and 236 yards or thereabouts westward from the eastern side of the Elderslie Tavern (Johnstone).
 (d) Between points respectively 104 yards or thereabouts, and 170 yards or thereabouts westward from the centre of Elderslie Parish Church.
 (e) Between points respectively 137 yards or thereabouts, and 28 yards or thereabouts eastward from the roadway leading to Johnstone Station.
 (f) Between points respectively 82 yards or thereabouts and 10 yards or thereabouts eastward from Canal Road.

In High Street (Johnstone) on both sides in the following instances:—

- (a) Between Canal Road and Canal Street.
 (b) Between points respectively 38 yards or thereabouts eastward, and 28 yards or thereabouts westward from the eastern side of Rankine Street.

In Macdowall Street on both sides between points respectively 7 yards or thereabouts and 73 yards or thereabouts from High Street.

In Graham Street on both sides in the following instances:—

- (a) Between points respectively 20 yards or thereabouts, and 86 yards or thereabouts from the northern side of Quarry Street.
 (b) Between points respectively 77 yards or thereabouts, and 11 yards or thereabouts from the termination of the tramway.

Tramway No. 7.

In Moss Street on the western side for a distance of 83 yards or thereabouts southward from the *Herald* Printing Office.

Tramway No. 10.

In Causewayside Street on both sides in the following instances:—

- (a) Between the General Post Office and a point 17 yards or thereabouts southward from Gordon's Lane.
 (b) Between points respectively 53 yards or thereabouts southward from Stow Street and 67 yards or thereabouts northward from Stevenson Street.

Tramway No. 12.

In Old Sneddon Street and West Croft on both sides between Gilmour Street and a point in West Croft 40 yards or thereabouts from South Croft.

In the Paisley and Renfrew Road, on both sides in the following instances:—

- (a) Between points respectively 99 yards or thereabouts, and 33 yards or thereabouts south-westward from the north-eastern side of Gallow-hill Road.
 (b) Between points respectively 69 yards or thereabouts, and 120 yards or thereabouts north-eastward from Gallow-hill Road.
 (c) Between points respectively 175 yards or thereabouts, and 243 yards or thereabouts north-eastward from Gallow-hill Road.
 (d) Between points respectively 210 yards or thereabouts, and 144 yards or thereabouts southward from the centre of the house known as Kersland.
 (e) Between points respectively 87 yards or thereabouts, and 41 yards or thereabouts southward from the centre of the house known as Kersland.
 (f) Between points respectively 75 yards or thereabouts, and 9 yards or thereabouts southward from the centre of Gallow-hill cottage.
 (g) Between points respectively 67 yards or thereabouts northward from the centre of Gallowhill Cottage, and 272 yards or thereabouts westward from Parish Road aforesaid.
 (h) Between points respectively 197 yards or thereabouts westward, and 221 yards or thereabouts north-eastward from the north-east corner of Parish Road aforesaid.
 (i) Between points respectively 167 yards or thereabouts, and 101 yards or thereabouts south-westward from the roadway leading to New Mains Farm.
 (j) Between points respectively 82 yards or thereabouts, and 280 yards or thereabouts north-eastward from the roadway leading to New Mains Farm.
 (k) Between points respectively 210 yards or thereabouts, and 144 yards or thereabouts south-westward from Sandy Road.
 (l) Between a point 13 yards or thereabouts south-westward from Sandy Road and Kirkfield cottage.

Tramway No. 13.

In Canal Street, on the eastern side between Manse Street on the northern side of Paisley and Renfrew Inn, and on the western side between a point 26 yards or thereabouts northward from Fulbar Street and 14 yards or thereabouts north-eastward from Renfield Street.

Tramway No. 16.

In Wallneuk, East Croft, and Renfrew Street, between Inle Street and a point 17 yards or thereabouts southward from Niddry Street.

The aforesaid tramways will be made or pass from, in, through, or into the parishes or places following, or some or one of them (that is to say):—The parish of Govan, in the county of Lanark, and the Abbey, Middle Church, High Church, and Low Church parishes of Paisley, and the parish of Renfrew, in the county of Renfrew.

2. The proposed tramways are intended to be laid on a gauge of 4 feet 8½ inches, or such less gauge as may be prescribed in the Bill, or sanctioned by Parliament or the Board of Trade, and it is not intended to run on the tramways trucks or carriages adapted for use upon railways.

3. To work and use the proposed tramways, or some of them, or some part thereof, with steam or other mechanical or motive power, or by animal power, or by all or any of those means.

4. To enter upon and open the surface of, and to alter, stop up, remove, and otherwise interfere with public carriage, and other roads and streets, lanes, ways, highways, footpaths, pavements, bridges, railways, tramways, canals, watercourses, sewers, drains, water-pipes, gas-pipes, lamps, lamp-posts and pipes, tubes, wires, and apparatus used for the electric telegraph, electric lighting, or the telephone, and other works, and also to strengthen, widen, alter, remove, or rebuild any bridge, arch, or culvert, under or by the side of any road or street along which the proposed tramways will be laid, and to strengthen or set back the edge or kerb of the footpaths or pavements on both or either sides or side of any of the said streets, roads, or highways, or of any adjacent street, road, or highway, within all or any of the parishes and places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, removing, renewing, altering, or reinstating the proposed tramways, or of substituting others in their place, or for other the purposes of the Bill.

5. To enable the Company for all or any of the purposes of their undertaking or of the Bill, to purchase or acquire by agreement, and to lease and to take easements in and over lands, buildings, houses, and other property.

6. To enable the Company to levy tolls, rates, and charges for the use of the proposed tramways by carriages passing along the same and along any tramways which the Company may for the time being be empowered to run over, work, or use, and for the conveyance of passengers and other traffic upon the same respectively, and to confer exemptions from the payment of such tolls, rates, or charges.

7. To provide (if need be) for the maintenance and repair of the whole, or some portion or portions of the respective streets, roads, and places upon or along which any of the proposed tramways, rails, plates, chairs, sleepers, or works may be laid.

8. To provide for and regulate the user by the Company for the purposes of the Bill of any

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

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

10. To prohibit, except by agreement with the Company, or upon terms to be prescribed by the Bill, the use of the proposed tramways by persons, companies, or corporations other than the Company, with carriages having flange wheels, or other wheels specially or particularly adapted to run on an edge rail, or on a grooved or other rail.

11. To make provision for regulating the passage of traffic (whether of the Company or not) along streets, roads, or places in which the proposed tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective Local or Road Authorities, Burgh Authorities, County Boards or Magistrates, Commissioners of Supply, or other public bodies or authorities or the Board of Trade, 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 any of the provisions of the Bill.

12. To empower the Company from time to time to make, construct, lay down, alter, or remove such crossings, passing-places, sidings, junctions, and other works in addition to those particularly specified in this Notice as may be necessary or convenient to the efficient working of the proposed tramways, or any of them, or for providing access to any stables, engine or carriage-sheds, works or premises of the Company, or to any yards, wharves, or works adjacent to the said tramways.

13. To enable the Company when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any or any part of the proposed tramways when constructed, to make in the same or any adjacent street, road, or thoroughfare in any parish, township, or place mentioned in this Notice, or in any adjacent parish or place, and maintain so long as occasion may require, a temporary tramway or temporary tramways in lieu of the tramway or part of a tramway so removed or discontinued, to be used or intended so to be; and where any road is diverted, widened, raised, lowered, or improved or intended so to be, to empower the Company to alter the position of any tramway or portion of tramway laid or authorised to be laid in the road or portion thereof so diverted, widened, raised, lowered, or improved, or intended so to be (as the case may be), so as to make the line of tramway correspond with the altered road.

14. To enable the Company and any Local or Road Authority, Corporation, Commissioners, Trustees, or other Bodies Corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or arrangements with respect to the

laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, chairs, sleepers, and works connected therewith, and with respect to any works to be constructed for the purpose of constructing and maintaining the tramways in, over, or along any streets, roads, or bridges.

15. To provide for the purchase of the undertaking of the Glasgow and Ibrox Tramway Company by and for the transfer thereof to the Company, and for the working of the two undertakings as one undertaking; or to provide for the amalgamation of the two undertakings, and to provide in either case for the alteration of the gauge of the Glasgow and Ibrox Tramway (if need be) so as to correspond with the gauge of the Company's tramways.

16. To empower the Company to run over and use the undertaking of the Glasgow and Ibrox Tramway Company, or some part thereof, with their engines and carriages, and for traffic of every description, on such terms and conditions, and for such consideration as may be agreed on or prescribed in the Bill, and to provide for the through booking or invoicing from, to, and over the said tramways, and the intended tramways, and for the fixing, ascertaining, and apportioning of the tolls, rates, and charges between the two Companies, and to make provision for facilitating the interchange of the traffic between the respective tramways.

17. And the Bill may contain powers for carrying out the following works, that is to say, (a) A widening and improvement of Wellmeadow Street and Broomlands Street, on the north side thereof, between Sandholes Street and King Street, (b) A widening and improvement of Wallneuk Street on the western side between South Croft and the railway bridge, (c) A widening and improvement of East Croft on the western side throughout, all in the High Church parish and burgh of Paisley, (d) a widening and improvement of Canal Street, in the parish and burgh of Renfrew, on the east side thereof, between Manse Street and the northern side of the Paisley and Renfrew Inn, and (e) a widening and improvement of the highway leading from Paisley to Johnstone, in the Abbey parish of Paisley and burgh of Johnstone, on the south side thereof, between the eastern end of the bridge over the Paisley and Ardrossan Canal and Canal Road; and for those purposes respectively to purchase and take by compulsion or agreement the lands, houses, and hereditaments shown upon and within the limits delineated upon the plans herein-after referred to, or some of them or some part thereof respectively; and also for enabling the Council of the burgh of Paisley, as such or as the Burgh Road Trustees, as regards the firstly, secondly, and thirdly hereinbefore described works, and the Magistrates and Council of the burgh of Renfrew, as regards the fourthly hereinbefore described work, and the Commissioners of Police of the burgh of Johnstone as regards the fifthly hereinbefore described work, to exercise all or any of those powers, and for those purposes to apply any moneys, rates, assessments, or revenues receivable or leviable by them or in their hands or which they are authorized to raise, and to raise further moneys upon the security of any improvement rate, burgh road rate, or any other rates or assessments leviable by them respectively; and for authorizing the Company to contribute to the cost of those works; and for authorizing

agreements between the Council of the burgh of Paisley and the Magistrates and Council of the burgh of Renfrew and the Commissioners of Police of the burgh of Johnstone respectively on the one hand and the Company on the other hand, with respect to carrying out the said street, widenings, and improvements, or any part thereof, within their respective burghs, and with respect to the cost and maintenance of those works respectively and the purchase, acquisition, or appropriation of any lands, houses, and other property required for the same and otherwise in relation thereto.

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

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

20. Duplicate plans and sections of the proposed tramways and works, and of the lands and houses which may be taken compulsorily under the powers contained in the Bill, with a book of reference to the plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and houses, and a copy of this Notice as published in the *Edinburgh Gazette*, will, on or before the 30th day of November instant, be deposited for public inspection with the principal Sheriff Clerk for the county of Lanark at his office in Glasgow, and with the principal Sheriff Clerk for the county of Renfrew at his office in Paisley, and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the Royal Burgh of Renfrew, with a copy of this Notice, published as aforesaid, will be deposited with the Town Clerk of the said Burgh at his office there; and a copy of so much of the said plans, sections, and book of reference as relates to the several parishes respectively in or through which the intended tramways are proposed to be laid, with a copy of this Notice published as aforesaid, will, on or before the same day, be deposited for public inspection with the respective Session Clerks of such parishes at their usual places of abode.

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

Dated this 12th day of November, 1883.

DURNFORD & CO.,

Parliamentary Agents,

38, Parliament Street, Westminster, London, S.W.

In Parliament—Session 1884.

IMPERIAL CONTINENTAL GAS ASSOCIATION.

(Additional Capital; Power to Redeem Debenture Stock and Preference Capital; Power to Hold Lands; Amendment of Acts.)

NOTICE is hereby given, that the Imperial Continental Gas Association (herein called the Association) intend to apply to Parliament, in the ensuing Session, for leave to bring in a Bill to effect all or some of the following among other purposes, that is to say:—

To empower the Association, for the general purposes of their undertaking, to raise additional capital by the creation and issue of new Stock or Shares, with or without a guaranteed or preferential dividend or other special rights or privileges attached thereto, or by borrowing, or by the creation and issue of Debenture Stock (Perpetual or Redeemable), or by any of those means, and to purchase and hold, or to cancel and extinguish, any of such Debenture and Preference Stock; and so far as may be necessary for the purposes aforesaid, to amend, and in part repeal, the existing enactments affecting the capital of the Association; and to authorize the Association to acquire and hold lands in England and the United Kingdom without any licence in mortmain; and to make further provision for temporarily closing the Register of Transfers from time to time; and generally to do all things necessary or incidental to effecting the above objects or any of them.

The Bill will or may incorporate the whole or parts of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; and the Companies Clauses Act, 1869; and will alter and amend and repeal the necessary provisions of the Imperial Continental Gas Association Acts, 1870, 1878, and 1879, and any other Act directly or indirectly affecting the Association; and will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and 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 15th day of November 1883.

MARESCO PEARCE, Solicitor,
Abchurch Chambers, Abchurch Yard, E.C.

NOTICE.

A PETITION has been presented to the Court of Session (First Division, Junior Lord Ordinary,—Mr. Somerville, Clerk), by JAMES THOMAS PRINGLE of Torwoodlee, at present residing at No. 11 Winkelman Strasse, Dresden, for authority to grant Bonds and Dispositions in security for the balance of capital remaining due under certain rent-charges at present affecting certain parts of the entailed lands and Estate of Torwoodlee, and that in substitution for said rent-charges; as also for authority to borrow and charge the said entailed lands and Estate with three-fourths of the balance outstanding of other sums expended by the Petitioner on permanent improvements thereon; upon which Petition Lord Kinnear, Junior Lord Ordinary, has pronounced an Interlocutor, dated 23d November 1883, appointing the same to be intimated and to be advertised as therein mentioned.

ROMANES & SIMSON,
Petitioner's Agents.

7 Nelson Street, Edinburgh,
24th November 1883.

INTIMATION is hereby given that Mrs. MARIA ANN LIOT BANKES of Letterewe and Gruinard, wife of Paul Liot Bankes, Esq., residing at Drumchork, 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 Liot 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 KELSO AUCTION MART COMPANY (LIMITED).

NOTICE is hereby given that an Extraordinary General Meeting of the Kelso Auction Mart Company, Limited, will be held in the Corn Exchange Committee Room at Kelso, in the County of Roxburgh, on Friday the 7th day of December 1883, at a quarter to two o'clock afternoon, to consider a proposal for the purchase of the Company's premises, and to pass, if deemed desirable, a Special Resolution to wind up the Company voluntarily, in pursuance of the Companies Act, 1862.

Dated the 26th day of November 1883.

By Order.
P. STORMONTH DARLING, Secretary.

THE BLAIRGOWRIE AND RATTRA EQUITABLE CO-OPERATIVE SOCIETY, LIMITED.

Registered Office, Leslie Street, Blairgowrie,
19th November 1883.

NOTICE is hereby given that at an Extraordinary General Meeting of the above-named Society, held within the Town Hall, Blairgowrie, on Saturday the 17th day of November 1883, it was proved to the satisfaction of the Meeting that the said Society could not, by reason of its liabilities, continue its business, and that it was advisable to wind up the same; and it was resolved by more than three-fourths of the members present that the said Society be wound up voluntarily, and Mr. James Moir, Accountant, Perth, whom failing, Mr. James Cramb, Accountant, Dundee, was appointed Liquidator to wind up the affairs of the said Society and distribute its property.

PETER CUNNINGHAM, President.

NOTICE.

ANDREW COWAN, Carriage Hirer and Contractor, Bearsden, having executed a Trust Deed for behoof of his Creditors, all parties having claims against the said Andrew Cowan are requested to lodge the same with the Subscriber, within fourteen days from this date; and all parties indebted to the said Andrew Cowan are required to make payment of their accounts to the Subscriber, within the like period.

JOHN WILSON, Factor for the Trustees.
51 West Regent Street, Glasgow,
27th November 1883.

NOTICE.

A PETITION for Cessio has been presented in the Sheriff Court of Lanarkshire at Glasgow, by Charles Langan, Sheep and Cattle Salesman, No. 468 Gallowgate, Glasgow, against JAMES WARD, Fleisher, No. 66 Princes Street, Glasgow; and all the Creditors of the said James Ward are required to appear in Court, within the Chambers of Sheriff Balfour, County Buildings, Wilson Street, Glasgow, upon 12th December next, at ten o'clock forenoon, when the Bankrupt is ordained to appear for public Examination.

STARK, MILLIGAN, & Co.,
Pursuer's Agents.

180 West Regent Street, Glasgow,
24th November 1883.

A PETITION under the Cessio Acts has been presented to the Sheriff of Aberdeen, Kincardine, and Banff at Aberdeen, at the instance of Alexander Bremner, Farmer, Newton of Raemoir, in the Parish of Banchory-Ternan and County of Kincardine, Pursuer, against JOHN WATT, Horse Dealer, Monyroads, Lumphanan, in the County of Aberdeen, Defender; and the Sheriff-Substitute has ordained the said John Watt to appear for public Examination, within the Sheriff Court House of Aberdeen, upon the 12th day of December next, at twelve o'clock noon, at which all his Creditors are requested to appear.

PETER CLARK, Advocate,
83 Union Street, Aberdeen, Agent.

A PETITION for Cessio has been presented to the Sheriff of Lanarkshire at Glasgow, at the instance of WILLIAM ARCHIBALD DUNN, Commercial Traveller, No. 40 Saint Enoch Square, Glasgow, sometime a Partner of the Firm of DUNN BROTHERS, Wholesale Tea Merchants, 36 Hutcheson Street, Glasgow, and residing in Crown Street there, Pursuer, against Robert Hunter, Portioner, residing at 6 Cumberland Street, South Side, Glasgow, Mann, Byars & Company, Warehousemen, 12 Argyle Street, Glasgow, Adam Lawson, M.D., 16 Carlton Place, Glasgow, and W., J. B., & J. Kidston, 50 West Regent Street, Glasgow, Defenders; and the Sheriff-Substitute has ordained the said William Archibald Dunn to appear for public Examination, within the Chambers of the Sheriff-Substitute, County Buildings, Wilson Street, Glasgow, upon the 11th day of December next, at ten o'clock forenoon, at which Diet all his Creditors are required to appear.

J. W. STEUART,
204 West George Street, Glasgow,
Agent for Petitioner.

Glasgow, 27th November 1883.

A PETITION for Cessio, under the 'Debtors (Scotland) Act, 1880,' has been presented to the Sheriff of the Lothians and Peebles at Edinburgh, at the instance of James Carter Dunnett & Beale, Seed Farmers and Merchants, High Holborn, London, and James Coutts, Solicitor, No. 18 York Place, Edinburgh, their Mandatary, against THOMAS M'DOUGAL & SON, Gardeners, Campsie Lane, Eskside, Musselburgh, and Thomas M'Dougal, Gardener, residing in Campsie Lane, Eskside, Musselburgh aforesaid, the only known Partner of said Firm of Thomas M'Dougal & Son, as such Partner, and as an Individual; and the Sheriff has ordained the said Thomas M'Dougal to appear for public Examination, within the Bankruptcy Court, Sheriff Court House, George IV. Bridge, Edinburgh, on Thursday the 13th day of December next, at two o'clock afternoon, at which time and place all his Creditors are also required to appear.

JAMES COUTTS, Solicitor, Petitioners' Agent.

18 York Place, Edinburgh,
26th November 1883.

THE Estates of MESSRS. CARRUTHERS & BRAIDWOOD, Painters, Airdrie, have, in virtue of and for the purposes of the Cessio Acts, been transferred to William Affleck, Accountant, 161 Hope Street, Glasgow, as Trustee for behoof of their Creditors. Creditors must lodge their claims on or before 17th December. The Creditors meet within the Sheriff Court House, Airdrie, on 7th day of January 1884, at twelve o'clock noon.

WM. AFFLECK, Trustee.

TO THE CREDITORS ON

The Sequestrated Estates of DAVID SCOTT, sometime Asphalte Contractor, 62 Commercial Street, Dundee.

BY virtue of an Order of the Sheriff-Substitute of the County of Forfar at Dundee, the said David Scott hereby intimates that he has presented a Petition in the Sheriff Court of Forfarshire at Dundee, to be finally discharged of all debts contracted by him before the date of the Sequestration of his Estates, in terms of the Statutes.

AL. AGNEW, Solicitor, Dundee,
Petitioner's Agent.

TO THE CREDITORS ON

The Sequestrated Estates of ROBERT EWEN & COMPANY, Tweed Merchants, Hawick, and Robert Ewen, residing at Glasgow, sole Partner of that Firm.

BY virtue of an Order of the Sheriff-Substitute of Roxburghshire, Robert Ewen, above designed, hereby intimates that he has presented a Petition to the Sheriff of Roxburgh, Berwick, and Selkirk at Jedburgh, to be finally discharged of all debts contracted by him before the date of the Sequestration of his Estates, in terms of the Statutes.

ROBERT PURDON, Solicitor, Hawick,
Petitioner's Agent.

Hawick, 26th November 1883.

TO THE CREDITORS ON

The Sequestrated Estates of HENRY SCOTT MOFFATT, a Partner of the Firm of ALEXANDERS & Co., Spinners, &c., Weensland Mills, Hawick, and lately residing at No. 21 Bridge Street there.

BY virtue of an Order of the Sheriff-Substitute of the Lothians and Peebles, we hereby intimate that Henry Scott Moffatt, above designed, has presented a Petition to the Sheriff of the Lothians and Peebles at Edinburgh, to be finally discharged of all debts contracted by him as a Partner of said Firm, or as an Individual, before the date of the Sequestration of his Estates, in terms of the Statutes.

AULD & MACDONALD, W.S.

Edinburgh, 27th November 1883.

SEQUESTRATION of WILLIAM WILSON THOMSON, Builder in Greenock, carrying on business there under the Firm of THOMAS THOMSON & SON, Builders, Greenock, of which Firm he was the sole Partner.

THE Trustee hereby intimates that the Commissioners on the said Sequestrated Estate have postponed the payment of a Dividend till the recurrence of another statutory period.

LOUSON WALKER, Trustee.

Greenock, 24th November 1883.

THE Estates of J. & F. GLENDAY, Clothiers, No. 19 High Street, Dundee, as a Company, and John Paxton Glenday, Tailor and Clothier there, the only Partner of said Company, as such, and as an Individual, were Sequestered on the 26th day of November 1883, by the Sheriff-Substitute of the County of Forfar at Dundee.

The first Deliverance is dated 26th November 1883. The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on 8th December 1883, within the Crown Hotel, Dundee.

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 8th April 1884.

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

C. D. MITCHELL, Solicitor, Dundee,
Agent.

NOTICE.

THE Estates of JAMES M'GUFFIE, Clothier, 20 West Nile Street, Glasgow, were Sequestered on the 26th day of November 1883, by the Sheriff of the County of Lanark.

The first Deliverance is dated the 13th day of November 1883.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Wednesday the 5th 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 26th day of March 1884.

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

M'CLURE, NAISMITH, BRODIE, & Co.,
87 St. Vincent Street, Glasgow, Agents.

THE Estates of WILLIAM ANDERSON, Miller, Tweed Mill, Coldstream, Berwickshire, were Sequestered on the 26th day of November 1883, by the Court of Session.

The first Deliverance is dated 26th November 1883.

The Meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Wednesday the 5th day of December 1883, within the White Swan Hotel, Market Place, Duns.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 26th day of March 1884.

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

P. MORISON, S.S.C., Agent,
4 Bank Street, Edinburgh.

NOTICE.

A PETITION having been presented to the Lord Ordinary officiating on the Bills, at the instance of John M'Master, Farmer, Feorline, Arran, for Sequestration of the Estates of DONALD COOK, Farmer, Sliderry, Arran, his Lordship of this date granted Warrant for citing the said Donald Cook to appear in Court on the seventh day next after citation if within Scotland, and on the twenty-first day next after citation if furth of Scotland, to show cause why Sequestration should not be awarded; of all which Intimation is hereby given.

MARTIN & M'GLASHAN, S.S.C., Agents.

137 George Street, Edinburgh,
26th November 1883.

SEQUESTRATION of DAVID SINCLAIR, Farmer, Buckiesmill, in the Parish of Glenbervie and County of Kincardine.

ROBERT LAMB, Advocate in Aberdeen, has been elected Trustee on the Estate; and William Coutts, Builder, Laurencekirk, Thomas Mitchell and Alexander Wood, both Merchants in Stonehaven, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, Stonehaven, on Wednesday the 5th day of December next, at half-past ten o'clock forenoon. The Creditors will meet within my Office, 29 Union Street, Aberdeen, on Saturday the 15th day of December next, at twelve noon.

ROBERT LAMB, Trustee.

SEQUESTRATION of DONALD STEWART & HENDERSON, Bleachers, Dyers, and Finishers at Croft-head, Neilston, and Donald Stewart and Robert Henderson, the Individual Partners of that Company, as such Partners, and also as Individuals.

THOMAS JACKSON, Chartered Accountant in Glasgow, has been elected Trustee on the Estates; and Duncan Ferguson, Coal Agent, Barrhead, Francis Gordon Gemmill, 20 St. Vincent Lane, Glasgow, and George Clark Hutton M'Naught, South York Street, Glasgow, have been elected Commissioners. The Examination of the Bankrupts will take place in the Sheriff Court House, Paisley, on Monday the 3d day of December next, at half-past eleven o'clock forenoon. The Creditors will meet in the Office of Messrs. Thomson, Jackson, Gourlay, & Taylor, C.A., 24 George Square, Glasgow, on the 12th day of December next, at twelve o'clock noon.

THO. JACKSON, C.A., Trustee.

Glasgow, 23d November 1883.

SEQUESTRATION of ROBERT DEWAR, Builder, Dalry Park Terrace, Edinburgh.

THE Trustee hereby calls a General Meeting of the Creditors, to be held in his Chambers, No. 11 York Buildings, Edinburgh, on Wednesday the 19th December 1883, at two o'clock afternoon, to consider as to an application to be made for the Trustee's discharge.

JAMES DRUMMOND, C.A., Trustee.

Edinburgh, 27th November 1883.

SEQUESTRATION of WILLIAM MYLES PETERS, House Agent, now or lately carrying on business at 144 George Street, Edinburgh, at present furth of Scotland.

THE Trustee hereby calls a General Meeting of the Creditors, to be held within his Chambers, No. 11 York Buildings, Edinburgh, on Wednesday the 19th December 1883, at one o'clock afternoon, to consider as to an application to be made for the Trustee's discharge.

JAMES DRUMMOND, C.A., Trustee.

Edinburgh, 27th November 1883.

JOSEPH CAMPBELL PENNEY, Chartered Accountant in Edinburgh, Trustee on the Sequestered Estate of Mrs. FRANCES M'LEOD or WRIGHT, sometime residing at Fountainhall Road, Grange, Edinburgh, now residing at Morton Cottage, Windsor Terrace, Portobello, a Shareholder of the City of Glasgow Bank, hereby calls a General Meeting of the Creditors, to be held within his Chambers, 123 George Street, Edinburgh, on Wednesday the 19th day of December next, at twelve o'clock noon, to consider as to an application to be made for the Trustee's discharge.

J. CAMPBELL PENNEY, Trustee.

Edinburgh, 27th November 1883.

JAMES TAYLOR, Writer, Aberdeen, Trustee on the Sequestrated Estate of **DUNCAN M'KENZIE**, Vintner, Union Inn, Fraserburgh, hereby calls a Meeting of the Creditors, to be held within the Office of Mr. Adam Arbuthnot, Accountant, Peterhead, on the 19th day of December 1883, at twelve o'clock noon, to consider as to an application to be made for the Trustee's discharge.

JAMES TAYLOR, Trustee.

Aberdeen, 23d November 1883.

HUGH ADAIR, Bank Agent, Stranraer, Trustee on the Sequestrated Estate of **WILLIAM ROSE NIBLOE**, sometime Cabinetmaker and lately Postmaster in Stranraer, hereby calls a General Meeting of the Creditors on said Estate, to be held within the National Bank of Scotland's Office at Stranraer, on Wednesday the 19th day of December next, at one o'clock afternoon, to consider as to an application to be made for his discharge as Trustee aforesaid.

HUGH ADAIR, Trustee.

Stranraer, 24th November 1883.

SYLVESTER DAVIDSON, Merchant, Mintlaw, Trustee on the Sequestrated Estate of **GEORGE INGRAM**, Grocer, Fraserburgh, hereby calls a Meeting of the Creditors, to be held within the Offices of David Littlejohn, Advocate, 15 Adelphi, Aberdeen, on Wednesday the 19th day of December next, at twelve o'clock noon, to consider as to an application to be made for the Trustee's discharge.

SYL. DAVIDSON, Trustee.

Mintlaw, 24th November 1883.

SEQUESTRATION of WILLIAM M'GREGOR, presently domiciled in Airdrie, now or lately temporarily residing at 3 Albion Street, Glasgow, and sometime Provision Merchant and Spirit Dealer, Airdrie.

THE Trustee hereby intimates that an account of his intromissions with the funds of the Estate, brought down to 10th instant, has been audited by the Commissioners, and that a first Dividend will be paid, within the Trustee's Chambers, on 11th January 1884.

JNO. MACRAE, Trustee.

24 George Square, Glasgow,
26th November 1883.

MACLEAN BRODIE, Chartered Accountant in Glasgow, Trustee on the Sequestrated Estates of **A. RANKINE & COMPANY**, Turkey Red Dyers, Dalmarnock Dye Works, Glasgow, as a Company, and Andrew Rankine, Turkey Red Dyer, Glasgow, the only surviving Partner of said Company, as such Partner, and as an Individual, hereby intimates that an account of his intromissions with the funds of these Estates, brought down to the 8th instant, has been examined and docketed by the Commissioners, in terms of the Statute; that he has examined the claims of the several Creditors who have lodged their oaths and grounds of debt on or before 8th instant, and has prepared lists of those Creditors entitled to be ranked upon the funds of the Estates, and of those whose claims have been rejected in whole or in part; further, that an equalizing Dividend will be paid to those Creditors whose claims have been lodged and admitted since last division, and a second and final Dividend will be paid to all Creditors whose claims have been admitted, within the Trustee's Chambers, 22 Renfield Street, Glasgow, on and after Wednesday the 9th day of January next; of all which Notice is hereby given.

MACLEAN BRODIE, Trustee.

Glasgow, 26th November 1883.

SEQUESTRATION of ALEXANDER ROSS, Grocer, Saltcoats.

A S Trustee on this Estate, I hereby intimate that my accounts, brought down to the 9th instant, have been audited by the Commissioners, and that on and after Thursday, 10th January 1884, a first and final Dividend will be paid, at my Office, No. 59 St. Vincent Street here, to those Creditors whose claims have been duly lodged and admitted.

JOHN WILSON, C.A., Trustee.

Glasgow, 26th November 1883.

JOHN THOMAS MAIN, Chartered Accountant in Glasgow, Trustee on the Sequestrated Estates of **JAMES NICOL FLEMING**, Merchant in Glasgow, hereby intimates that an account of his intromissions with the funds of the Estate, brought down to 10th November 1883, has been audited by the Commissioners, and that on and after the 11th day of January 1884, a further Dividend will be paid, within the Chambers of Messrs. Kerr, Andersons, Muir, & Main, C.A., 149 West George Street, Glasgow, to all those Creditors whose claims have been admitted.

J. T. MAIN, Trustee.

Glasgow, 24th November 1883.

DAVID MYLES, Accountant in Dundee, Trustee on the Sequestrated Estate of the Deceased **WILLIAM SCOTT**, Solicitor, Dundee, hereby intimates that the Commissioners have postponed a Dividend until the recurrence of another statutory period.

DAVID MYLES, Trustee.

Dundee, 27th November 1883.

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

EVAN FRASER, Banker, Pitlochrie, hereby intimates that the Commissioners have postponed the declaration of a Dividend until the recurrence of another statutory period.

EVAN FRASER, Trustee.

Perth, 23d November 1883.

In the **SEQUESTRATION of DAVID WALKER**, Plumber and Gasfitter, Thistle Street Lane, Edinburgh.

THE Trustee hereby intimates that an account of his intromissions, brought down to the 9th instant, has been examined by the Commissioners, who have postponed the declaration of a Dividend till the next statutory period.

FRED. FALKNER, C.A., Trustee.

Chambers, 30 St. Andrew Square, Edinburgh,
26th November 1883.

NOTICE.

THE Copartnery carrying on business as Wholesale Grocers in Glasgow under the name or style of **DAVID HALDANE**, of which David Haldane, Wholesale Grocer in Glasgow, and the Subscriber William M'Duff were the sole Partners, was **DISSOLVED**, by the death of the said David Haldane, on 23d June 1883.

The business has since that date been carried on, and will be continued, by the Subscriber William M'Duff on his own behalf, under the Firm of **DAVID HALDANE & COMPANY**.

WILLIAM M'DUFF.

WM. S. REID, Mercantile Clerk, Witness.

A. S. FORD, Assistant Grocer, Witness.

CATHRINE M'ARA or HALDANE,
Executrix of **DAVID HALDANE**.

ROBERT EADIE, Ironmonger, Witness.

WILLIAM ROSS, Portioner, Witness.

THE Copartnership of ADAM & HENDERSON, House Painters and Decorators, 36 Saint Andrew's Road, Pollokshields, East, has, by mutual consent of the Subscribers, the sole Partners thereof, been DISSOLVED, on this 23d day of November 1883, by the retiral therefrom of the Subscriber William M'Gregor Adam.

The Business will hereafter be carried on, in Name of HENDERSON BROTHERS, by the other Subscriber, James Henderson, Junior, who has acquired right to the assets of the Company, and will discharge the liabilities.

JAMES HENDERSON, JR.

WM. M'GR. ADAM.

JOHN CAMPBELL, Writer, Pollokshaws,
Witness.

JAMES JOHNSTON, Clerk-at-Law, Pollok-
shaws, Witness.

NOTICE.

THE Copartnership between George Best M'Nair and James Stokes, as Coalmasters in Glasgow and at Shettleston and Tollcross, under the Firm of GEORGE M'NAIR & COMPANY, has been of mutual consent DISSOLVED; and Mr. John Wight, Accountant in Glasgow, is authorized to realize and receive all debts due to, and to pay all debts due by, the said Concern.

G. B. M'NAIR.

JAMES STOKES.

E. HALL WIGHT, Clerk, 150 Hope
Street, Glasgow, Witness.

JOHN FAIRIE, Clerk, 150 Hope Street,
Glasgow, Witness.

Glasgow, 26th November 1883.

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.*

Tuesday, November 27, 1883.

Price One Shilling and Sixpence.