

To repeal or alter certain of the provisions of "The Lands Clauses Consolidation (Scotland) Act 1845" relating to the purchase of buildings and manufactories, the settlement of questions of disputed compensation, and the sale of superfluous lands, and to provide that it shall not be necessary for the company to purchase the whole of any house or other building or manufactory where part only is required for the purposes of the Bill.

To make Bye laws for regulating the use of the intended Subway and the punishment of offences thereon.

To lease the intended Subway, and to authorise the Company, or their lessees, to levy tolls, rates, duties, and charges in respect of the use thereof, and the conveyance of passengers and traffic thereon, and to confer, vary, or extinguish exemptions from the payment of any such tolls, rates, duties, and charges.

To authorise the Company and any Companies or Corporations, or Commissioners, or Road, Statute Labour, Bridge or Harbour Trustees, or other Bodies or Persons, to enter into and carry into effect such arrangements and agreements as may be necessary or expedient for making, maintaining, working, or using the intended Subway, and for the construction and maintenance of any sewers, drains, or other works which may be interfered with, or rendered necessary in carrying into effect the purposes of the Bill.

To enable the Company, notwithstanding anything contained in "The Companies Clauses Consolidation (Scotland) Act, 1845," to pay out of the capital or any of the funds of the Company, from time to time, during the construction of the intended Subway, or during such other time as may be prescribed by the Bill, interest or dividends on any Shares, Stocks, or Debenture Stock of the Company.

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

To incorporate with the Bill, and where necessary to make applicable to the intended Subway and the Company, subject to such modifications as may be deemed expedient, all or some of the powers and provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845," "The Companies Clauses Act, 1863," "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation (Scotland) Act, 1845," and "The Railways Clauses Act 1863," and Acts amending any of the said Acts.

To alter, amend, enlarge, or repeal, so far as may be necessary for the purposes of the Bill, the several Acts following, or some of them, that is to say:—"The Glasgow Police Acts, 1866 to 1885," and "The General Police and Improvement (Scotland) Act, 1862, Order Confirmation (Glasgow) Act, 1877," and any other Acts relating to the police and improvement of Glasgow; "The Glasgow Street Tramways Act, 1870," "The Glasgow Corporation Tramways Act, 1872," and the several other Acts relating to the Tramways belonging to the Corporation of Glasgow, or authorised to be constructed by them or their lessees; "The Glasgow City and District Railway Act, 1882," and also all Acts recited in, or incorporated with, or

amending any of the several Acts above mentioned or referred to.

Plans and Sections of the intended Subway, and the lands, houses, and other property which will, or may be taken, or used for the purposes thereof and of the Bill, with a Book of Reference to such Plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and a copy of this notice as published in the *Edinburgh Gazette* will, on or before the 30th day of November, 1886, be deposited for public inspection in the office at Glasgow of the Principal Sheriff-Clerk of the County of Lanark, and a copy of so much of the said Plans, Sections, and Book of Reference, as relates to each of the above-mentioned Parishes and Royal Burgh, with a copy of this notice will, on or before the said 30th day of November, 1886, be deposited for public inspection with the Session-Clerk of each of such Parishes at his residence, and with the Town-Clerk of the said Royal Burgh at his office in Glasgow.

Printed copies of the Bill will, on or before the 21st day of December, 1886, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1886.

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

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

In Parliament.—Session 1887.

BARONY OF GLASGOW PAROCHIAL BOARD.

(Construction of Footpath at Woodilee; stopping up of existing Road there and Extinction of Rights of Way over same; Assessments; Borrowing Powers; Provisions regarding Woodilee Asylum; Separation of Barony Parish from Glasgow District under Lunacy Acts, and Relief from Assessments in that District; 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 authorise the Parochial Board of the Barony Parish of Glasgow to make and maintain, upon the lands belonging to them, and used in connection with their Asylum at Woodilee, in the Parish of Kirkintilloch and county of Dumbarton, a footpath for the use of the public, and all proper walls, banks, sewers, drains, pipes and other works and conveniences in connection therewith, commencing by a junction with the public road numbered 1,370 on the Ordnance Survey map of the said parish of Kirkintilloch, being the road leading from Lenzie and Garngabber by Back o' Loch to the town of Kirkintilloch at or near the dwelling houses known as Woodilee Cottages, and terminating by a junction with that part of the public road numbered 1,453 on the said map, which leads from Glenhead and Duntiblae to the houses called Calfmuir, at a point one hundred yards or there-