



# The Edinburgh Gazette.

Published by Authority.

FRIDAY, NOVEMBER 24, 1899.

PRIVY COUNCIL OFFICE, DUBLIN CASTLE,  
November 21, 1899.

At a Meeting of the Privy Council held this day in the Council Chamber, Dublin Castle, the Right Honourable the Lord Chancellor, the Right Honourable the Vice-Chancellor, and the Right Honourable Lord Justice Fitzgibbon were sworn Lords Justices for the Government of Ireland during the absence of His Excellency the Lord Lieutenant.

J. B. DOUGHERTY.

SCOTTISH OFFICE, WHITEHALL,  
November 22, 1899.

The Queen has been pleased, by Warrant under Her Majesty's Royal Sign Manual, dated 21st instant, to direct a Commission to be passed under the Seal appointed to be made use of in place of the Great Seal of Scotland, nominating and appointing Samuel Chisholm, Esq., Lord Provost of the City of Glasgow, to be Her Majesty's Lieutenant of and in the County of the City of Glasgow.

SCOTTISH OFFICE, WHITEHALL,  
November 22, 1899.

The Queen has been pleased, by Warrant under Her Majesty's Royal Sign Manual, dated 21st instant, to direct a Commission to be passed under the Seal appointed to be made use of in place of the Great Seal of Scotland, nominating and appointing William Hunter, Esquire, Lord Provost of the City of Dundee, to be Her Majesty's Lieutenant of and in the County of the City of Dundee.

WAR OFFICE, November 21, 1899.

The Queen has been graciously pleased to give orders for the following appointment to the Most Honourable Order of the Bath:

To be an Ordinary Member of the Civil Division of the Second Class, or Knight Commander of the said Most Honourable Order, viz. :—

Edward Payson Wills, Esq.

WHITEHALL, November 20, 1899.

The Queen has been pleased, by Warrant under Her Majesty's Royal Sign Manual, bearing date the 18th instant, to appoint Thomas Kneen, Esq., to be Second Deemster of the Isle of Man, in the room of John Frederick Gill, Esq., deceased.

CIVIL SERVICE COMMISSION,  
November 21, 1899.

The following Candidates have been certified by the Civil Service Commissioners as qualified for the appointments set against their respective names :—

November 16, 1899.

AFTER OPEN COMPETITION.

Post Office: Male Learner, London — Alfred John Bauer.

Male Learners, Leeds—Percy Butterfield, Oswald Carlton, Harry Duffield.

Male Learner, Belfast—Michael Marron.

Female Learner, London — Minnie Lucy Prior.

## AFTER LIMITED COMPETITION.

Post Office: Male Learners—John Willie Barker (Bradford, Yorkshire), Thomas Dillon (Tralee).

## WITHOUT COMPETITION.

Admiralty: Chatham Dockyard, Smith—George James Cullum.

Foreign Office: Vice-Consul at Hamburg—George Ambrose Pogson.

Prisons Department, England: Engineer—Oscar Frederick Stanton.

Post Office: Sub-Postmaster, Marsh Lane, Leeds—Titus Wombell.

Sub-Postmistress, High Street, Stockton-on-Tees—Emily Ann Dent.

Postmen, London—Samuel William Robins, Henry Walsingham.

Learners—Walter Samuel Fenn (Ipswich), Elsie Elizabeth Hickson (Towcester), William Wauchope Jardine (Wigton, Cumberland), Robert Leonard Lang (Ottery St. Mary), Jessie MacDonald (Fort - William), Cecil Frank Nesbitt (Blandford), Percy Pallant (Ipswich), Edith Annie Rae (Carlisle), Rosa Sarah Simons (Bishops Cleeve), Walter James Turner (Burton-on-Trent).

Postmen—William James Bowen (Wolverhampton), Nott Garthwaite (Manchester), Edward Hitchcock (Leicester).

Temporary Assistant Postman, Glasgow—William Park.

UNDER CLAUSE 7 OF THE ORDER IN COUNCIL  
OF 4TH JUNE 1870.

Second Division: Clerk—Charles Robert Stenner.

November 17, 1899.

## AFTER OPEN COMPETITION.

Post Office: Male Sorter, London—Charles Oliver.

Male Learners, London—Arthur Leonard Boys, Robert Lamb, Frederick George Markham.

Male Learners—Ernest Cayless (Leicester), James M'Dougall (Glasgow), Robert Harold Mawdsley (Manchester).

## AFTER LIMITED COMPETITION.

Post Office: Male Learner, Manchester—Charles Edward Arnold.

## WITHOUT COMPETITION.

Inland Revenue: Stamper—Robert Alexander Munro.

Prisons Service, Ireland: Warder—Thomas Hedderman.

Post Office: Postman, London—Robert Henry Passenger.

Temporary Assistant Postman, London—Maurice William Vince.

Postmen, Dublin—Charles Joseph Kelly, James Joseph Mooney.

Sub-Postmaster, Byfield—John Jones.

Learners—Mildred Emily Bartlett (Downham), William Thomas Cook (Dunstable), Cyril Fairthorne Dadswell (Northampton), Lucy Fairclough Darbyshire (Leigh, Lancashire), Margaret Fraser (Inverness), Clement Heath (Horncastle), Henry Jones (Huddersfield), Mary Jenkins Foulkes, otherwise Mary Jenkins Jones (Denbigh), Caroline Henrietta Kelsey (Littlehampton), Catherine Louisa Lloyd (Welshpool), Mary Lena Telfer MacDonald (Crieff), Constance May Short (Cambridge), Thomas James Turnbull (Dumfries), Lois Elizabeth Whittle (Blackburn).

Postmen—William Crouch (Dartford), Marcus Henry Liddell (Birmingham), Frank Melbourne (Louth), William Henry Pollard (Bromley, Kent), John Albert Wilkes (Stoke-on-Trent).

UNDER CLAUSE 7 OF THE ORDER IN COUNCIL  
OF 4TH JUNE 1870.

Second Division: Clerk—William Newton.

Admiralty: Assistant Constructors (Second Class) Charles William Knight, John Rogers.

FOR REGISTRATION AS TEMPORARY BOY  
COPYIST (NEW CLASS).

Algernon Grant Stanbrough.

November 18, 1899.

## AFTER OPEN COMPETITION.

Customs: Second Class Clerk, Lower Section, for Port Service—Francis Alfred Bear.

Post Office: Male Learners—Robert Coyle (Glasgow), Wilfrid Doughty (Hull), Ernest Henry (Belfast), Francis Patrick Martin (Glasgow), George Morrison (Belfast), Allan Pike (Nottingham), Frederick George Pym (Bath), Ernest Martin Luther Ramskir (Hull), Alfred Thompson (Newcastle-on-Tyne).

Female Learner, London—Elizabeth Collishaw.

## WITHOUT COMPETITION.

Inland Revenue: Stamper—George Frederick Taylor.

Office of Works: Park-keeper in one of the Royal Parks—William Harding.

Prisons Department, England: Subordinate Officers, Division I.—Thomas Henry Kingswood, Albert Williams.

Subordinate Officers, Division II.—George Henry Burnett, Fred Heggadon, Richard Stone.

Prisons Service, Ireland: Warder—John O'Connell.

Royal Mint: Boy—Arthur Robert Holloway.

Post Office: Learner, New Barnet—Mabel Florence Osborn.

Postman, Edinburgh—George Clark Alston.

Postmen, Glasgow—James Goldie, David Sutherland M'Gregor, Samuel M'Kechnie, James Stirling.

Postmen—Adam Armstrong (Kilmarnock), John Bramley (Manchester), Thomas Kelly (Settle), Mark Lelliott (Petworth), Joseph Royle (Manchester), Ernest Styles (Canterbury).

ACCOUNT showing the Quantities of certain kinds of AGRICULTURAL PRODUCE Imported into the United Kingdom in the Week ended 18th November 1899, together with the Quantities Imported in the Corresponding Week of the Previous Year.

		QUANTITIES.	
		1898.	1899.
<b>Animals living :—</b>			
Oxen, Bulls, Cows, and Calves...	Number	8,543	6,457
Sheep and Lambs	"	4,959	5,426
Swine	"	—	—
<b>Fresh Meat :—</b>			
Beef	Cwts.	41,769	52,577
Mutton	"	56,693	46,628
Pork	"	20,017	16,815
<b>Salted or Preserved Meat :—</b>			
Bacon	"	102,160	106,402
Beef	"	6,268	2,556
Hams	"	22,462	30,046
Pork	"	4,051	1,623
Meat unenumerated, salted and fresh	"	8,301	8,681
Meat, preserved otherwise than by salting	"	13,903	20,623
<b>Dairy Produce and Substitutes :—</b>			
Butter	"	52,992	52,467
Margarine	"	18,845	18,028
Cheese	"	36,826	57,091
Milk, Condensed	"	17,161	17,983
Milk and Cream, Fresh, or Preserved, other than Condensed Milk	"	93	299
Eggs	Great Hundred	432,747	351,215
Poultry and Game	Value £	5,766	5,609
Rabbits, dead (not tinned)	Cwts.	9,197	2,337
Lard	"	40,052	40,822
<b>Corn, Grain, Meal, and Flour :—</b>			
Wheat	"	1,182,800	1,071,700
Wheat Meal and Flour...	"	327,500	378,700
Barley	"	1,067,700	545,700
Oats	"	333,800	335,800
Pease	"	44,200	80,800
Beans	"	29,960	55,600
Maize or Indian Corn	"	1,103,500	1,413,100
<b>Fruit, Raw :—</b>			
Apples	Bush.	214,325	190,552
Oranges	"	174,772	137,372
Lemons	"	29,160	18,848
Cherries	"	—	—
Plums	"	235	5
Pears	"	10,950	3,602
Grapes	"	14,321	22,298
Unenumerated	"	14,508	25,668
Hay	Tons	1,781	1,827
Hops	Cwts.	7,946	5,276
<b>Vegetables :—</b>			
Onions, raw	Bush.	135,203	163,876
Potatoes	Cwts.	40,565	65,006
Unenumerated	Value £	26,695	20,749

T. J. PITTAR.

Statistical Office, Custom House, London,  
November 20, 1899.

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, per Quarter of 8 Bushels, Imperial Measure,\* as received from the Inspectors and Officers of Excise, in the Week ended 18th November 1899, pursuant to the Corn Returns Act, 1882.

	QUANTITIES SOLD.		AVERAGE PRICE.	
	Qrs.	Bus.	s.	d.
Wheat ... ..	65,470	4	26	1
Barley ... ..	163,915	6	26	4
Oats ... ..	16,313	2	16	7

COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1895 to 1898.

Corresponding Week in	QUANTITIES SOLD.						AVERAGE PRICE.					
	WHEAT.		BARLEY.		OATS.		WHEAT.		BARLEY.		OATS.	
	Qrs.	Bus.	Qrs.	Bus.	Qrs.	Bus.	s.	d.	s.	d.	s.	d.
1895 ... ..	30,901	7	196,858	7	20,775	6	25	7	25	1	14	4
1896 ... ..	74,082	5	191,673	1	19,237	7	32	11	26	8	17	7
1897 ... ..	75,686	5	182,167	4	15,255	7	33	11	26	2	16	5
1898 ... ..	78,323	4	210,090	1	19,494	5	28	1	28	5	17	2

\* Section 8 of the Corn Returns Act, 1882, provides that where returns of purchases of British Corn are made to the Local Inspector of Corn Returns in any other measure than the imperial bushel, or by weight or by a weighed measure, that Officer shall convert such returns into the imperial bushel, and in the case of weight or weighed measure the conversion is to be made at the rate of sixty imperial pounds for every bushel of wheat, fifty imperial pounds for every bushel of barley, and thirty-nine imperial pounds for every bushel of oats.

Board of Agriculture, 4 Whitehall Place, London, S. W.,  
November 18, 1899.

P. G. CRAIGIE.

DISEASES OF ANIMALS ACTS,  
1894 AND 1896.

RETURN of OUTBREAKS of SWINE FEVER in SCOTLAND for the Week ended 18th November 1899, distinguishing Counties (including Burghs).

County.	Outbreaks Confirmed.	Swine Slaughtered as Diseased or as having been Exposed to Infection.
	No.	No.
Ayr... ..	2	5
Lanark ... ..	1	52
Renfrew ... ..	1	7
<b>TOTAL</b> ... ..	<b>4</b>	<b>64</b>

SWINE MOVEMENT DISTRICTS.

The following Districts and parts of Districts (except any part thereof which, for the time being, is declared a Swine Fever Infected Area) are now *Swine Movement Districts* under the above-mentioned Acts:—

County of Wigtown.

DISEASES OF ANIMALS ACTS,  
1894 AND 1896.

RETURN of OUTBREAKS of the under-mentioned DISEASES in SCOTLAND for the Week ended 18th November 1899, distinguishing Counties (including Burghs).

ANTHRAX.

COUNTY.	Outbreaks Reported.	Animals Attacked.
	No.	No.
Aberdeen ... ..	2	4
Banff ... ..	1	1
Perth ... ..	1	1
<b>TOTAL</b> ... ..	<b>4</b>	<b>6</b>

GLANDERS (INCLUDING FARCY).

COUNTY.	Outbreaks Reported.	Animals which remained Diseased at the end of the previous Week.	Animals Reported during the Week as Attacked.
	No.	No.	No.
Lanark ... ..	—	—	1
<b>TOTAL</b> ... ..	<b>—</b>	<b>—</b>	<b>1</b>

**BANKRUPTS.**  
FROM THE LONDON GAZETTE.

RECEIVING ORDERS.

Thomas Clark Campbell, 7 St. Anne's Road, Harrow, Middlesex, engineer.

Robert Fitt, now or lately of New Inn Yard, in the county of London, general cabinet manufacturer.

George Gay, late of Littlecote, Southminster, Essex, domiciled in England, but whose present residence the petitioning creditor is unable to ascertain.

A. Hampson, lately carrying on business at 15 Basinghall Street, in the city of London.

Harry Charles Jackson, 1 Kensal Terrace, Kensal Green, Middlesex, solicitor's clerk.

Francis Naylor (trading as Nicoll & Co., also as Francis Naylor), residing at 185 Westbourne Grove, and carrying on business at 3 Air Street, Piccadilly, both in the county of London, and at 78 St. Sepulchre Gate, Doncaster, and 4 Carrhouse Road, Doncaster, Yorkshire, hosier and clothier.

Alfred Edward Salter, lately carrying on business at 38 Walbrook, in the city of London, now of 11 Church Grove, Ladywell, Kent, company promoter.

George Frederick Tuigel, 5 Hasborough Street, Westbourne Terrace, lately residing and carrying on business at 13 Highbury Place, both in Middlesex, baker.

David Pritchard, Penybryn Farm, Talybont, in the parish of Llanllechid, in the county of Carnarvon, farmer.

J. Frazer, 71 Market Street, Birkenhead, Cheshire, ship store dealer.

Charles Budd, 28 New Road, Littlehampton, formerly of Portland Mews and Queen's Mews, Worthing, both in Sussex, manager of riding and livery business, lately carrying on business at Littlehampton, and formerly at Portland Mews and Queen's Mews, Worthing, riding master and livery stable keeper.

George Lockyer, 15 Ship Street, lately carrying on business at Midland Bank Chambers, North Street, both in Brighton, Sussex, solicitor.

Henry Whitehouse, in lodgings at 180 Horseley Heath, Tipton, Staffordshire, lately residing and carrying on business at the Seven Stars, Sheepwash Lane, Horsley Heath, Tipton, Staffordshire, haulier, late publican and horse dealer.

James Fox, the Waterloo Inn, Merrial Street, Newcastle-under-Lyme, Staffordshire, licensed victualler.

George Henry Washington, 23 Longwood Road and 77 Market Hall, Huddersfield, in the county of York, and formerly of 77 Longwood Road aforesaid, seedsman and florist, and formerly grocer and provision dealer.

William Trotman, 1 Walton Road, East Molesey, Surrey, and 11 Stanley Terrace, Stauley Road, Teddington, Middlesex, corn dealer.

John Everard Keightley, Dishley-with-Thorpe Acre, in the county of Leicester, miller and farmer.

William Holt, now residing at Lyndale, Worsley Road, Swinton, Lancashire, and lately residing at 9 Stafford Road, Swinton aforesaid, and carrying on business at 62 Elizabeth Street, Cheetham, Manchester, joiner, builder, and contractor.

Samuel Clarke and Orlando Clarke (trading as S. Clarke & Son), both residing and carrying on business at Middlewich, builders and contractors.

Charles Frederick Gifford, Bridge Street and Crown Street, St. Ives, Huntingdonshire, saddler and harness maker.

Arthur Smeed Prall, residing at Westfield, Parkwood Road, Boscombe, Bournemouth, in the county of Hants, and practising at Yelverton Chambers, Bournemouth aforesaid, solicitor.

Percy G. Drake, Her Majesty ship "Mars," Portsmouth, Hants, engineer, Royal Navy.

Joseph Watts, 13 Bradshaw Street, Moss Side, near Manchester, Lancashire, lately 2 Denmark Road, Moss Side aforesaid, plumber, glazier, and gasfitter.

George Turvey, High Street, Stalbridge, Dorsetshire, tin-plate worker.

Mark Poskitt, Fishlake, near Doncaster, Yorkshire, cattle dealer.

George Dawson the younger, Houndgate, Darlington, in the county of Durham, commission agent.

George Storm, residing at 38 Sussex Street, and carrying on business at Cambridge Street, both in West Hartlepool, in the county of Durham, joiner and builder.

George Venner, 11 Victoria Terrace, Taunton, in the county of Somerset, butter merchant and insurance agent.

Edwin Hampton, residing at the Hafod, Abergavenny, Monmouthshire, and carrying on business at Abergavenny aforesaid, heating engineer.

George Wood, Lee Moor Common, Stanley, Yorkshire, coal miner.

Charles Mogg, Templecombe, Somerset, baker.

John Tyte, Ivel Club, Yeovil, Somerset, jeweller.

The following Amended Notice is substituted for that published in the Edinburgh Gazette of the 31st October 1899:—Thomas William Brittain, Stoke Road, Hanley, Staffordshire, engineer.

The following Amended Notice is substituted for that published in the Edinburgh Gazette of the 17th November 1899:—Albert Edward Akehurst, 49 Windsor Road, Bexhill, Sussex, builder.

In Parliament—Session 1900.

**THE GOVERNMENTS' STOCK AND  
OTHER SECURITIES INVESTMENT  
COMPANY, LIMITED.**

(To make Provision for enabling the Company to Pay Increased Dividends upon its Preferred Ordinary Stock; Sanction and Confirmation of Special Resolutions of the Company; Amendment of "The Governments Stock Investment Company, Limited, Act, 1887," and other Purposes.)

**N**OTICE is hereby given that the Governments Stock and other Securities Investment Company, Limited (in this Notice called "the Company"), intend to apply to Parliament in the ensuing session for leave to bring in a Bill and to pass an Act for all or some of the following purposes, that is to say:—

To confirm, sanction, and make binding, so far as may be found necessary or expedient, the several special resolutions of the Company passed and confirmed in accordance with section 51 of the Companies Act, 1862, at Extraordinary General Meetings of the Company held respectively on the 15th day of May, and the 31st day of May, 1899, and all or any special or other resolutions, acts, deeds, Orders of Court, and other documents which it may be expedient to confirm and sanction for any of the purposes or objects of the Bill.

To make provision for the increase of the dividend upon the preferred ordinary stock of the Company, and to that end to provide that so soon as the necessary Order of the High Court of Justice shall have been perfected, the net profits of the Company thereafter available for dividends upon the reduced preferred ordinary stock of the Company and the reduced deferred ordinary stock of the Company shall in every year be applied, in the first place, in payment of a non-cumulative dividend of five pounds per centum per annum to the members of the Company holding the said preferred ordinary stock *pari passu* in priority to any payment to the holders of deferred ordinary stock of the Company, and to provide for the application of any surplus in payment of dividends for the same year to the members holding reduced deferred ordinary stock of the Company *pari passu* at such rate as such surplus shall suffice to pay, or to make and enact such other provi-

sions in relation to any of the matters aforesaid as the Bill may prescribe or Parliament may sanction.

To provide that section 8 of the Governments Stock Investment Company, Limited, Act, 1887, shall have effect as if, for the words "four pounds ten shillings" were substituted the words "five per centum," and section 20 of that Act as if for the words "four and a half per centum" were substituted the words "five per centum."

To alter, amend, and extend, and so far as may be necessary or expedient for any of the purposes of the Bill to repeal the Governments Stock Investment Company, Limited, Act, 1887, and to cancel, annul, or repeal all Acts of Parliament, deeds, laws, regulations, memorandum and articles of association, resolutions, rules, and other documents binding upon or affecting the Company, and to confer all powers, and to vary and extinguish any rights or privileges which it may be convenient to confer, vary, or extinguish for the purposes of the Bill.

Printed copies of the Bill will, on or before the 21st day of December, 1899, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November, 1899.

DAVIDSON & MORRIS,  
40 and 42 Queen Victoria Street, London,  
Solicitors for the Bill.

WYATT & CO.,  
24 Abingdon Street, Westminster,  
Parliamentary Agents.

In Parliament—Session 1900.]

#### EDINBURGH CORPORATION.

(Acquisition of Lands at Saughton ; Confirmation of Agreement ; Powers to Owners to Sell ; Lands for Cable Tramway Power Station at Portobello ; Increased Access and Accommodation at Burnhouse for Cleaning Department ; Cattle Market Improvement ; Additional Lands for carrying out North Bridge Street Improvement ; Street Widenings, Alterations, Extensions, and Improvements ; Purchase of Lands, Houses, and Property ; Tramways ; New Bridge over Warriston Close, and Extension of Existing Bridge at Stockbridge ; Breaking up of Streets and Roads ; Extension of Edinburgh Municipal and Police Boundaries, including the Royal Burgh and the Jurisdiction of Dean of Guild and other Courts over Extended Areas ; Addition of the Extended Areas to the Existing or Prospective Wards of the City ; Application of Existing Enactments and Existing Acts to Extended Areas ; to Amend and Extend or Limit the Scope and Area of the Existing Wards ; Amendment and Extension of Powers and Provisions of the Edinburgh Municipal and Police Acts and other Acts ; Enlarged Powers as to Ice-Cream Shops ; to Transfer certain Powers and Duties from and to Officers of Corporation ; New Provisions for Audit of the City Accounts ; Supplementary

Valuation Roll ; Regulation of Street Traffic ; Amendment and Enlargement of Building Regulations ; Extension of Redemption Period for Public Parks Debt ; Betting, &c. ; Enlargement of Powers of Dean of Guild Court ; Rates, Charges, and Assessments ; Borrowing Powers ; Agreements ; Bye-Laws ; Amendment, Repeal, and Incorporation of Acts ; and other Purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Lord Provost, Magistrates, and Council of the City and Royal Burgh of Edinburgh (hereinafter referred to as "the Corporation") for leave to bring in a Bill (hereinafter called "the Bill"), for the following, or some of the following, objects, powers, and purposes ; that is to say :—

To authorise and empower the Corporation for the purposes of a public park for the city, and for such other purposes which the Corporation may deem expedient, to purchase, take, and acquire by compulsion or agreement, and to enter upon, hold, use, and appropriate the following lands or some part or parts thereof, and to abolish all rights, servitudes, and restrictions in or over the same ; that is to say :—

The lands and other property, situated, lying, and being within the area marked A, delineated and numbered on the plans, and described in the Book of Reference to be deposited as hereinafter mentioned, bounded by a line commencing at a point on the northern side of Gorgie Road, at or near the tramway terminus, 37 yards or thereby, measuring in a south-westerly direction from the south-east corner of the "Gushet House," occupied by Thomas Balsillie and David Gray, situated on the eastern side of the junction of Gorgie Road and the road leading from the said Gorgie Road to Corstorphine Road, in line with and in continuation of the north side of the said Gorgie Road to the east, and extending in a south-westerly direction along the northern side of the said Gorgie Road as far as the point where the Gorgie Mill Lade is joined to the Gorgie Dam ; thence in a north-westerly direction along the north side of the road leading to Saughton Hall Mains and the lodge of Saughton Hall for a distance of 270 yards or thereby ; thence across the north-east side of the Bridge across the river of Water of Leith to the south-eastern corner of the entrance to Saughton Hall ; thence in a north-westerly direction for a distance of 21 yards or thereby across the said entrance to the south-eastern corner of the grounds in connection with Saughton Hall Mains Cottages ; thence in a north-westerly direction for a distance of 39 yards or thereby to the north-east corner of said Saughton Hall Mains Cottages ; thence in a south-westerly direction along the back wall of said cottages to the wall which bounds on the north-east Saughton Hall Mains Farm and Farmyard ; thence in a north-westerly direction along the said wall on the north-east side of the Farm or Occupation Road, and in continuation along the fence on the north-east side of

said Occupation Road as far as the south-eastern corner of the bridge carrying the North British Railway lines, Edinburgh to Glasgow, 115 yards or thereby, measuring in a westerly direction from the Saughton Signal Box; thence in a north-easterly direction along the southern boundary of said railway to the south-western corner of the bridge carrying said railway over and across the roadway leading from Gorgie Road to Corstorphine Road; thence across said roadway to the south-east corner of the said bridge; thence in a north-easterly direction along the southern boundary of the said railway to the south-western corner of the railway bridge across the river of Water of Leith near Damhead; thence in a north-easterly direction for a distance of 15 yards or thereby to the southern pier of said bridge; thence in an easterly direction for a distance of 5 yards or thereby to the centre of the river of Water of Leith; thence along the centre of said river in a south-westerly direction for a distance of 73 yards or thereby; thence in a south-easterly direction across the said river and the banks thereof to the boundary wall or fence separating Damhead Farm from the said river; thence in a southerly, south-westerly, and southerly direction to a point 31 yards or thereby, measuring along the side of the said river in a northerly direction from the side of the road leading from Gorgie Road to Corstorphine Road; thence in a southerly direction along the side of the river for a distance of 43 yards or thereby; thence in a southerly and south-westerly direction along the western boundary of said road to the point first mentioned, all lying within the City Parish of Edinburgh, City and Royal Burgh of Edinburgh, and the County of the City of Edinburgh and County of Mid-Lothian.

To make and confirm, if expedient, an agreement for the purchase and acquisition of the foresaid lands, made between Sir William James Gardiner Baird, Bart. of Saughton, and the Corporation.

To authorise and empower the said Sir William James Gardiner Baird, or the person or persons for the time vested with the title thereto, to sell, dispose and convey, free from all burdens, restrictions, limitations, trusts or otherwise, the foresaid lands, absolutely and in fee simple, to the Corporation, on the terms and conditions mentioned in the said Agreement, or on any other terms and conditions which have been agreed on, or which may be agreed on, or as may be set forth in the Bill, or sanctioned or required by Parliament, and to subscribe, grant, and execute, in favour of the Corporation, all necessary deeds and conveyances in connection therewith, and, if necessary, to provide for the application and disposal of the purchase money, and to authorise and empower the Corporation to pay the price or consideration money, and to apply their funds for that purpose, or to raise such funds as may be necessary under their existing powers or under the powers of the Bill.

To authorise the Corporation to lay out and maintain and use the said lands, or such part thereof as they may think proper, as a public park, pleasure and recreation ground, and for

accesses, and to regulate or restrict games on or over the lands, and to impose penalties for breach of bye-laws and regulations, and to extend and make applicable thereto all or some of the powers conferred by the existing Acts of the Corporation with respect to bye-laws and regulations, and the imposition of penalties and the summary enforcement of the same, and the punishment of offences; and to authorise the Corporation to sell and convey, or feu or lease, any part of the said lands, or otherwise dispose of the same in any way they think proper.

To authorise and empower the Corporation to purchase, take and acquire, by compulsion or agreement, and to enter upon, hold, use, and appropriate the following respective lands, houses, and other property, or some part or parts thereof, and to abolish rights, servitudes, and restrictions, and to acquire and exercise easements, rights and servitudes in and over the same for the respective purposes aftermentioned; that is to say:—

- (1) For the purpose of providing a Cable Tramway Power Station at Portobello, and for access thereto, the lands, houses, and other property situate and lying and being within the area marked B, delineated and numbered on the plans and described in the Book of Reference to be deposited as hereinafter mentioned, bounded by a line commencing in the south side of High Street at the western corner of High Street and the lane leading to James' Court and other property, and extending in a south-westerly direction along the north-western side of said lane for a distance of 49 yards or thereby; thence in a south-westerly direction across said lane to the north-west corner of the Mission Hall premises, in rear of the Mission Hall, Adelphi Place; thence in a south-westerly and westerly direction along the north-western boundary of said Mission Hall and along the back wall of premises Nos. 12, 14, and 16 Adelphi Place to the eastern side of the Figgate Burn; thence in a south-westerly direction along the eastern side of said Figgate Burn for a distance of 27 yards or thereby; thence in a north-westerly direction across the said burn and in continuation across Henderson Row to the south-eastern corner of premises No. 20 Henderson Row; thence in a north-westerly direction along the southern boundary of said premises to the eastern wall of Abercorn Brick and Tile Works; thence in a north-easterly direction along the said eastern wall, and in continuation across the said Figgate Burn, and still further in continuation along the back wall of Hume's Cottages and along the western boundary of Nos. 11 and 11B High Street; and in continuation to the kerb line of the foot pavement; thence in a south-easterly direction along the said kerb line to a point in the same opposite the western side of the lane leading to James' Court; thence in a south-westerly direction to the point first mentioned, all lying within the Parish of Duddingston, City and Royal Burgh of Edinburgh, and County of the City of Edinburgh and County of Mid-Lothian.

- (2) For the purpose of more efficiently carrying out the powers and purposes of the Edinburgh North Bridge Improvement Act, 1894, the lands and other property situate and lying and being within the area marked C, delineated and numbered on the plans and described in the Book of Reference to be deposited as hereinafter mentioned, bounded by a line commencing on the west side of North Bridge Street, 36 yards or thereby, measuring in a northerly direction from the northern side of High Street, and extending in a westerly direction along the northern boundary of Milne Square, and in continuation to the centre of Cockburn Street; thence by curved line in a southerly direction along the centre of Cockburn Street to a point in High Street in line with the kerb line of foot pavement on the north side of said street; thence in an easterly direction for a distance of 43 yards or thereby; thence in a northerly direction for a distance of 42 yards or thereby to a point in the kerb line of the foot pavement in line with the northern side of Milne Square; thence in a westerly direction to the point first mentioned, all lying within the City Parish of Edinburgh, City and Royal Burgh of Edinburgh, and County of the City of Edinburgh and County of Mid-Lothian.
- (3) For the purpose of providing additional accommodation and access at and in connection with the depot of the cleaning department of the Corporation at Burnhouse, the lands, houses, and other property belonging to or reputed to belong to the Earl of Morton and Stark's Trustees, situated and lying and being within the area marked D, delineated and numbered on the plans and described in the Book of Reference to be deposited as hereinafter mentioned, bounded by a line commencing in the east side of the diverted public road, Glasgow to Edinburgh, by East Calder, at its point of junction with the northern side of the old disused public road opposite the cart entrance to the Camps Station (Goods), and extending in a north-easterly, easterly, and south-easterly direction along the southern side of the said diverted public road, and in continuation to the southern side of the said old public road, now leading to Camps; thence in a westerly direction along the southern side of said public road, forming the northern boundary of property belonging to the Corporation of the City of Edinburgh, to a point in line with the eastern side of the cross road leading to Camps; thence in a northerly direction across the said old public road to the north side of the same; thence in a westerly direction across the said cross road leading to Camps, and in continuation along the northern boundary of property belonging to the Corporation of the City of Edinburgh to a point 210 yards or thereabouts, measured in an easterly direction, along the southern side of the site of the said old public road from the centre of the said cart entrance of the Camps Station (Goods); thence in a southerly direction to the line of fence situated on the west side of and skirting the eastmost branch siding of the North British Railway, and further in continuation to the northern side of the westmost branch siding of the North British Railway; thence in a westerly direction for a distance of 100 yards or thereabouts to the eastern side of the Camps branch of the Caledonian Railway; thence in a north-westerly direction in a straight line to a point 20 yards or thereabouts eastwards from the centre of the said cart entrance to Camps Station (Goods), on the southern side of the said old public roadway, and in continuation to the northern side of said old public roadway; thence in a westerly direction to the point first mentioned, all lying within the Parish of Kirknewton and County of Mid-Lothian.
- (4) For the purpose of improving the Cattle Market, the lands, houses, and other property situated and lying and being within the Area marked E, delineated and numbered on the plans and described in the Book of Reference to be deposited as hereinafter mentioned, bounded by a line commencing on the west side of the Vennel at the south-eastern corner of the Women's Shelter and Metropole (Salvation Army Barracks), Vennel, and extending in a south-westerly direction for a distance of 30 yards or thereby along the southern boundary of the said Women's Shelter and Metropole, and ground in rear thereof; thence in a north-westerly and westerly direction along the northern boundary of the property known as Wemyss Terrace for a distance of 63 yards or thereby; thence in an easterly direction along the northern boundary of the Cattle Market, Lady Lawson Street, to the north-east corner thereof; thence in a south-easterly direction along the eastern boundary of the same to the northern boundary of the Jewish Synagogue premises, Graham Street; thence in a north-easterly and easterly direction along the southern boundary of the ground belonging to and in connection with Nos. 11, 13, 15, and 17 Vennel, as far as the western boundary of said Vennel; thence in a north-westerly direction along the western boundary of the said Vennel to the point first mentioned, all lying within the City Parish of Edinburgh, City and Royal Burgh of Edinburgh, and County of the City of Edinburgh and County of Mid-Lothian.
- (5) For the purpose of more convenient access to the Tollcross Cable Tramway Power Station of the Corporation, and to effect the improvement of the neighbourhood thereof, the lands, houses, and other property situate, lying, and being within the area marked F, delineated and numbered on the plans and described in the book of reference to be deposited as hereinafter mentioned, bounded by a line commencing at the north-west corner of property belonging to Messrs John Smith & Co., paper stock merchants, Thornybauk, and extending in an easterly direc-



tion along the northern boundary of said property, and in continuation across Thornybauk to the north-west corner of property owned and occupied by Mr James Player as a riding school, and adjuncts; thence in an easterly direction along the northern boundary of said last-mentioned property as far as the western boundary of property No. 1 Wellington Place; thence in a northerly direction along the said western boundary of said property to the north-west corner of the same, and in continuation in a straight line to the kerb line of the foot-pavement; thence in a north-easterly direction along the said kerb line to the line of the kerb at the corner of Wellington Place and Home Street; thence in a southerly direction along the kerb line of the foot-pavement to a point in line with the north corner of Thornybauk and Home Street, and in continuation across Thornybauk of Lochrin Terrace to the kerb line on the southern side of the same; thence in a westerly direction along said kerb line on the southern side of Lochrin Terrace to a point in line with the western boundary of premises belonging to the said Messrs John Smith & Co.; thence in a northerly direction towards said western boundary and along the same to the point first mentioned, all lying within the City Parish of Edinburgh, City and Royal Burgh of Edinburgh, and County of the City of Edinburgh and County of Mid-Lothian.

- (6) For the purpose of improving the neighbourhood, the lands, houses, and other property situated, lying, and being within the area marked G, delineated and numbered on the plans and described in the book of reference to be deposited as hereinafter mentioned, bounded by a line commencing at the corner of West Crosscauseway and Nicolson Street, and extending in a northerly direction along the western side of Nicolson Street to the southern boundary of Nicolson Street United Presbyterian Church; thence in a westerly direction along the said last-mentioned boundary to the eastern boundary of Quarry Close; thence along the said eastern boundary of Quarry Close to the north side of West Crosscauseway; thence in an easterly direction along the said north side of West Crosscauseway to the point first mentioned, all lying within the City Parish of Edinburgh, City and Royal Burgh of Edinburgh, and County of the City of Edinburgh and County of Mid-Lothian.

To authorise and empower the Corporation to stop up and discontinue as a public street or thoroughfare Milne Square and accesses thereto, within the City Parish of Edinburgh, City and County of the City of Edinburgh and County of Mid-Lothian, on making full compensation to owners and occupiers of, and all other parties interested in, any lands injuriously affected, for all damage sustained by them by reason of the shutting up of the said square and accesses, and for the purposes thereof to incorporate Section 6 of the Railways Clauses Consolidation (Scotland) Act, 1845, and to amend the Edinburgh North Bridge Improvement Act, 1894.

To authorise the Corporation to make, construct, and maintain, and use the several works and street widenings, alterations, extensions, and improvements hereinafter mentioned, or some of them, or some part or parts thereof, with all necessary and proper works and conveniences connected therewith; and further, to authorise the Corporation to construct, lay down, form, work, use, and maintain the tramways hereinafter described, or some of them, with all necessary and proper junctions, passing places, loops, cross-overs, rails, plates, sleepers, tubes, pulley pits, underground chambers, manholes, shafts, wires, cables, overhead wires, poles, posts, chains, engines, engine-houses, machinery, apparatus, works, and conveniences connected therewith, and necessary or convenient for working the said tramways by animal or mechanical or electrical power, all in the lines and according to the levels respectively shown on the deposited plans and sections applicable to the said works, street widenings, alterations, and extensions and improvements, and tramways respectively, as hereinafter mentioned; and to enter upon, take, hold, and use, compulsorily or by agreement, the lands, houses, and property delineated and numbered on the deposited plans and described in the deposited books of reference hereinafter mentioned, as may be required for the purposes respectively of the said works, street widenings, alterations, extensions and improvements, and tramways, or any of them, and to abolish rights, servitudes, and restrictions, and to acquire easements, rights, and servitudes in, under, through, or over the same.

The said works and street widenings, alterations, extensions and improvements are the following:—

- (1) A widening, alteration and improvement (Work No. 1) of the bridge, on both sides thereof, crossing the River of Water of Leith at Stockbridge, commencing at a point in line with the centre line of Hamilton Place and Saunders Street, and terminating in Deanhaugh Street at a point in line with the southern side of Leslie Place.
- (2) A widening, alteration and improvement (Work No. 2) of part of Salisbury Place, commencing at a point in line with the western gable of Nos. 1 and 1A Salisbury Place, and Nos. 52 and 53 Minto Street, and terminating on the western side of the said Minto Street at the line of the kerb of the foot-pavement.
- (3) A widening, alteration and improvement (Work No. 3) of part of Crosscauseway, commencing at a point in Nicolson Street 2 yards or thereabouts eastwards from the west side of said Nicolson Street, and terminating in West Crosscauseway at a point in line with the eastern side of Quarry Close.
- (4) A widening, alteration and improvement (Work No. 4) of part of Lothian Road, commencing at the kerb line of the foot-pavement on the south side of Princes Street at or near the north-west corner of St John's Episcopal Church, and terminating at the south-western corner of the grounds of the said church.
- (5) A footbridge (Work No. 5) over or across Warriston Close, to connect the portions of the Corporation buildings and offices

on both sides of the said close, commencing at a point in the staircase of the new Corporation buildings 45 yards or thereabouts measured in a northerly direction from the north side of High Street, and terminating in the Corporation buildings on the west side of said close at a point 45 yards or thereabouts measured in a northerly direction from the north side of High Street.

- (6) An extension of the widening, alteration and improvement (Work No. 6) of part of the street called North Bridge Street, described in Section 6 of the North Bridge Improvement Act, 1894, which extension of such widening, alteration and improvement will commence in North Bridge Street in line with the northern side of Milne Square, and will terminate in the centre of High Street.
- (7) A road of access (Work No. 7) to the lands of Saughton, hereinbefore described, commencing on the western side of the road leading from Coltbridge to Gorgie, known as Damhead Road, at or near the point where the same is crossed by the Edinburgh and Glasgow lines of the North British Railway, and on the northern side of said railway, and terminating on the western side of the cross road leading from Gorgie Road to Corstorphine Road at a point immediately adjoining and on the south side of the Edinburgh and Glasgow lines of the North British Railway, and in connection with the said road of access to make, construct, and maintain a new bridge over the river of Water of Leith, commencing at a line 6 yards or thereabouts eastwards from the eastern side of the river of Water of Leith, and terminating on the west side of the same 3 yards or thereabouts westwards from the west side of the said river.

All which works before described will be situate in the City Parish of Edinburgh, and City and Royal Burgh of Edinburgh and County of the City of Edinburgh and County of Mid-Lothian.

- (8) A sewer or drain (Work No. 8), situate and being within the City and Royal Burgh of Edinburgh and the Parish of Duddingston and the Parish of Leith, commencing in the said City and Royal Burgh and Parish of Duddingston, in the County of Mid-Lothian, at a point at the northward or seaward end of Pipe Street, Portobello, by a junction with the existing outlet sewer of the Corporation in Pipe Street and terminating in the Parish of Leith and County of Mid-Lothian by a junction with the Powburn outlet sewer of the Corporation where said sewer crosses the foreshore at a point 160 yards or thereabouts eastwards from the Gatekeeper's House at Seafeld level crossing on the Leith and Portobello branch of the North British Railway.

The said tramways are the following:—

[Where in the description of the proposed tramways any distance is given with reference to any street or road which intersects or joins the street or road in which the tramway is to be laid, the distance is to be taken as measured from the

point at which lines drawn along the centres of the two streets or roads and produced would intersect each other, and a point described as being opposite a street or road is to be taken, unless otherwise stated, as opposite the centre of the street or road.]

Tramway No. 1 (double line), 1.88 chains or thereabouts in length, wholly situate in the Parish of Duddingston and City and Royal Burgh of Edinburgh, commencing by a junction with the tramway of the Corporation in High Street, Portobello, authorised by the Corporation Act, 1899, at a point 2.25 chains or thereabouts westwards from the western side of Pipe Street, Portobello, and at a point .48 chains or thereabouts westwards from the said western side of said Pipe Street, and passing thence in a southerly direction by curved line across High Street, Portobello and terminating in the Power House situated on the southern side of High Street, Portobello. Tramway No. 1 will be double lines throughout except that for a distance of .35 chains or thereby at its southern termination it will be laid as a single line.

#### DOUBLING OF TRAMWAYS.

Tramway No. 2 (double lines), 2.65 chains or thereabouts in length, commencing by a junction with the existing tramway of the Corporation in Salisbury Place at a point 1.64 chains or thereabouts westwards from the western side of Minto Street, and passing thence in an easterly and north-easterly direction by a curved line, and terminating by a junction with the existing tramway of the Corporation in Newington Road .7 chains or thereabouts northwards from the northern side of Salisbury Place.

Tramway No. 3 (double line), 1 furlong 5.5 chains or thereabouts in length, commencing by a junction with the existing tramway of the Corporation in Lauriston Place at a point 2.73 chains or thereabouts north-eastwards from the northern side of Brougham Street, and passing thence in a north-easterly and easterly direction along the roadway of Lauriston Place, and terminating by a junction with the existing tramway of the Corporation at a point in Lauriston Place 1.3 chains or thereabouts westwards from the line of the western side of Graham Street.

Tramway No. 4 (double line), 5.6 chains or thereabouts in length, commencing by a junction with the existing tramway of the Corporation in Lauriston Place at a point .8 chains or thereabouts westwards from the western gable of the westmost lodge of the Royal Infirmary, and passing thence in an easterly direction along the roadway of Lauriston Place, and terminating by a junction with the existing tramway of the Corporation at a point in Lauriston Place in line with the eastern gable of the eastmost lodge of the said Royal Infirmary.

Tramway No. 5 (double lines), 2.3 chains or thereabouts in length, commencing by a junction with the existing tramway of the Corporation in Morningside Road at a point .6 chains or thereabouts northwards from

the northern side of Churchhill, and passing thence in a south-easterly and easterly direction by curved lines into and along the roadway of Churchhill, and terminating by a junction with the existing tramway of the Corporation at a point in Churchhill 1.40 chains or thereabouts eastwards from the eastern side of Morningside Road.

Tramway No. 6 (single line), 3.63 chains or thereabouts in length, commencing by a junction with the existing tramways of the Corporation in Home Street at a point .38 chains or thereabouts northwards from the northern side of Thornybauk, and passing thence in a south-westerly, westerly, and north-westerly direction along the roadway of Thornybauk, and terminating by a junction with the existing tramway of the Corporation at a point .30 chains or thereabouts north-westwards from a point in line with the southern boundary of the premises belonging to Messrs John Smith & Co., Paper Stock Merchants, Thornybauk.

The said intended Tramway and Doubling of Tramways will be situate within the City Parish of Edinburgh and City and Royal Burgh of Edinburgh, and County of the City of Edinburgh and County of Mid-Lothian.

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

- (a) In High Street, Portobello, on the south side between a point 11 yards or thereabouts westwards from the western side of Pipe Street, and a point 25 yards or thereabouts westwards from the said western side of Pipe Street.
- (b) In High Street, Portobello, on the south side between a point 33 yards or thereabouts westwards from the western side of Pipe Street, and a point 49 yards or thereabouts westwards from the said western side of Pipe Street.
- (c) In Salisbury Place on the north side and Newington Road on the west side, between a point 5 yards or thereabouts westwards from the western side of Newington Road, and a point 4 yards or thereabouts northwards from the northern side of Salisbury Place.
- (d) In Salisbury Place on the south side between a point opposite the western side of Minto Street, and a point 36 yards westwards from the said western side of Minto Street.
- (e) In Lauriston Place on the north side thereof between a point 45 yards or thereabouts westwards from the western side of Graham Street, and a point 73 yards or thereabouts westwards from the said western side of Graham Street.
- (f) In Lauriston Place on the north side thereof between a point in line with the western side of Lauriston Street and a point 47 yards or thereabouts westwards from the western side of Lauriston Street.
- (g) In Lauriston Place on the north side thereof between a point 16 yards west-

wards from the western side of Glen Street, to a point 60 yards or thereabouts north-eastwards from the northern side of Brougham Street.

- (h) In Lauriston Place on the south side thereof between a point 39 yards or thereabouts westwards from the western side of Chalmers Street and a point 67 yards or thereabouts north-eastwards from the northern side of Brougham Street.
- (i) In Lauriston Place on the north side thereof between a point 22 yards or thereabouts eastwards from the western side of the western lodge of the Royal Infirmary, and a point 20 yards or thereabouts westwards from the eastern side of the eastmost lodge of the Royal Infirmary.
- (k) In Lauriston Place on the south side thereof between a point 68 yards or thereabouts eastwards from the western side of the western lodge of the Royal Infirmary, and a point in line with the eastern side of the eastmost lodge of the Royal Infirmary.
- (l) In Thornybauk on the north and east sides thereof between a point 26 yards or thereabouts westwards from the corner of Thornybauk and Home Street, and a point 6 yards or thereby northwards from the southern boundary of premises belonging to Messrs John Smith & Co., Paper Stock Merchants, Thornybauk.

The proposed tramways will be constructed on a gauge of 4 feet 8½ inches, and it is not intended to run carriages or trucks adapted to run on railways, and the motive power will be mechanical power.

To vary or alter the provisions of Section 90 of the Lands Clauses Consolidation (Scotland) Act, 1845, and to provide that it shall not be necessary for the Corporation to purchase the whole of any lands, houses, or other buildings, or manufactories, when part only is required for the works, street widenings, alterations and improvements, and tramways, or any of them, or any lands, houses or other buildings required for any of the other purposes of the Bill.

To deviate laterally from the lines of the works, street widenings, alterations, extensions, and improvements, and tramways hereinbefore described respectively, to the extent shown on the plans to be deposited as hereinafter mentioned, and to deviate vertically from the levels shown on sections hereinafter referred to, and as may be provided by the Bill.

To cross, stop up, appropriate, raise, lower, alter and divert, temporarily or permanently, streets, roads, lanes, passages, footpaths, tramways, sewers, drains, mains, gas and water pipes, telegraph and telephonic and electric wires and apparatus, and works of every description, within the said parishes and City and Royal Burgh before mentioned, as far as may be necessary or expedient or convenient for carrying out and executing all or any of the objects and purposes of the Bill, and to make junctions with existing streets and roadways.

To authorise the Corporation and their lessees, from time to time, to work the said intended tramways, or any of them, or any part thereof, by animal power or by cable, or by electric or other mechanical power (but not steam locomotive power), in addition to or in substitution for animal power, or by all or any of those means.

To authorise the Corporation from time to time, and either temporarily or permanently, to make, maintain, alter, renew or remove such tramways as may be necessary to form connections between any of the existing tramways or proposed tramways, such crossings, cross-overs, passing places, sidings, junctions, turnovers, and other works in addition to those particularly specified in this Notice, as may be necessary or convenient for the efficient working of the proposed tramways, or any of them, and for facilitating the passage of traffic along streets, or for providing access to any works, stables, engine-houses, or carriage sheds of the Corporation.

To enable the Corporation, in carrying out the powers and purposes of the Bill, or any of them, when by reason of the execution of any works 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 part of the tramways, or any of them, or the existing tramways, to make in the same or adjacent street, road or thoroughfare, in any parish mentioned in this Notice, and maintain so long as occasion may require a temporary tramway or temporary tramways in lieu of part of the tramways so removed or discontinued to be used, or intended so to be.

To provide for the maintenance of the whole or some portion or portions of the respective streets, roads and places, upon or along which any of the proposed tramways, rails or plates may be laid, and to provide for and regulate the use and disposal by the Corporation of any pavement, metal or road material excavated or removed by them in the construction of the proposed tramways, or any of them, or in the exercise of any of the powers of the Bill.

To empower the Corporation by themselves or their lessees to work the intended tramways, and to place and run carriages thereon, and to demand, take, and recover tolls, rates, fares, and charges in respect of the use of such carriages, and to alter or vary tolls, rates and charges, and to confer, vary or extinguish exemptions from payment of tolls, rates and charges.

To provide that the proposed tramways shall, for all purposes, be deemed part of the tramway undertaking of the Corporation, and to authorise and empower the Corporation to lease the same to the lessees of the Corporation tramways, as part of the present system of tramways within the City, or to any person or Company, on such terms and conditions, and for such considerations as they think fit, and to provide that the said tramways and works connected therewith shall be held and taken to be part of and to be within the terms and conditions of any existing lease of the other tramways of the Corporation, in the same way and to the same effect as if such tramways and works had originally been included therein, and to confirm any lease or agreements already made or that may be made with reference thereto.

To authorise the Corporation to take down and remove buildings on any of the lands to be acquired for the purposes of the Bill, or any of these purposes, and to lay out any of such lands, and to use and appropriate the same, and the soil and subsoil thereunder, or under any street or roadway, in such way and manner as the Corporation deem most expedient for the purposes of the Bill; and to sell, convey, lease, feu, or otherwise dispose of any such lands and other

property which they may have acquired, and which the Corporation may not consider necessary for the purposes and objects of the Bill, or any of them.

To empower the Corporation and the owners of any lands, houses, and other property to be acquired for the purposes of the Bill, and other persons interested therein, and any Company, Corporation, Commissioners, Trustees, or other bodies or persons, whether under any legal disability or not, to contract or agree with each other for the sale of and purchase and acquisition by the Corporation of lands, houses, and property required or to be applied for and in connection with the purposes of the Bill or any of them.

To extend, for municipal, police, maintenance of roads, sewers, sanitary, public health, and all other purposes (but not including the election of members to serve in Parliament), the limits of the City and Royal Burgh of Edinburgh as defined in the Edinburgh Extension Act, 1896, and to include therein and incorporate the lands and heritages hereinafter described, or some part or parts thereof, as part of the said City and Royal Burgh, and to separate, for the purposes of such extension and of the Bill, such lands and heritages from the County of Edinburgh or Mid-Lothian, and from the management, administration, and jurisdiction of the local authority or local authorities thereof, the road trustees, county road board, county council of the said county, or any committee of the County Council or district committees (that is to say), to include and incorporate within the said City and Royal Burgh of Edinburgh and County of the City of Edinburgh the lands and heritages lying within the districts or areas bounded respectively as follows, namely:—

(First.) The whole lands and heritages situate partly within the parish of Duddingston and partly within the parish of Leith and partly within the parish of Liberton all in the County of Mid-Lothian, bounded by a line commencing at a point in the existing boundary of the City of Edinburgh in the centre of Niddry Road at or near Peffermill where the Braid Burn crosses under said road and extending in an easterly direction along the centre of said road to a point at the boundary of the Niddry and Craigmillar Estates at or near Craigmillar Creamery—thence in a north-westerly direction along the boundary of said two estates to the southern boundary of the parish of Duddingston—thence in an easterly and north-easterly direction by an irregular line along said parish boundary and along the course of the Niddry Burn to the junction of said Burn with the Firth of Forth and as far seawards as said parish boundary extends; thence in a south-westerly and westerly direction along the seaward boundary of said parish to the existing Municipal boundary of the City of Edinburgh at Portobello—thence in a south-easterly direction along said boundary to the south-east corner of the said Municipal boundary at Portobello—thence in a westerly direction along the said Municipal boundary to the south-west corner of the same—thence in a north-westerly direction along the said Municipal boundary to the corner of King's Road and the road to Seafield—

thence in a north-easterly direction along the said Municipal boundary and in continuation seawards as far as said boundary extends—thence in a north-westerly direction along the seaward boundary of the parish of Leith to the Municipal and Parliamentary boundary of Leith at low water mark—thence in a south-westerly direction along the said boundary to the point where the same joins the boundary of the City of Edinburgh at Lochend Road—thence in a southerly direction by an irregular line along the eastern boundary of the City of Edinburgh and City Parish of Edinburgh to the point first mentioned.

(Second.) The whole lands and heritages situate in the parish of Cramond and County of Mid-Lothian commencing by a line at the point of the junction of the boundary of the City of Edinburgh and the boundary of the Burgh of Leith at or near the corner of Granton Road near the western end of Boswell Road, Wardie, 22 yards or thereby measuring in a southerly direction from the south corner of the entrance to Lufra Cottage, Granton Road, and 63 yards or thereby measuring in a north-westerly direction from the south corner of Granton Road and Boswell Road—thence in a south-westerly direction along the existing Municipal boundary of the City of Edinburgh and the course of the Wardie Burn as far as the north-western corner of Wardie Burn Cottage, thence in a north-westerly direction to the corner of the road leading from Granton by Royston Mains and Granton Mains at a point 266 yards or thereby measured in an easterly direction from Royston Mains, thence along the southern side of said road in a westerly and south-westerly direction as far as the entrance to Craig Royston grounds at the houses known as Pennywell, thence in a northerly direction along the eastern boundary of the said Craig Royston Estate to the seaward boundary of the same, thence in a straight line towards the eastern point of the rock known as Birnie Rock to low water mark, thence in an easterly direction along the seaward boundary of the parish of Cramond, including Granton Harbour and Piers to the point where the Leith boundary joins low water mark, thence in a south-easterly direction along the said Municipal boundary of Leith to the point first mentioned.

(Third.) The whole lands and heritages situate in the parish of Colinton and County of Mid-Lothian bounded by a line commencing in the existing Municipal boundary of the City of Edinburgh at the south-west corner of Greenbank in the line of the Braid Burn—thence in a westerly direction along the southern boundary of Colinton Mains and in the line of the said Braid Burn to the Bridge carrying the road leading to Hunter's Tryst over said burn near Colinton Mains Farm—thence in a westerly direction along the southern boundary of Colinton Mains to the south-west corner thereof—thence in a north-westerly direction to the centre of Colinton

Road—thence in a north-westerly, northerly, and north-easterly direction along the centre of said last-mentioned road to the point where the same is crossed by the existing Municipal boundary of the City of Edinburgh—thence in a south-easterly direction following the said existing Municipal boundary of the City of Edinburgh to the south-west corner of Lockharton Estate—thence in a north-easterly direction still following the said existing Municipal boundary of the City of Edinburgh for a distance of 233 yards or thereby—thence in a general south-easterly direction by an irregular line along the said existing Municipal boundary of the City of Edinburgh to the point first mentioned.

(Fourth.) The whole lands and heritages situate partly in the parish of Cramond and partly in the parish of Corstorphine and County of Mid-Lothian bounded by a line commencing in the existing Municipal boundary of the City of Edinburgh where the same is crossed by the cross road leading from Queensferry Road by Craigeith Quarry to Ferry Road at or near Drylaw Mains and extending in a northerly and westerly direction by a curved line under the Granton Branch of the Caledonian Railway along the western and southern sides of said road for a distance of 70 yards or thereabouts—thence in a northerly direction along the western side of said road to the point where the road branches into two at or near Groat Hill—thence along the southern side of said road in a westerly direction for a distance of 80 yards or thereabouts—thence in a south-westerly direction along the southern side of the farm or occupation road which crosses over the Barnton Branch of the Caledonian Railway to the western side of said railway—thence in a straight line in continuation in a south-westerly direction for a distance of 107 yards or thereabouts—thence in continuation in a straight line along the stone fence as far as the north-eastern side of Queensferry Road—thence in a south-westerly direction across said road to the south-eastern corner of the road leading to Craigcrook—thence along the southern side of said last-mentioned road for a distance of 126 yards or thereabouts to the north-eastern boundary of Craigcrook Farm—thence in a south-easterly and south-westerly direction along the north-eastern and south-eastern boundary of said farm to the south-western corner thereof—thence in a south-westerly direction by a straight line to the western corner of the road leading to Murrayfield and the road leading from Queensferry Road to Blackhall by Craigcrook Castle—thence in a southerly and easterly direction along the western and southern sides of the road leading to Murrayfield to the point where the same joins the present existing Municipal boundary at the northern end of Murrayfield Road—thence in an easterly, northerly, north-easterly, north-westerly, and north-easterly direction along the said existing Municipal boundary to the point first mentioned.

All which said lands and heritages, roadways and footpaths therein, are hereinafter referred to together as the "districts annexed." The boundaries of the said City and Royal Burgh as at present existing, and also as proposed to be extended, are shown on a map and duplicate thereof, to be deposited, on or before the 30th of November instant, with the Town-Clerk of the City and Royal Burgh of Edinburgh at his office in Edinburgh.

To extend the boundary of the County of the City of Edinburgh, and to include therein the existing city and the districts annexed, and to make the boundary of the County of the City of Edinburgh coterminous with the boundary of the city as the same may be extended and defined in the Bill; and to make applicable to the extended county of the city all the existing charters, statutes, enactments, laws, customs and usages as well with respect to the lieutenancy, the sheriffship, sheriff-clerkship, the justices of the peace and general and quarter sessions of the peace, and licensing courts and joint committees under the Publicans' Certificates (Scotland) Act, 1876, as with respect to all other rights, jurisdictions, powers, privileges, and authorities whatsoever, and all the rights, powers, prerogatives, and privileges of the Lord Provost of the City and the Magistrates thereof, within the city and within the county of the city in whatever character or capacity, and all the Courts thereof, and to make provision for the nomination and appointment of additional Justices of the Peace for the extended county of the city, and also to provide for any existing Justices of the Peace of the County of Mid-Lothian being made or continued as Justices of the Peace of the County of the City of Edinburgh.

To alter and enlarge, so far as necessary for the purposes of the Bill, the number and descriptions of the wards of the city, or of some of them, or to provide for the formation of the districts annexed into new wards, or to rearrange or alter the several existing wards of the city immediately adjoining the districts annexed, or to add the districts annexed, or any part or parts thereof, to any one or more of the existing or rearranged and readjusted wards of the city, or to any other wards in any part of the districts annexed, and to provide for the fixing and the arrangement of the limits of such new, altered, or extended wards, and to vary and amend the provisions of the Edinburgh Extension Act, 1896, with respect to the rearrangement of wards.

To extend to the districts annexed, and to the inhabitants thereof, the same municipal franchises, and all such rights, privileges, immunities, duties, and obligations as are now or as may at any time hereafter be enjoyed and possessed by or incumbent on the inhabitants of the existing city, and the powers and jurisdictions of the Magistrates and of the Dean of Guild and Dean of Guild Court, and to make further and other provision with reference thereto; and to the admission of burgesses and guild brethren for and within the extended city, and to provide that all persons within the districts annexed may or shall be admitted to the rights and privileges of burgesses and guild brethren in the same way and manner, and to the same effect, as any person in the existing city may be so admitted.

To extend to and over the districts annexed, and to make applicable thereto for all purposes and to the extended city in the same manner, and to the same extent and effect, as they are at

present applicable to the existing city, with such alterations or amendments as may be thought expedient, or as may be provided by the Bill, or by any Act which may be passed in the ensuing or in any future Session of Parliament, the Edinburgh Municipal and Police Acts, 1879 to 1899, and all or some of the other public and local and personal Acts at present in force in the existing City and Royal Burgh or as the same may be altered, extended, or amended, and the several powers, authorities, obligations, and provisions thereof, and to alter and amend, extend, or repeal the same, in whole or in part, the Edinburgh Roads Act, 1882; the Electric Lighting Confirmation (No. 6) Act, 1891, and the Edinburgh Corporation Electric Lighting Order, 1891; the Edinburgh Improvement Scheme Provisional Order Confirmation Act, 1893, and the Edinburgh Improvement Scheme Provisional Order Confirmation Act, 1898, and any Scheme and Provisional Order Confirmation Act which may be passed in the ensuing Session of Parliament; the Edinburgh Corporation Stock Act, 1894; the Edinburgh Markets and Customs Act, 1874, with the several local Acts therein recited as to customs, markets, and slaughter-houses; together with the Acts and the sections and portions of sections of the several Acts reserved under the provisions of the Edinburgh Municipal and Police Act, 1879, the Water of Leith Purification and Sewerage Act, 1889; the Water of Leith Purification and Sewerage (Additional Powers) Act, 1893, and the Tramways Act, 1870; the Edinburgh Tramways Act, 1871, and all the subsequent Acts of and relating to the Edinburgh Street Tramways Company; the Edinburgh Northern Tramways Act, 1884, and all Acts relating to the Edinburgh Northern Tramways Company; the Edinburgh Corporation Tramways Acts, 1893 to 1898; the Edinburgh and District Water Act, 1869, and all Acts of and relating to the Edinburgh and District Water Trustees; and the Edinburgh and Leith Corporations Gas Act, 1888, and all Acts of and relating to the Edinburgh and Leith Corporations Gas Commissioners.

To authorise the Corporation to supply any person or Company or Local Authority outside the City with Electricity either for lighting or for power, on such terms as may be agreed.

To provide that where, in any of the local Acts, any distance is prescribed as measured at and from the existing boundary of the city, such distance shall, from and after any extension of the city be reckoned from the boundary of the city as so extended.

To alter, re-arrange, adjust, or consolidate, or increase or diminish from time to time the number of districts for the registration of births, deaths, and marriages within the extended city.

To alter, extend, or enlarge, so far as may be necessary for the purposes of the Bill, the limits of the jurisdictions of the Corporation, and of the Lord Provost and Magistrates, and of the Magistrates and Council as well in their corporate municipal capacity as in their several capacities of commissioners, governors, or trustees, or other capacity whatsoever, for executing the local Acts relating to the city, or any one or more of them, or any other public or local Acts; and also of the Magistrates and of the Dean of Guild and Dean of Guild Court, and of their respective officers; and to extend the said several jurisdictions, or any one or more of them, and all other existing jurisdictions, to and over the districts annexed

and to the inhabitants thereof, and to make such jurisdictions, or any one or more of them, applicable thereto, in the same manner and to the same effect as they are at present or may be made applicable to the existing city, or to make such other provisions with respect to the said several jurisdictions, or any of them, and to the existing officers, as the Bill may define.

To confer upon the Corporation and upon the Lord Provost, Magistrates, and Council of the city as extended, as well in their corporate municipal capacity as in their several capacities of commissioners, governors, or trustees, or other capacities whatsoever, for executing the local Acts, or any of them, or of any public or other Acts, with reference to and within the districts annexed, all or some of the powers which they respectively now have within the existing city, or as such powers may be extended or enlarged, or other similar or such other similar or other powers as the Bill may define, and particularly powers to levy, collect, and recover, within the districts annexed, the same rents, tolls, rates, guarantee rates, duties, cess, and assessments and charges as they now or may impose, assess, levy, and collect within the existing city, or such other rents, tolls, rates, guarantee rates, duties, cess, and assessments as the Bill may provide, or as may be provided and required by any Act that may be passed in the next or in any future Session of Parliament, whereby any alteration is or may be made as to the collection from owners and occupiers respectively of their respective proportions of rates and assessments, and to confer, vary, or extinguish exemptions from the payment of rents, tolls, rates, guarantee rates, duties, cess, and assessments and charges, and to continue in favour of any body or person, or description of property, or to vary and alter any existing exemptions from rates and assessments either within the existing city or within the districts annexed, or any part thereof, and also to make such allowances, abatements, and deductions, and exemptions from rents, tolls, rates, guarantee rates, duties, cess, and assessments leviable within the city and the districts annexed, or some one or more of such districts either permanently or for limited periods, to be specified in the Bill, and to make special provisions for exempting the Corporation from the obligations laid on them under the local Acts or other Acts, or some of them, or to modify such obligations with respect to the lighting and cleansing and construction of sewers, drains, and of the water supply in some or in any parts of or areas in the districts annexed, to be defined in the Bill, and to exempt lands and heritages in such defined parts or areas from rates or assessments, or to modify the same in respect of the foresaid matters, and that for such period as the Bill may define or as the Corporation may determine, and the Bill will make such other provisions in regard to any of these matters as may be expedient.

To make the provisions of the Edinburgh Municipal and Police Acts, and all or any of the local Acts now applicable and enforceable within the existing city, and any other Act or Acts which may be passed in the ensuing Session of Parliament, applicable to and within the districts annexed, with respect to estimating amounts required to be raised, and to the imposing, assessing, levying, and collecting and recovering rates and assessments and charges in lieu and place of

any such provisions of any Act or Acts presently in force within the districts annexed, or any part thereof.

To repeal or alter all or some of the existing powers of levying and collecting rents, tolls, rates, duties, cess and assessments and charges within the districts annexed, or some part or parts thereof, and to grant further or other powers to the Corporation and the Magistrates and Council of the city, as well in their corporate municipal capacity as in their several capacities of commissioners, governors or trustees, or other capacity, for executing the local Acts, or any public or local Acts, or some of them, of levying or collecting rents, tolls, rates, duties, cess and assessments and charges; and to repeal and alter so much of any Act or Acts of Parliament as relate to the rents, tolls, rates, duties, cess and assessments and charges so to be repealed or altered, and to make other provisions in lieu thereof.

To make all necessary and requisite provisions in regard to certificates and licences under the Licensing (Scotland) Acts within the extended city, and with respect to subsisting certificates or licences under the said Acts in the districts annexed, and their renewal by the Magistrates.

To abolish or alter, so far as may be necessary or expedient for the purposes of the Bill, or to transfer to the Corporation all the jurisdictions, powers, authorities, rights and privileges of the Justices of the Peace for the County of Mid-Lothian, of the County Council of the County of Mid-Lothian and District Committees thereof, of the local authorities under the Contagious Diseases (Animals) Acts, 1878 to 1893, and the Diseases of Animals Act, 1894, of the Commissioners of Supply of the County of Mid-Lothian, of the local authorities of the several parishes in which the districts annexed are situated, and of all other local authorities within the districts annexed; and to retain, abolish, or alter the offices now held under these bodies and authorities respectively, in so far as concerns the districts annexed; to make such provision as may be necessary for the members of these bodies ceasing to hold office in so far as representing the districts annexed; and to alter or vary and enlarge the jurisdiction of the Justices of the Peace within the City and County of the City of Edinburgh and the districts annexed. And to provide that all or any Acts, public, local, or private, as are now in force or applicable within the districts annexed, or any part thereof, shall or may cease to be applicable thereto, or otherwise as the Bill may provide.

To transfer to the Corporation and the Magistrates and Council of the extended city all or some part or parts of the lands, property, funds, estate, and rights, powers and authorities, claims and demands under, or in virtue of, any Act, public or local, or under any charter, deed or instrument at present belonging to, or which may belong to, or may be claimed, or may be exercised, or exercisable by any local or other authority within the districts annexed; to provide for the payment and liquidation of moneys borrowed and obligations incurred by such authorities within the districts annexed, or any of them, or some part or parts thereof; and to make and carry out such arrangements and agreements in regard to the matters aforesaid as may be expedient, or as the Bill may define.

To make provisions with reference to the valuation roll and to authorise a supplementary

roll to be made, and to amend the Lands Valuation (Scotland) Act, 1854.

To make all usual and necessary provisions for the police regulation of the districts annexed, and to apply to the districts annexed all or some of the provisions of the police and local or other Acts relating to the city, and to the police thereof, and of the districts annexed, or any part thereof, and bye-laws, orders and regulations.

To authorise the Corporation of the extended city to borrow, and from time to time to re-borrow, additional moneys for all Corporation purposes, and for all or any of the purposes of the Bill, on mortgage, bond, annuity, cash credit or otherwise, or to raise and issue stock under the provisions of the Edinburgh Corporation Stock Act, 1894, and any Act amending that Act, and to charge moneys so borrowed, or stock so issued, on the credit and security of the rents, tolls, rates, duties, cess and assessments and charges within and over the extended city which they now are, or by the Bill, or by any future Act may be, authorised to levy and collect, and to provide a sinking fund.

To authorise the Corporation of the extended city to alter, vary and rescind bye-laws, rules, orders, regulations and resolutions now in force within the districts annexed, or to provide for the continuance of any such bye-laws and others as aforesaid in any part of the districts annexed until the same are cancelled by the Corporation, and to make all bye-laws, rules, orders, regulations and resolutions which may be required for or with respect to any of the objects of the Bill, and to authorise the imposition of penalties for the breach or non-observance of any bye-laws, and to provide for the recovery and application of penalties, and to make provision with regard to the granting, endurance, and renewal of licences by the Magistrates.

To authorise the Corporation of the extended city, and the County Council of Mid-Lothian and district committees thereof, and the Commissioners of Supply of the County of Mid-Lothian, for their several and respective interests, and their respective officers and others, to enter into and carry into effect all agreements which may be expedient or necessary for the purposes of the Bill, and to make all requisite provisions with reference to the road and other debts or claims of whatsoever kind arising, or the levying and collecting of assessments within the districts annexed, and to confirm and give effect to agreements already entered into or which may be entered into with such councils, commissioners, trustees, authorities and others.

To take over and transfer to the Corporation any special drainage area or districts wholly or partly within the districts annexed; to extinguish or alter the powers of local authorities in relation thereto; to confer on the Corporation such powers as may be necessary to enable them to deal with the drainage of such areas or districts, including assessing, borrowing and other powers in connection therewith, and to make such other provisions in regard to drainage and sewage within the districts annexed, or the abolition of separate drainage districts, as the Bill will define or provide.

To make provision for the transfer to and vesting in the Corporation of roads, highways, streets, footpaths, lanes, and courts presently vested in the local or road authorities of the districts annexed, or any of them, and for the

maintenance of the same when taken over by the Corporation.

To provide that the area for the supply by the Corporation of electricity under the Edinburgh Corporation Electric Lighting Order, 1891, shall extend to the extended city, and that all the obligations, conditions and provisions of the said Order shall or may apply to the extended city in the same way and to the same effect as such obligations, conditions and provisions apply to the City and Royal Burgh, as defined in the said Order.

To transfer to and vest in the Corporation all the powers of creating and issuing stock under the Edinburgh Corporation Stock Act, 1894, and under any Act amending the same, and to make applicable to the borrowing powers to be transferred by the Bill to the Corporation all the powers and provisions of the said Act and any other Act amending that Act, and to amend, alter and incorporate all or some of the provisions thereof.

To repeal, vary or extinguish all rights, powers, authorities, jurisdictions, privileges and exemptions which may in any way interfere with any of the objects and purposes aforesaid, or of the Bill, and to confer, vary or extinguish other rights, powers, authorities, jurisdictions, privileges and exemptions.

To repeal, or vary and amend, the Acts and the sett of the burgh with respect to the audit of the city accounts.

The Bill will or may alter or repeal, and amend or extend, the powers and provisions, or some of them, of the Edinburgh Municipal and Police Acts, 1879 to 1899, and the Edinburgh Corporation Stock Act, 1894, or some one or more of the said Acts, or some parts or portions of the same, and will confer further and enlarged new and additional powers on the Corporation, as the Bill may prescribe, and, among others, in the following respects:—To extend the period for the redemption of debt for public parks and public park purposes, and to repeal, amend or vary the provisions with respect to the sinking fund for those purposes; to amend, extend and enlarge the building regulations applicable within the city; to alter, amend, and vary the existing provisions with regard to the width of roads and streets and the height of buildings, and to limit, alter, restrict, and reduce such width and height respectively; to provide for open spaces in connection with houses and buildings, and to enlarge such open spaces and extend their scope and application, and to prohibit buildings thereon, and to provide that front plots shall not be reckoned as open spaces in the case of tenements; to require notice before any operations are begun under any order or warrant granted by the Dean of Guild Court; to provide for approval by the Burgh Engineer of iron pipes for drains under or in houses and buildings, and to provide for junctions of drains with public sewers, to provide for chimney-can guards, water-closet accommodation in houses, buildings, and shops; to transfer certain duties and powers of the Inspector of Cleaning; to give power to the Dean of Guild Court to prohibit and to grant interdict against the use of any houses or buildings until that Court is satisfied that any order issued or granted has been fulfilled or implemented, and to impose penalties for breach of any order or prohibition or interdict; and to extend the provisions of Section 64 of the Act of 1896 to



houses and buildings altered, converted, or reconstructed; to enlarge and extend the powers and jurisdiction of the Dean of Guild Court; to limit, reduce, restrict, and fix the number of houses in tenements of houses or buildings in the city; to put down and prohibit betting, gaming and lotteries in any street or place within the city; to extend the application of the Contagious Diseases (Animals) Act, 1878, and the Dairies, Cowsheds, and Milkshops Order, 1885, and of any other Order and Regulations made thereunder relating to dairies, cowsheds, and milkshops, and to make the same apply to ice-cream shops; to extend, amend and enlarge the provisions of the Edinburgh Municipal and Police Acts and the powers of the Magistrates and of the Corporation for the regulation, stoppage, control and direction of street traffic of all kinds and descriptions, and for limiting and fixing the rate of speed of vehicles and carriages of whatever kind or description, or howsoever propelled or drawn.

To make, alter, vary and rescind bye-laws and regulations with respect to any of the provisions and purposes of the Bill, and to provide for the imposition of penalties by fine and imprisonment, or either of them, for any breach of the provisions of the Bill and of such bye-laws and regulations, and for the prosecution and recovery of penalties for the breach of any bye-laws, rules and regulations, licences and orders made in virtue of the powers of the Bill, and to make applicable to the purposes of the Bill, or any of them, the provisions, or some of them, of the Edinburgh Municipal and Police Acts, and any Acts incorporated therewith, and the Edinburgh Corporation Stock Act, 1894, and any Acts extending or amending these Acts.

To authorise the Corporation to borrow and re-borrow money for executing the foresaid works and improvements, and the tramways authorised by the Bill, or any of them, and for the acquisition of lands, houses and other property, and for all or any of the other purposes of the Bill, by mortgage or by cash credit, or by annuity or by short loans on simple receipts, bills, or promissory notes, or otherwise, or by the creation and issue of stock on security of the tolls, rates, duties and assessments leviable under the Edinburgh Municipal and Police Acts, 1879 to 1899, and the said Corporation Stock Act, 1894, and any Act amending the same, within the extended city under the Bill, and as amended and extended by the Bill, or some of them, or on the portion thereof leviable in regard to the particular objects of such borrowing; and the provisions of the said Edinburgh Municipal and Police Acts, 1879 to 1899, in regard to a sinking fund or sinking funds for repayment of moneys borrowed, or the redemption of such stock, will or may, with such variations and amendments as the Bill will or may prescribe, be applied to the moneys borrowed, and to be borrowed or raised under the authority of the Bill.

To authorise the Corporation to impose, assess, levy, and recover tolls, rates, duties, assessments and charges over and within the extended city or any part thereof for the purposes of the Bill, and for the purchase or acquisition of lands, houses and other property, and that under and in terms of the powers and in accordance with the several provisions contained in the Edinburgh Municipal and Police Acts, 1879 to 1899, as amended by the Bill, or otherwise as the Bill

may provide, and to alter, vary, amend or enlarge tolls, rates, duties and assessments and charges, and to confer, vary or extinguish exemptions from payment of tolls, rates, duties, assessments and charges.

To enter into, and carry into effect, agreements and arrangements with any corporations, local or road authorities, companies, bodies or persons, with respect to any of the objects and purposes of the Bill, and any incidental matters relating thereto, and to confirm any agreements made or to be made in relation to the objects, powers and purposes of the Bill.

The Bill will vary or extinguish all rights, restrictions, powers, authorities, jurisdictions, privileges, servitudes and exemptions, inconsistent with or which would or might in any way interfere with the objects or purposes of the Bill; and will confer, vary or extinguish other rights, powers, authorities, jurisdictions, privileges, servitudes and exemptions.

The Bill will incorporate, with or without modification or alteration, the provisions of the Lands Clauses Acts and the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to roads and the temporary occupation of lands during the construction of works, and the Edinburgh Municipal and Police Acts, 1879 to 1899, the Edinburgh Corporation Stock Act, 1894, the Tramways Act, 1870, the Edinburgh Tramways Act, 1871, and the other Acts of and relating to the tramways in the City and Royal Burgh of Edinburgh, acquired and constructed by and now belonging to the Corporation, and to confer upon the Corporation, with respect to the tramways proposed to be authorised and made applicable thereto, all or any of the provisions of and the powers, rights and privileges which the Corporation now have or may exercise with respect to their authorised tramways and works under any of the said Acts.

To alter, amend, extend and enlarge, or to repeal, so far as it may be necessary or desirable for the purposes of the Bill, the powers and provisions of the Edinburgh Municipal and Police Acts, 1879 to 1899, the Tramways Act, 1870, the Edinburgh Tramways Act, 1871, and the other Acts of and relating to the Corporation Tramways within the said City and Royal Burgh, 6 and 7 Will. IV., cap. 25 (local and personal), the North British, Edinburgh and Dundee and West of Fife Railways Amalgamation Act, 1864, the Caledonian Railway Act, 1845, the Caledonian and Scottish Central Railway Amalgamation Act, 1865, and the several Acts of Parliament of and relating respectively to the North British Railway Company and the Caledonian Railway Company, the Telegraph Acts, 1863 to 1899, the Act 3 George IV., cap. 91, the Roads and Bridges (Scotland) Act, 1878, the Local Government (Scotland) Act, 1889, the Burgh Police (Scotland) Act, 1892, and all or any Acts extending or amending any of these Acts, the Edinburgh Slaughter Houses Act, 1850, and the Edinburgh Markets and Customs Act, 1874, and any other Act relating to the Edinburgh slaughter houses, the Local Government (Scotland) Acts, and the Public Health (Scotland) Act, 1897.

And notice is also hereby given that duplicate plans and sections describing the lines, situations, and levels of the works, street widenings, extensions, alterations and improvements and tramways proposed to be authorised by the Bill, and the lands, houses, and other property which will or

may be taken and acquired for the purposes thereof respectively, and of the lands, houses, and other property which may be taken for the other purposes of the Bill, together with books of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and property respectively, and a copy of this Notice, as published in the "Edinburgh Gazette," will be deposited for public inspection on or before the 30th day of November 1899 in the offices, at Edinburgh, of the principal Sheriff-Clerk of the County of Mid-Lothian, and of the Sheriff-Clerk of the County of the City of Edinburgh respectively; and a copy of so much of the said plans, sections, and books of reference respectively, as relate to the parishes aforesaid, in or through which any of the before-mentioned works, street widenings, extensions, alterations, and improvements and tramways are situate, or in which any lands, houses, or property intended to be taken are situate and to the Royal Burgh of Edinburgh respectively, together with a copy of this Notice, as published in the "Edinburgh Gazette," will also, on or before the said 30th day of November 1899, be deposited for public inspection with the clerk of the parish council of each such parish, at his office, and, so far as regards the City and Royal Burgh of Edinburgh, with the town-clerk of the said City and Royal Burgh of Edinburgh, at his office in Edinburgh.

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 18th day of November 1899.

THOMAS HUNTER, W.S.,  
Town-Clerk, Edinburgh.

A. & W. BEVERIDGE,  
18 Abingdon Street, Westminster,  
Parliamentary Agents.

In Parliament—Session 1900.

### GLASGOW, GOVAN, AND RENFREWSHIRE RAILWAY.

(Incorporation of Company; Construction of Railways in the Counties of Lanark and Renfrew; Interferences with Roads, etc.; Compulsory Purchase of Lands, etc.; Sale of Superfluous Lands; Alteration of Provisions of Railways and Lands Clauses Consolidation (Scotland) Acts, 1845, and Power to take Parts only of Certain Properties; Modification of or Dispensation with Requirements or Regulations of Board of Trade with Respect to Intended Railways; Appropriation of Subsoil; Underpinning; Tolls; Rates and Charges; Working and other Agreements with Caledonian, Glasgow and South Western, North British, and Glasgow and Renfrew District Railway Companies; Running Powers over Parts of Glasgow and Renfrew District Railway, and Glasgow and Paisley Joint Railway; Traffic Facilities, Power to above Companies to acquire or execute Intended Undertaking

and exercise Powers, and to subscribe and to take Shares in and appoint Directors of the Company; Payment of Interest out of Capital, Agreements with Companies, Corporations, and other Bodies; Powers to Persons having Limited Interests; Incorporation and Amendment of Acts; Other Purposes.)

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

To Incorporate a Company (hereinafter called "the Company") and to authorise the Company to make and maintain, wholly or partly as Underground Railways, the Railways hereinafter described, or some or one of them, or some part or parts thereof respectively with all necessary and convenient stations, buildings, sidings, junctions, approaches, viaducts, bridges, roads, tunnels, subways, shafts, lifts, appliances, and other works and conveniences connected therewith or incidental thereto (that is to say):—

- (1) A Railway (No. 1), wholly situate in the Parish of Govan commencing by a junction with the Glasgow and Paisley Joint Railway of the Caledonian Railway Company and the Glasgow and South-Western Railway Company at a point thereon one hundred yards or thereabouts measured in an easterly direction along that Railway from the east face of the Bridge carrying Shields Road over that Railway, and terminating by a junction with the Railway (at present under construction) authorised by the Glasgow and Renfrew District Railway Act 1897 and therein called Railway No. 1 at or near the point where that Railway passes under the south side of the Public Road, known as the Renfrew Road leading from Govan to Renfrew.
- (2) A Railway (No. 2) wholly situate in the Parish of Govan commencing by a junction with the Kinning Park Goods Station Branch Railway of the Caledonian Railway Company at or near the point where that Railway passes under the north side of the Bridge carrying the Glasgow and Paisley Joint Railway of the Caledonian Railway Company and the Glasgow and South Western Railway Company over the said Branch Railway, and terminating by a junction with the intended Railway (No. 1) hereinbefore described, at a point 122 yards or thereabouts measured in an easterly direction from the north east corner of the Goods shed of the Kinning Park Goods Station of the Caledonian Railway Company.
- (3) A Railway (No. 3) wholly situate in the Parish of Govan commencing by a junction with the intended Railway No. 1 hereinbefore described at a point 60 yards or thereabouts measured in a north easterly direction from the south west corner of the south west house of Walmer Crescent, in the Burgh of Govan, and terminating by a junction with the Railway authorised by the Clyde Navigation Act 1891 at a point 93 yards or thereabouts measured in an easterly direction along

that Railway from the east side of Copeland Road.

- (4) A Railway (No. 4) wholly situate in the Parish of Govan commencing by a junction with the intended Railway No. 3 hereinbefore described at a point 57 yards or thereabouts measured in a westerly direction from the south west corner of Middleton House and terminating by a junction with the Dock Tramway authorised by the Clyde Navigation Act 1891 at a point 560 yards or thereabouts measured in an easterly direction from the said south west corner of Middleton House.
- (5) A Railway (No. 5) wholly situate in the Parish of Govan commencing by a junction with the intended Railway No. 1 hereinbefore described at a point 27 yards or thereabouts measured in a north westerly direction from the north west corner of Elder Park and terminating at a point 476 yards or thereabouts measured in a northerly direction from the said north west corner of Elder Park.
- (6) A Railway (No. 6) wholly situate in the Parish of Govan commencing by a junction with Railway No. 1 hereinbefore described, at a point 218 yards or thereabouts measured in a westerly direction from the centre of the Bridge carrying the Renfrew Road over the Shieldhall Branch Railway of the Caledonian Railway Company, and the Glasgow and South Western Railway Company, and terminating by a junction with the Railway (at present under construction) authorised by the Glasgow and Renfrew District Railway Act, 1897, and therein called Railway No. 1, at a point 130 yards or thereabouts measured in a south westerly direction from the south east corner of the field numbered 212 on the 25-inch Ordnance Survey Map (First Edition 1894), of the Parish of Govan.
- (7) A Railway (No. 7), commencing in the Royal Burgh and Parish of Renfrew by a junction with the Railway (at present under construction) authorised by the Glasgow and Renfrew District Railway Act, 1897, and therein called Railway No. 2, at a point thereon 174 yards or thereabouts measured in a northerly direction along that Railway from the point on the north side of the Public Road from Renfrew to Inchinnan where the said Railway passes over that Road and terminating in the Parish of Inchinnan by a junction with the Caledonian Railway Company's Greenock Branch Railway at a point 30 yards or thereabouts measured in a south easterly direction from the south east abutment of the accommodation bridge between the fields numbered 291 and 293 on the 25-inch Ordnance Survey Map (2nd Edition, 1897), of the Parish of Inchinnan, Sheet VIII, 5.
- (8) A Railway (No. 8) commencing in the Parish of Renfrew by a junction with the intended Railway No. 7 hereinbefore described at a point 182 yards or thereabouts measured in an easterly direction from the north east corner of field numbered 355 on the 25-inch Ordnance Survey Map (2nd Edition, 1897), of the

Parish of Renfrew, Sheet VIII, 10, and terminating in the Parish of Paisley by a junction with the Caledonian Railway Company's Greenock Branch Railway at a point opposite the north end of the Signal Cabin at the Hermand Oil Company's Works.

- (9) A Railway (No. 9), commencing in the Parish of Renfrew by a junction with the intended Railway No. 8 hereinbefore described at a point 107 yards or thereabouts measured in a westerly direction from the south west corner of the south west house of Douglas Terrace on the Public Road, between Inchinnan and Paisley, and terminating in the Abbey Parish of Paisley at a point 137 yards or thereabouts measured in a westerly direction from the south west corner of Messrs Ronald, Jack & Co.'s Carpet Works, Nethercommon, Paisley.

Which intended Railways and Works will be situate in or pass from in through or into the Parish of Govan, and the Burghs of Kinning Park and Govan, and the City and Royal Burgh of Glasgow, in the County of Lanark, and the Parishes of Renfrew, Paisley, Inchinnan, and Erskine, and the Royal Burgh of Renfrew and the Burgh of Paisley, in the County of Renfrew or some or one of the said Parishes or Burghs.

To empower the Company to deviate in the construction of the intended Railways and works from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned to such extent as will be defined on the said plans and sections, or as may be prescribed by the Bill, and to cross, alter, divert, and stop up, or otherwise interfere with, appropriate, or use, either temporarily or permanently, all public and other roads, streets, lanes, passages, footways, streams, water courses, railways, tramways, canals, sewers, drains, bridges, telegraphic, telephonic, and electric mains, tubes, wires, and apparatus, gas and water mains, and other pipes of every description, within the parishes and places hereinbefore mentioned, so far as may be necessary in constructing, maintaining, or using the said intended railways and other works connected therewith, or for the other purposes of the Bill; and in particular to stop up the following Roads, Streets, and thoroughfares, viz.:—St. James Street, Shields Terrace, and Marlow Street, all in the Burgh of Kinning Park, or some part or parts thereof respectively, Carmichael Street, Copeland Road, Elderpark Street, and Ure Street, all in the Burgh of Govan, or some part or parts thereof respectively, and to stop up or divert the following roads, or some part or parts thereof respectively, viz.:—Whitefield Road, in the Burgh of Govan, between Fairley Street and Woodville Street, and to make a substituted Road therefor between Whitefield Road and Ibrox Street; Craigton Road, in the Burgh of Govan, between Crossloan Road and Nimmo Drive, and to make a substituted Road therefor from Craigton Road at its junction with Nimmo Drive to Crossloan Road at its junction with Harmony Row; as also the road leading from Renfrew Road into Linthouse Shipyard, and to make a substituted Road therefor between it and the new Whiteinch Ferry Road, all which above named roads and proposed substituted roads are and will be situate in the Parish of Govan and County of Lanark; and also to divert

and stop up any other road, street, or thoroughfare, or portion thereof respectively shown on the said plans as intended to be diverted or stopped up, and to appropriate the site and soil of, and extinguish all rights-of-way and other rights in or over the said roads, streets, and thoroughfares, or any part or parts thereof, so stopped up or diverted as aforesaid, and to provide that any diverted or new portions of road which may be made and formed by the Company under the powers of the Bill shall in all respects form and be held as parts of and be subject to the same provisions as the existing roads in lieu of which or of the portions of which the same are respectively substituted, and that any roads stopped up and any abandoned portions of road shall be vested in the Company, or otherwise as the Bill may provide.

To empower the Company to enter upon, purchase, take, lease, feu, or otherwise acquire and use, either temporarily or permanently, by compulsion or otherwise, for the purposes of the intended railways and works, and of the Bill, lands, houses, buildings, waters, and other property, in all or some of the several parishes aforesaid, and also to acquire all rights of easement and servitude and other rights in or over lands, houses, buildings, waters, and other property, and to purchase other lands, houses, and property by agreement, and to sell, feu, lease, or otherwise dispose of any lands, houses, buildings, waters, and other property acquired under the powers of the Bill which may not be required for the intended Railways and Works, or other purposes connected therewith or of the Bill.

To alter, extend, or repeal in relation to the construction of the intended Railways and Works certain of the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, relating to the limits of lateral and vertical deviation, gradients, radii of curves, level crossings, temporary use of lands crossing and alteration of roads, or other interference therewith, works for the accommodation and protection of lands adjoining the intended railways and other matters; and also certain of the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, relating to the purchase of lands, houses, buildings, or 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 lands, houses, or other buildings, or manufactories where part only is required for the purposes of the Bill.

To modify or dispense with, or empower the Board of Trade to modify or dispense with, in respect to the intended Railways and works, all or some of the usual requirements or regulations of the Board of Trade relating to stations, platforms, rails, signals, interlocking points, system of working and other matters, and to modify and alter the provisions of any Act relating thereto.

To authorise the Company to appropriate and use without price or consideration therefor, the subsoil and under surface of any streets, roads, squares, public parks, pavements, passages, or places, under or along which the intended Railways or some or one of them or other works will be made within the Parishes or places aforesaid.

To empower the Company with or without compensation to alter the lines and levels of any streets, roads, squares, Public Parks, pavements, passages, or places under or along which the

intended Railways or other works will be made or contiguous or near thereto within the Parishes or places aforesaid, and any sewers, drains, mains, pipes, and other works, in or under the same, so far as may be necessary for the purposes of the intended Railways and other works and of the Bill.

To make and maintain shafts or openings from the surface of any land, road, street, or square to any portion of the said intended Railways respectively, 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, telegraphic, telephonic, and electric mains, tubes, wires, apparatus, and other works which might impede the construction and use of the said shafts or openings.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses, buildings, bridges, or other premises which may be rendered insecure or affected by any of the intended works and which houses, buildings, and premises may not be required to be taken for the purposes thereof or of the undertaking.

To empower the Company and any Company or person for the time being lawfully working or using the intended Railways to levy and recover tolls, rates, duties, and charges upon, for, and in respect of the use thereof and works connected therewith, and of the railways and portions of railways, and the stations and works to be run and worked over and into, and used by them as hereinafter mentioned, and for the conveyance and accommodation of passengers, animals, minerals, goods, and other traffic thereon and thereat, and for the use of the warehouses, sheds, weighing machines, cranes, and other conveniences in connection therewith, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges.

To authorise the Company on the one hand, and the Caledonian Railway Company, the Glasgow and South Western Railway Company, the North British Railway Company, and the Glasgow and Renfrew District Railway Company (hereinafter called "the other Companies") or some or one of them on the other hand, from time to time, to enter into, and carry into effect, vary, and rescind contracts, agreements and arrangements in perpetuity or otherwise with respect to the construction, working, use, management and maintenance of the railways and works of the Company, or any part or parts thereof, and of the railways, stations, sidings, buildings, works and accommodations of the other companies, or some or one of them, or any parts thereof respectively, the supply and maintenance of engines, rolling or working stock and plant, and of officers and servants, the construction of sidings, accommodation works, buildings, and conveniences and the maintenance and repair thereof, the management, regulation, interchange, transmission, and delivery of traffic, coming from or destined for the respective undertakings of the contracting Companies, the fixing, collection, payment, division, appropriation, and distribution of the tolls, rates, charges, revenues, and profits arising from the railways and works or some portion or portions of the railways and works of the contracting Companies, the payments, allowances, drawbacks, or rebates, to be paid, made, or

allowed by any of the contracting Companies to the other or others of them, the appointment of Joint Committees, and the exercise of all or such other powers as may be found desirable in reference to the purposes of the Bill or any of them, and to sanction and confirm any such contracts or agreements as have been or may, previous to the passing of the Bill, be entered into.

To empower the Company and any Company or person for the time being lawfully working or using the intended railways or any part or parts thereof either by agreement or otherwise, and on such terms and conditions, and on payment of such tolls, rates and charges or other consideration as may from time to time be agreed upon, or failing agreement as may be determined by arbitration or provided by the Bill, to run and work over and into and use with their engines, carriages, and waggons, and Clerks, Officers, and Servants, whether in charge of or accompanying any engines, or trains, or for any other purpose whatsoever, and for the purposes of traffic of every description, the railways, and portions of railways hereinafter mentioned, or some or one of them or any part or parts thereof, viz:—

The Railways called Railways Nos. 1 and 5 authorised by the Glasgow and Renfrew District Railway Act, 1897.

So much of the Railway authorised by the Glasgow and Renfrew District Railway Act 1897, and therein called Railway No. 2, as lies between the commencement thereof at the termination of the said authorised Glasgow and Renfrew District Railway No. 1 and the commencement of the said intended Railway No. 7 hereinbefore described.

So much of the Glasgow and Paisley Joint Railway, of the Glasgow and South Western Railway Company, and the Caledonian Railway Company, as lies between the commencement hereinbefore described of the intended Railway No. 1, and the termination of the said Glasgow and Paisley Joint Railway at the north side of Cook Street in the City of Glasgow,

Together with all Stations including terminal stations, and all roads, approaches, platforms, points, telegraphs, telephones, signals, sidings, buildings, offices, warehouses, engine sheds, standing-room for engines, carriages, and waggons, watering places, water supplies, turntables, junctions, machinery, works and conveniences on or connected with the aforesaid railways and portions of railways and the said stations respectively.

To require and compel the other Companies or some or one of them upon such terms and conditions as shall be agreed on or determined by arbitration or provided by the Bill, to receive, book through, forward, accommodate, transmit, and deliver all passengers, goods, animals, minerals, carriages and traffic of whatsoever description to, or from, or over or through the whole or any part of the railways and stations belonging to them or any of them or leased or worked by them or under their respective management or control from and to or over the intended railways or any part or parts thereof respectively and from and to or over any railway or portion of railway or station which the Company or any company or person for the time being lawfully working or using the intended railways is or may be empowered to run and

work over and into and use under the powers of the Bill so as to prevent undue interruption, diversion, or delay in the passage of the said traffic, and to provide full and proper facilities of all kinds for the traffic of the Company, and for the effectual and speedy delivery and interchange of traffic to and with the Company, in such manner as the Bill may define.

To provide for the transfer to and vesting in, or the acquisition by the other Companies, or some or one of them, either during the progress of the Bill through Parliament or at such other time and under such circumstances thereafter as may be provided in the Bill, and as if the other Companies, or some or one of them, had been named in the Bill as the promoters of the intended undertaking instead of the Company, of the undertaking of the Company, including all the rights, powers, privileges, and authorities to be conferred upon the Company by or under the Bill, and any lands and other property to be acquired by, or on behalf of the Company, subject to the debts, obligations, and liabilities affecting the same or otherwise to authorise the other Companies, or some or one of them, instead of or jointly with the Company, to execute the intended Railways and works, or some of them, and to exercise the powers hereinbefore specified as to be executed and exercised by the Company wholly, or in such proportions and upon such conditions and subject to such restrictions as the Bill may define or as Parliament may prescribe.

To authorise and empower the other Companies or some or one of them to subscribe and contribute funds for or towards the making and maintaining the said intended Railways and other works, and to take and hold shares, stock, debentures, debenture stock or other securities of the Company, and to guarantee to or for the Company interest, dividends, annual or other payments on shares or stock, and the principal and interest of any loan of the Company, subject to such terms and conditions as may have been or may be agreed on, or as may be prescribed by the Bill, and for all or any of such purposes or for any other purposes hereinbefore set forth or of the Bill to apply their funds and revenues and to raise additional capital by the creation and issue of new ordinary or guaranteed or preference shares or stock, on such terms and conditions, with such preferences, priorities and privileges, if any, *inter se*, and in respect to their other shares and stock, and subject as regards preference shares to such powers of redemption (by the substitution of ordinary shares or stock to be created under the powers of the Bill or otherwise) as may be considered expedient, or by borrowing on mortgage or bond or cash credit, or by the issue of debenture stock, and either as part of their general share and loan capitals, or wholly or partially as a separate share and loan capital charged primarily or exclusively on the intended Railways and works of the Company, or any part or parts thereof, and the tolls, fares, rates, duties, and charges received upon or in respect thereof, and to ratify and confirm all such agreements as may have already been or may hereafter be made by, and between the Company and the other Companies, or some or one of them, in relation to the objects aforesaid, or any of them, and to empower the other Companies, or some or one of them, to appoint Directors of the Company.

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

To authorise the Company or the other Companies or some or one of them and any Companies or Corporations, or Commissioners, County Councils, District Committees of County Councils, or other bodies, or persons to enter into, and carry into effect, such arrangements and agreements with each other as may be necessary or expedient for making, maintaining, working, or using the intended Railways and other works, and for the construction and maintenance of any roads, weirs, sewers, drains, or works which may be interfered with or rendered necessary in carrying into effect the objects 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 enable and authorise any trustees, Corporations, heirs of Entail, Life-renters, or other persons holding any partial or other qualified estate or interest in any lands which would or might be benefited or improved, or would derive facilities or accommodation from the construction or working of the intended Railways and works or any of them or any part or parts thereof respectively or any station, siding, road, approach, building, works or conveniences connected therewith, to subscribe to and hold shares in the undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of, and to charge the same upon such lands, and to grant and convey to the Company any lands required for the construction of the intended Railways and works and conveniences, either with or without consideration, or for such consideration whether in money or shares or otherwise, and upon such terms and conditions as may be agreed upon or to accept payment of compensation for injury to their lands or property in shares or stock of the Company, and to sanction and confirm any Agreements which may have been, or may during the progress of the Bill be made, with respect to any of the matters aforesaid.

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 upon the Company and the other Companies, all powers, rights and privileges which may be necessary or expedient for carrying the same into effect.

To incorporate with the Bill (except so far as may be expressly varied thereby) the whole or such of the powers and provisions as may be necessary of the Companies Clauses Consolidation (Scotland) Act, 1845, the Companies Clauses Act, 1863, the Companies Clauses Act, 1869, the Lands Clauses Acts, the Railways Clauses Consolidation (Scotland) Act, 1845, the Railways Clauses Act, 1863, the Railway Companies (Scotland) Act, 1867, and any 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 provisions, or some of them, of all or some of the

following Acts, viz.:—The Caledonian Railway Act 1845, the Glasgow and South Western Railway Consolidation Act 1855, the North British, Edinburgh, Perth, and Dundee and West of Fife Railways Amalgamation Act, 1862, and the Glasgow and Renfrew District Railway Act, 1897, and any other Act or Acts relating to or affecting the other Companies and the North British Railway Company respectively, and the Clyde Navigation Acts, 1858 to 1899.

Plans and Sections in duplicate describing the lines, situations, and levels of the intended Railways and works and the lands, houses, and property which will or may be taken for the purposes thereof or 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 property, and an Ordnance Map with the lines of the intended railways delineated thereon so as to show their general course and direction, and a copy of this Notice as published in the Edinburgh Gazette, will be deposited for public inspection on or before the 30th day of November, 1899, in the office at Glasgow of the Principal Sheriff Clerk of the County of Lanark, and in the offices at Paisley and Greenock respectively of the principal Sheriff Clerk of the County of Renfrew, and a copy of so much of the said plans, sections, and Book of Reference as relates to the several Parishes and Burghs hereinbefore mentioned, with a copy of this Notice as published in the Edinburgh Gazette will be deposited on or before the said 30th day of November, 1899, as respects each such Parish, with the Clerk of the Parish Council thereof, at his office, if he have an office separate from his place of abode, or otherwise at his place of abode; as respects the City and Royal Burgh of Glasgow, with the Town Clerk thereof at his office in Glasgow; as respects the Royal Burgh of Renfrew, with the Town Clerk thereof at his office in Renfrew; and as respects the Burghs of Kinning Park, Govan, and Paisley, with the Clerks to the Burgh Commissioners thereof at their respective offices.

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

Dated the 18th day of November, 1899.

DONALD, BINNIE, & TENNENT,  
237 West George Street, Glasgow,  
Solicitors for the Bill.

WM. ROBERTSON & CO.,  
45 Parliament Street, Westminster,  
Parliamentary Agents.

In Parliament.—Session 1900.

IMSCHENETZKY'S (URALITE) PATENT  
(NUMBER 5254 of 1895) RELATING  
TO THE MANUFACTURE OF FIRE-  
PROOF AND INSULATING COM-  
POUNDS (CONFIRMATION OF  
PATENT).

NOTICE is hereby given that the British Uralite Company, Limited, intend to apply to Parliament in the ensuing session for an Act for the following purposes, or some of them, that is to say:—

To continue and confirm the following Letters Patent, that is to say, Letters Patent bearing date the 12th day of March, 1895, and numbered 5254, and granted to Alexander Imschenetzky, therein described as of New Arsenal, 3, Simbirskaia Street, St. Petersburg, in the Russian Empire, Captain of Artillery, for the term of 14 years for an invention "for manufacture of fireproof and insulating compounds" known as "Uralite."

To enable the holders or assignees of the said Letters Patent to pay the renewal fee or renewal fees thereon, notwithstanding that the time enlarged and limited by the Patents, Designs, and Trade Marks Act, 1883, for so doing has expired.

To enable the Comptroller-General of Patents, Designs, and Trade Marks to grant a certificate that the said fee or fees have been paid.

To provide that upon the granting of such certificates the said Letters Patent shall be deemed to be as good, valid, and effectual to all intents and purposes as if all the payments prescribed by the Patents, Designs, and Trade Marks Act, 1883, to be made in respect of the said Letters Patent, either before or after the passing of the intended Act had been duly made or satisfied.

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

Dated this 21st day of November, 1899.

GOLDING & HARGROVE,  
99, Cannon Street, London,  
Solicitors for the Bill.

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

In Parliament—Session 1900.

### HAMILTON, MOTHERWELL, AND WISHAW TRAMWAYS.

(Incorporation of Company; Power to make Tramways in the County of Lanark; Street Widening; Mechanical Power; Breaking up Streets; Compulsory Purchase of Lands; Erection of Generating Stations, Electric Wires, &c.; Agreements with and Powers to Local Authorities, and Special Provisions as to Purchase; Incorporation and Amendment of Acts.)

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

To incorporate a Company (hereinafter referred to as "the Company"), and to authorise the Company to form, lay down, construct, maintain, and use with all proper, rails, plates, and conveniences connected therewith, the tramways hereinafter described, or some or one of them, wholly situate in the County of Lanark (that is to say):—

A Tramway (No. 1) (Main Line) commencing in Glasgow Road, in the Parish of Blantyre, at a point 70 yards or thereabouts west of the west side of Stonefield Road, thence passing in a

south-easterly direction along Glasgow Road into and through the Burgh of Hamilton, along Glasgow Road, Burnbank Road, Almada Street, head of Muir Street, Cadzow Street, and Castle Street, and thence along Edinburgh Road, into and through the Burgh of Motherwell, along Clyde Street, Brandon Street, and Windmillhill Street, and thence into and through the Burgh of Wishaw, along Glasgow Road, Main Street, and Stewarton Street, and terminating in Stewarton Street in the Burgh of Wishaw and Parish of Cambusnethan 60 yards or thereabouts east of Wishaw Cross.

A Tramway (No. 2) (Larkhall Branch) commencing in Cadzow Street in the Burgh and Parish of Hamilton, by a junction with Tramway No. 1 at a point 30 yards or thereabouts west of the west side of Quarry Street, thence passing into and along Townhead Street, the main road from Hamilton to Larkhall, London Street, and Union Street, and terminating in Union Street, Larkhall, in the Parish of Dalsersf, at a point 20 yards or thereabouts north of the north side of Macneill Street.

Tramway (No. 3) (junction) commencing in Castle Street, in the Burgh and Parish of Hamilton, by a junction with Tramway No. 1 at a point 10 yards or thereabouts north of the north side of Cadzow Street, and terminating in Townhead Street in the same Burgh and Parish, by a junction with Tramway No. 2 at a point 10 yards or thereabouts south of the south side of Quarry Street.

Which said intended tramways will pass from, through, or into the several parishes or places following, or some of them, that is to say, the Parish of Blantyre, the Burgh and Parish of Hamilton, the Parishes of Hamilton and Dalziel, the Burgh of Motherwell, in the Parish of Dalziel, and the Burgh of Wishaw in the Parishes of Dalziel and Cambusnethan, and the Parish of Dalsersf, all in the County of Lanark.

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

#### TRAMWAY (No. 1).

In Glasgow Road on the north side from a point 240 yards or thereabouts north-west of the north side of the Bridge carrying the Caledonian Railway Company's Hamilton and Strathaven Branch Railway over the Glasgow Road to a point 20 yards or thereabouts south of the south side of the said Bridge.

In Glasgow Road on the south side between points respectively 200 yards or thereabouts, and 170 yards or thereabouts north-west of the north side of the said Bridge.

On both sides of Glasgow Road between points respectively 120 yards and 90 yards or thereabouts north of the centre of the Bridge over Park Burn. On the north side of Burnbank Road between points respectively 30 yards or thereabouts west, and 30 yards or thereabouts east of the gusset at Peacock Cross, in the Burgh of Hamilton.

On both sides of the bridge and approaches thereto carrying Cadzow Street over the Cadzow Burn between points respectively 70 yards or thereabouts, and 170 yards or thereabouts east of the east side of Auchingramont Road.

On both sides of Castle Street, from its junction with Cadzow Street and Townhead Street to the centre of Edinburgh Road.

In Edinburgh Road on the north side from a point 90 yards or thereabouts east of the east side of Castle Street in the Burgh of Hamilton to a point opposite the lodge near the west end of the Bridge carrying the Edinburgh Road over the River Clyde.

On both sides of the Bridge and approaches thereto carrying the Edinburgh Road over the River Clyde between points respectively 120 yards or thereabouts west, and 120 yards or thereabouts east of the centre of the said Bridge.

In Clyde Street, in the Burgh of Motherwell, on both sides between two points 60 yards and 10 yards respectively south-west of the south-west side of Cameron Street.

In Brandon Street on both sides between the south-east side of Clyde Street and a point 40 yards or thereabouts south-east therefrom, and on the south side between points respectively 80 yards or thereabouts, and 140 yards or thereabouts east of the east side of the East end of Melville Drive.

In Windmillhill Street and Glasgow Road on the north side between points 65 yards or thereabouts west of the west side, and 110 yards or thereabouts east of the east side of the Railway Bridge at Flemington Station.

In Glasgow Road on the south side for a distance of 50 yards or thereabouts eastward from a point 60 yards or thereabouts east of the east side of the said bridge, and on the north side for a distance of 65 yards or thereabouts westwards from the east side of Robberhall Road, and on the North side from the west end of the Free Church enclosure at Craigneuk to a point 15 yards or thereabouts east of the east end thereof.

In Main Street, Wishaw, on the south side for a distance of 60 yards or thereabouts westwards from a point 60 yards or thereabouts west of the west side of Hill Street.

#### TRAMWAY (No. 2).

In Townhead Street in the Burgh of Hamilton, on both sides from a point 40 yards or thereabouts south-east of the east side of Quarry Street to a point 20 yards or thereabouts north-west of the junction of Townhead Street and Miller Street.

In Townhead Street and the Main Road from Hamilton to Larkhall on the north side from the point last described for a distance of 20 yards or thereabouts in a south-east direction, and in the said Main Road on both sides from the point last described to the west side of Castle Hill Crescent. On the north side of the said main road from the point last described to a point 140 yards or thereabouts east of the centre of the Bridge over the River Avon, and also on the south side for a distance of 60 yards or thereabouts on the said Bridge, on the north side for a distance of 50 yards or thereabouts on the Bridge carrying the road over the Caledonian Railway Company's Hamilton and Ferniegair Branch; on the north-east side for a distance of 30 yards or thereabouts north-westwards from a point 7 yards or thereabouts north-west of the west boundary of Ferniegair School Property, and between points respectively 50 yards or thereabouts, and 240 yards or thereabouts south-eastwards from the east boundary of the said Ferniegair School Property, and

between points respectively 86 yards or thereabouts and 30 yards or thereabouts north of the north side of Macneill Street in Larkhall. On the south-west side from a point 70 yards or thereabouts south-east from the centre of the Bridge over the River Avon to a point 30 yards or thereabouts north of the London Hotel in Larkhall.

To empower the Company to make the widenings of roads hereinafter described, that is to say :—

In the Parish of Blantyre, a widening of the Glasgow Road on the southern side for a distance of 110 yards or thereabouts westward from Clay Road.

In the same Parish, a widening of the Glasgow Road on the east side between points respectively 80 yards and 10 yards or thereabouts north of the centre of the Park Burn.

In the Parish of Dalziel, a widening of the Edinburgh Road on the north-west side between points respectively 100 yards or thereabouts south and 235 yards or thereabouts north-east of Kether's Bridge.

In the Parish of Cambusnethan, a widening of the Glasgow Road on the north side for a distance of 200 yards or thereabouts eastwards from the western end of the wall on the northern side of the recess forming the entrance to the carriage-drive at Belhaven Lodge.

In the same Parish, a widening of the Glasgow Road on the south-east side, between the Caledonian Railway Company's Wishaw Deviation and the Manse Road.

The Tramways will be constructed on the gauge of 4 feet 8½ inches, and it is not proposed to run over any of the said tramways carriages or trucks adapted for use upon railways.

The power intended to be used for moving carriages and trucks upon the intended tramways is electrical power.

To authorise the Company from time to time, and either temporarily or permanently to make, maintain, alter, and remove such crossings, passing-places, sidings, junctions, turnouts, and other works as may be necessary or convenient for the efficient working of the tramways or any of them, or for facilitating the passage of traffic along streets or roads, or for providing access to any stables, engine-houses, or carriage-sheds, or works or buildings of the Company, and to empower them to lay down double in lieu of single lines, and single in lieu of double lines, or inter-lacing in lieu of double or single lines on any tramways belonging to them.

To empower the Company to lay down, construct, erect, and maintain, on, in, under, or over the surface of any street, road, or place, and to attach to any house and building such posts, conductors, wires, tubes, mains, plates, cables, ropes, and apparatus, and to make and maintain such openings and ways in, on, or under any such surface as may be necessary or convenient either for the working of the intended tramways or for connecting any portions of any such tramways, or for providing access to, or forming connections with, any generating stations, engines, machinery, or apparatus.

To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, roads, highways, footpaths, watercourses, sewers, drains, pavements, thoroughfares, mains, pipes, wires, tubes, and apparatus within the before-mentioned parishes and places for the purposes of construct-



ing, maintaining, repairing, removing, altering, reinstating, or working the proposed tramways and works connected therewith, or for substituting others in their places, or for the other purposes of the intended Act.

To empower 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 a tramway or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish or place mentioned in this Notice, and to maintain, so long as occasion may require, a temporary tramway or temporary tramways, in lieu of the tramway or part of a tramway so removed or discontinued to be used or intended so to be.

To make provision for the use and disposal by the Company of any paving or road materials extracted by the Company in the construction of the intended tramways or the exercise of the powers of the intended Act.

To authorise and empower the Company, for the purposes of the intended Act, and of the works to be authorized thereby, to enter upon, take, and use compulsorily or otherwise, and to hold lands in the parishes and places aforesaid, and also the lands hereinafter mentioned or some of them, or some part or parts thereof respectively, that is to say:—

- A. Certain lands in the Parish of Blantyre consisting of the sites of the the three houses on the south side of Glasgow Road immediately west of Stonefield Road, and of the first house on the west side of Stonefield Road south of Glasgow Road, and the lands, gardens, and appertinances belonging to the said houses.
- B. Certain lands in the Parish of Dalziel lying on the south side of and adjoining the Edinburgh Road, and on the east side and adjoining the road on the east side of Logan's Plantation, and being the enclosure numbered on the  $\frac{1}{2500}$  scale Ordnance Survey Map (1897 edition) 377 in the said parish.
- C. Certain lands in the Parish of Dalserf forming part of the enclosure numbered on the  $\frac{1}{2500}$  scale Ordnance Survey Map (1897 edition) 1084 in the said parish, bounded on the south-west by the main road from Hamilton to Larkhall, and on the north-west by the road from the said main road to the Dykehead Colliery, and on the east by the railway authorised to be constructed through the said enclosure.

And to empower the Company upon any part of such lands to erect, maintain, and use a station or stations for generating, transforming, and distributing electrical energy with all necessary dynamos, batteries, engines, plant, machinery, works, and conveniences for that purpose, and to generate, transform, and distribute such energy.

To empower the Company to acquire parts of, or easements in, over, or under any lands without being subject to the liability imposed by Section 90 of the Lands Clauses Consolidation (Scotland) Act, 1845.

To empower the Company on the one hand, and any authority having the control or management of the streets or roads along which any tramway is intended to be laid; on the other hand, to enter into and carry into effect contracts or agreements with respect to the alteration of

the width or levels of any such streets or roads, the laying down, maintaining, renewing, repairing, working, and using of the proposed tramways, and the rails, plates, sleepers, posts, wires, works, and apparatus connected therewith, and the use of mechanical power thereon, and for facilitating the passage of carriages and traffic over and along the same.

To enable the Company to levy tolls and charges for the use of the intended tramways by carriages passing along the same, and for the conveyance of passengers or traffic upon the same, and to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or charges.

To provide that, notwithstanding anything contained in Section 43 of the Tramways Act, 1870, the powers of the Local Authority of any district, as defined by the Tramways Act, 1870, for purchasing the portions of the intended tramways within the district of such Local Authority, shall not be exercised for such longer period than 21 years, as may be prescribed or provided by the intended Act, and that the Company shall not be obliged or compellable to sell to any Local Authority the portion of their undertaking in the district of that authority, unless at the same time the whole undertaking be purchased by the authorities, or some or one of the authorities of the several districts in which the undertaking is situate.

To authorise and empower the Company and the Local Authorities aforesaid, or any of them, to enter into and carry into effect agreements with respect to the purchase by such authorities, or some of them, of the whole of the tramways of the Company, or any of them, or any part thereof respectively, or with respect to the user and occupation by the Company of such tramways, or any of them, or any part thereof, for such periods as may be agreed, and for the postponement of the date at which such authority may purchase the same, and to confirm and give effect to any such agreement which may have been or may be made prior to the passing of the intended Act, and to empower any such Local Authority, as aforesaid, to apply to any of the purposes aforesaid any of their funds or other moneys under their control.

To empower the Company, and any such local authority or any company or person, to enter into and carry into effect agreements with respect to the supply by such authority, company, or person of electrical power to the Company for the purposes of their Tramways, both within and without the area of supply of such local authority, company, or person, or the supply by the Company to such local authority, company, or person of electrical power for any purpose for which such authority, company, or person may, for the time being, be authorised to supply electricity.

To empower the Company, and any local or road authority, to enter into and carry into effect agreements with reference to the contribution by the Company towards the cost of carrying out the widening and improvement of streets or roads and other public works, and the execution of works affecting streets or roads within the district of such local or road authority, and to authorise the Company to apply their capital and funds to the purposes of any such agreement, and to make provision with reference to, and to

authorise payments by, the Company out of profits to the said local authorities.

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

The intended Act will incorporate the whole or some of the provisions of the Tramways Act, 1870, with such alterations or amendments as hereinbefore mentioned, or otherwise as may be deemed expedient, and especially, but not exclusively, those relating to the breaking up, reinstatement, and repair of streets and roads; to gas and water companies and sewers; to the use by the promoters of the tramways with flange-wheeled carriages, etc.; to bye-laws and to offences, and will enable the Company to exercise the powers granted by that Act.

And Notice is hereby given, that on or before the 30th day of November instant, plans and sections of the intended tramways and works, showing also the lands intended to be taken, with a book of reference to such plans, and a copy of this Notice as published in the Edinburgh Gazette, will be deposited with the Principal Sheriff-Clerk of the County of Lanark at his office at County Buildings, Glasgow, and that a copy of so much of the said plans, sections, and book of reference as relates to the Burghs of Hamilton, Motherwell, and Wishaw, and the Parishes of Blantyre, Hamilton, Dalziel, and Dalsersf respectively, together with a copy of this notice as published in the Edinburgh Gazette, will, on or before the same day, be deposited as follows:—With the Town-Clerk of Hamilton at his office at Hamilton; with the Clerk to the Police Commissioners of the Burgh of Motherwell at his office at Motherwell; with the Clerk to the Police Commissioners of the Burgh of Wishaw at his office at Wishaw; and with the Clerks of the Parish Councils of Blantyre, Hamilton, Dalziel, and Dalsersf respectively, at their respective offices or residences.

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

Dated the 16th day of November 1899.

ASHURST, MORRIS, CRISP, & CO.,  
17 Throgmorton Avenue, London, E.C.,  
Solicitors for the Bill.

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

In Parliament—Session 1900.

CHURCH'S PATENT (NUMBER 13,154)  
FOR THE MANUFACTURE OF AN  
IMPROVED COMPOUND FOR COAT-  
ING AND DECORATING WALLS AND  
OTHER SURFACES, AND FOR THE  
PRODUCTION OF CASTS OR  
MOULDINGS, AND FOR ANALO-  
GOUS PURPOSES.

(Confirmation of Patent.)

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

To reinstate, continue, and confirm the following Letters Patent, that is to say, Letters Patent bearing date the 2nd day of April, 1895 (and purporting to have been dated the 8th day of July, 1895, and re-sealed the 5th day of January, 1899) and numbered 13,154, and granted to Melvin Batchlor Church, of Grand Rapids, State of Michigan, United States of America, manufacturer, for the residue of the term of 14 years from the 4th day of December, 1891, for an invention "for the manufacture of an improved compound for coating and decorating walls and other surfaces, and for the production of casts or mouldings, and for analogous purposes."

To enable the holder or assignees of the said Letters Patent to pay the renewal fee or renewal fees thereon notwithstanding that the time enlarged and limited by the Patents, Designs, and Trade Marks Act, 1883, for so doing has expired.

To enable the Comptroller-General of Patents, Designs, and Trade Marks to grant a certificate that the said renewal fees have been paid.

To provide that upon the granting of such certificate the said Letters Patent shall be deemed to be as good, valid, and effectual to all intents and purposes as if all the payments prescribed by the Patents, Designs, and Trade Marks Act, 1883, to be made in respect of the said Letters Patent either before or after the passing of the intended Act, had been duly made or satisfied, and as if the said Letters Patent had been originally dated and sealed as of the said 2nd day of April 1895.

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

Dated this 21st day of November 1899.

E. GROVER WATKINS,  
6 South Square, Gray's Inn, W.C.,  
Solicitor for the Bill.

A. & W. BEVERIDGE,  
18 Abingdon Street, Westminster,  
Parliamentary Agents.

In Parliament—Session 1900.]

COMMERCIAL UNION ASSURANCE  
COMPANY LIMITED.

(Removal of doubts as to Power of the Directors and Life Trustees of the Company in respect to Moneys and Securities belonging to the Life Fund; Further Powers in reference thereto; Special Trust Fund for security of Holders of Life Policies and Annuities, Receipts under Company's Seal; Amendment of Acts, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by or on behalf of the Commercial Union Assurance Company Limited (in this Notice called "the Company"), for leave to bring in a Bill for effecting the purposes or some of the purposes hereinafter mentioned (that is to say):—

To remove doubts as to the power of the Directors of the Company to invest moneys or

securities belonging to the Life Fund of the Company, either in the name of the Company or in the names of Trustees, and as to the power of the Trustees of the said Life Fund to transfer to the Company all or any moneys or securities now held by or vested in those Trustees, and to indemnify those Trustees in respect of any such transfer which may have been or may hereafter be made by them, or to confer directly by the Bill upon the Directors and the Life Trustees respectively such powers as aforesaid, or any similar powers, or other powers in relation to the Life Fund of the Company and the moneys and securities belonging to that fund.

To provide, if thought expedient, for the transfer of all or any moneys now belonging or hereafter to belong to the Life Fund of the Company to a special trust account for the exclusive security of the holders of Life Policies and Annuities of the Company, and to exempt such moneys and any securities or property in which such moneys are or may be invested from liability for any debts, obligations, or liabilities of the Company in connection with any business other than their Life Assurance business.

To declare that receipts under the Common Seal of the Company shall be a good and sufficient discharge for moneys paid or payable to the Trustees of their Life Fund.

To vary and amend, and so far as may be necessary or thought expedient to repeal the provisions or some of the provisions of the Commercial Union Assurance Company Limited Acts, 1886 and 1890, and of the Deed of Settlement and original and amended Articles of Association of the Company, or some of them.

To vary or extinguish any rights or privileges which are inconsistent or would interfere with the objects or provisions of the Bill, and to confer other rights and privileges.

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

Dated this 17th day of November 1899.

HOLLAMS, SONS, COWARD, & HAWKSLEY,  
30 Mincing Lane, E.C.,  
Solicitors for the Bill.

REES & FRERE,  
5 Victoria Street, Westminster,  
Parliamentary Agents.

Board of Trade—Session 1900.]

**BRIDGE OF ALLAN AND DUNBLANE  
ELECTRIC LIGHTING.**

(Application to the Board of Trade under the Electric Lighting Acts, 1882 to 1890, for a Provisional Order to Authorise the Urban Electric Supply Company (Limited) to Supply Electricity for Public and Private Purposes within the Burghs of Bridge of Allan and Dunblane; Power to Construct Works, to Acquire Lands, to make Charges, to make Arrangements with Local Authorities to Open

Streets and Lay Electric Lines, and other Purposes.)

NOTICE is hereby given, That application is intended to be made to the Board of Trade on or before the 21st day of December next by the Urban Electric Supply Company (Limited), whose registered office and address are at Broad Sanctuary Chambers, in the City of Westminster (who are hereinafter called "the Undertakers"), for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts of 1882, 1888, and 1890, for all or some of the following purposes, that is to say:—

1. To authorise the Undertakers for such period as may be prescribed to produce, store, sell, and supply electricity for all public and private purposes, and to supply electrical energy and power as defined by the said Acts, or either of them, within the Burghs of Bridge of Allan and Dunblane (hereinafter called "the area of supply"). It is proposed that the electric lines and works shall be laid down within two years after the commencement of the Order in the following roads and streets, that is to say:—In Bridge of Allan—Henderson Street, Fountain Road, Westerton Drive, Melville Place, Keir Street, Kenilworth Road, Chalton Road, Abercromby Drive. In Dunblane—High Street, Station Road, Springfield Terrace, Doune Road, Cathedral Square, Perth Road.

The Undertakers propose to take powers to break up the following streets or roads within the area of supply which are not repairable by the local authority:—

In Dunblane—Keir Street, Cadder Crescent, Well Place, Dykedale Road from Newton to the boundary of the Burgh.

2. To authorise the Undertakers to purchase, hold, or acquire or take on lease any lands or easements in lands for the purposes of the said Order, and with power to sell or dispose of the same.

3. To authorise the Undertakers to construct, provide, lay down, renew, alter, and maintain on land belonging to or leased by the Undertakers within the area of supply such central and other stations, buildings, and works for the generation, storage, supply, and distribution of electricity as may from time to time be necessary for supplying electricity within the said area, or for other the purposes of the Order, together with the engines, machinery, and other apparatus necessary or convenient for the purposes aforesaid, and to lay down, place, maintain, alter or renew electric lines, wires, conductors, mains, pipes, and other apparatus and works for the supply and distribution of electricity in, through, under, over, along, or across all streets, bridges, highways, lanes, roads, thoroughfares, railways, tramways, waterways, public passages, and places within the said area of supply.

4. To authorise the Undertakers to open and break up for the purposes of the said Order the soil and pavement of the several streets and thoroughfares within the area of supply, and to take up, relay, divert, and alter sewers, drains, mains, and all pipes and works therein within the said area of supply, and to do all such other works and acts as may be necessary to carry into effect the objects of the Order.

5. To authorise the Undertakers to acquire and hold patent rights and licences in relation to the manufacture and distribution of electricity, and to manufacture, purchase, hire, sell, and supply meters, lamps, appliances, machinery, and apparatus in relation thereto.

6. To authorise the Undertakers and any local or other public authority, Company, or person to make and carry into effect agreements for the production and distribution of electricity, and for the performing of all acts incidental to public and private lighting.

7. To empower the Undertakers to make charges and levy rates and recover rents and charges for the supply of electricity, and for the use of any machines or apparatus in connection therewith, and to define and limit the prices to be charged for such supply.

8. To confer upon the Undertakers and incorporate in the Order, all or any of the powers of the Electric Lighting Acts, 1882 and 1888, and enactments incorporated therewith, to incorporate in the Order all or some of the provisions contained in the Schedule to the Electric Lighting (Clauses) Act, 1899, and such other powers, rights, and privileges as may be necessary or expedient for carrying out the purposes of the Order, and to vary or extinguish any rights and privileges which may be inconsistent therewith.

And notice is hereby further given, that a map showing the boundaries of the proposed area of supply, and a copy of this advertisement as published in the "Edinburgh Gazette," will be deposited on or before the 30th day of November next, for public inspection at the office of the Clerk of the Sheriff for the County of Perth, at his offices in the said County, and at the office of the Clerk of the Sheriff for the County of Stirling, at his offices in the said County, and at the office of the Clerk to the Dunblane Police Commission, and at the office of the Clerk to the Bridge of Allan Police Commission.

On and after the 21st day of December next, printed copies of the draft Order as applied for may be obtained (at the price of one shilling for each copy) at the office of Mr. Erskine, Bookseller, Bridge of Allan; and at Mr. Cameron's office, 11 Springfield Terrace, Dunblane; and also at the offices of the undermentioned Agents, and if and when the Order shall have been made by the Board of Trade, printed copies thereof may be obtained at the same offices on payment of the same price.

And notice is hereby further given, that every local or public authority, Company, or person desirous of making any representation to the Board of Trade, or bringing before them any objection respecting this application, may do so by letter, addressed to the Board of Trade, and marked on the outside of the cover enclosing it "Electric Lighting Acts," on or before the 15th day of January, 1900, and a copy of such objection must at the same time be sent to the undersigned Agents.

Dated this 16th day of November, 1899.

CLARKSON, GREENWELLS & CO.,

36 Lime Street, London, E.C.,  
Agents for the Order.

In Parliament—Session 1900.]

G. H. HAMMOND COMPANY LIMITED.

(Rearrangement of Capital; Conversion of Shares; Redemption of Debentures and other Capital Charges and Provisions relating thereto; New Capital and Application of Funds; Amendment of Memorandum and Articles of Association.)

NOTICE is hereby given that the G. H. Hammond Company Limited (in this Notice referred to as "the Company") intend to apply to Parliament in the ensuing Session for an Act for all or some of the following purposes (that is to say):—

1. To rearrange the capital of the Company, and to reduce or to provide for the reduction thereof, and to convert or to provide for the conversion of the existing Preference and Ordinary Shares in such capital into stock or shares of one and the same class and of such nominal amount, and with and subject to such rights, privileges and incidents as may be prescribed or authorised by the intended Act, and to provide for the surrender and cancellation of such existing shares and the certificates for the same, and for the issue and payment to and acceptance by the holders thereof respectively of such nominal amount of new stock or shares and such sums in cash, or of one or other of them as may be prescribed or authorised as aforesaid.

2. To make provision with reference to the payment off or redemption and extinguishment of the existing Mortgage Debentures, Certificates of Indebtedness and Income Stock of the Company by the issue and payment to the holders thereof respectively of such sums of money and such amounts of new stock or shares or of one or other of them or such other consideration as may be agreed upon by such holders or such majority or proportion of them as may be determined by the intended Act, or as may be prescribed or authorised by the said Act or ascertained, fixed or determined under the provisions thereof, and to empower and require the said holders respectively (including Trustees and others under disability) to accept such sum or sums or other consideration in full discharge of all claims upon or against the Company either for principal or interest in respect of such Debentures, Certificates and Stock respectively or any of them.

3. To empower the Company to create and issue new shares or stock and to raise new capital for carrying into effect the objects and purposes of the intended Act, and to apply to those purposes any capital funds or assets belonging to them or under their control, and to confer upon the Company such further powers and to make such other provisions as may be necessary or expedient for giving effect to the objects and purposes aforesaid.

4. To vary and extinguish all existing rights and privileges which would or might interfere with the attainment of any of such objects and purposes, and to confer other rights and privileges, and to alter, amend, extend, repeal, cancel, or annul so far as may be necessary or expedient

the Memorandum and Articles of Association of the Company.

5. Printed copies of the intended Act will be deposited in the Private Bill office of the House of Commons on or before the 21st day of December 1899.

Dated this 20th day of November 1899.

ASHURST, MORRIS, CRISP, & CO.,  
17 Throgmorton Avenue, London, E.C.,  
Solicitors.

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

In Parliament—Session 1900.]

### FALKIRK CORPORATION GAS AND BURGH EXTENSION.

(Power to Magistrates and Council of the Burgh of Falkirk, as Commissioners of the Burgh, to Construct New Gas Works for the Manufacture, Storage, and Supply of Gas, and for the Manufacture, &c., of Residual Products; to Supply Gas from such New Works to the Burgh of Falkirk and Places and Parishes adjacent; to Acquire Lands; Extension and Definition of Limits of Supply of Gas; Rates, Rents, and Charges; Alteration of Rates, Rents, and Charges; Extension and Application of the Gas Contingent Guarantee Rate; Power to Sell Existing Gas Works and Lands Acquired for Gas Works Purposes; Borrowing Powers for Gas Works Purposes; Application of Money; Incorporation and Amendment of Acts; Extension of the Burgh and Police Boundaries of Falkirk; Re-arrangement of Wards of the Burgh and of the Extended Burgh; Addition of Extended Areas to Existing Wards; Application of Existing Acts and Enactments to the Extended Burgh; Amendment and Repeal of Acts; Borrowing Powers; Rates and Assessments over Extended Burgh; Application of Funds; Bye-Laws; and other Purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Magistrates and Council of the Burgh of Falkirk, in the County of Stirling, as representing the community of that burgh, and as Commissioners thereof under the Burgh Police (Scotland) Act, 1892 (hereinafter

referred to as "the Corporation"), for leave to bring in a Bill (hereinafter referred to as "the Bill") for the following, or some one, or more, of the following among other objects, powers, and purposes, that is to say:—

1. To authorise and empower the Corporation to erect, construct, and maintain and use new gas works and works for the manufacture of gas and residual products, and for the conversion and utilisation of residual products on the several lands hereinafter described, or on some of these lands, or on some part or parts thereof respectively, and on those lands, or part or parts thereof, to manufacture and store, and to supply and distribute, gas, and to manufacture and convert and utilise the residual products arising from the manufacture of gas, and to do all other matters and things incidental thereto.

2. To authorise the Corporation, for the fore-said purposes, or some of them, to purchase and acquire compulsorily or by agreement the lands hereinafter described, that is to say:—

- (1) That area of ground at Forganhall, situate partly within and partly outside of the burgh of Falkirk, all in the parish of Falkirk and county of Stirling, and forming part of the fields or enclosures numbered 2202, 2238, 2270, 2271, and 2272 on the Revised Ordnance Survey Map of said parish, and extending to 14½ acres or thereabouts, bounded on the east by the property of the Abbots Foundry Company, on the west by land belonging to Fred. Braby and Co. (Ltd.), on the north by land belonging to Carron Company, and on the south by land belonging to the Abbots Foundry Company.
- (2) That field or enclosure on the southern side of the Forth and Clyde Canal situate in the burgh of Falkirk, parish of Falkirk, and county of Stirling, numbered 2196 on the Revised Ordnance Survey Map of said parish, and extending to 13½ acres or thereabouts, bounded on the east by land belonging to William Forbes of Callendar, on the west by land belonging to James Sceales and John M'Laren Sceales, on the north by the Forth and Clyde Canal, and on the south by land belonging to James Sceales and John M'Laren Sceales.

And upon those lands, or upon any part, or parts, or portions thereof, to construct, maintain, alter, enlarge, improve, and renew or discontinue gas works or new and additional gas works, and works for the conversion, manufacture, utilisation, and distribution of materials used in and about the manufacture of gas and residual and manufactured products, matters, and things, and to manufacture, produce, store, and supply and sell gas, and manufacture, store, convert, utilise, buy, and sell, and dispose of coke, coal, patent fuel, coal tar, pitch, ammoniacal liquor, oil, and all other residuals, and to manufacture products, matters, and things.

3. To empower the Corporation to purchase by agreement, or to take on lease, for the general purposes connected with the supply of gas, or the residual products, or the storage of gas, and for the purposes of their gas undertaking, such other lands as may be required, or to appropriate any lands for the time being vested in or belonging to them for those purposes, and to

sell and lease, or otherwise dispose of, any lands for the time being acquired by or belonging to the Corporation, and not required for the purposes of their gas undertaking.

4. To authorise and empower the Corporation at any time, and from time to time, to sell and dispose of either by public sale or private bargain all or any part of the existing gas works or property of the Corporation, so far as these may not be required for the purposes of the gas undertaking, and also, by public sale or private bargain, to sell and dispose of the lands and others acquired by the Corporation for gas purposes under the powers and provisions of the Falkirk Corporation Gas Act, 1894 (hereinafter referred to as the Act of 1894), and to effect, conclude, and complete the sale of the said works and the said lands aforesaid in such way and manner, and for such price or prices and consideration as the Corporation in their discretion may think reasonable, and to apply the price or prices received on the sale of such works, lands, and property for the purposes of the gas undertaking under the powers of the Bill, as the Bill may define, specify, and prescribe.

5. To extend and define the limits within which the Corporation shall be authorised to supply gas, and to empower the Corporation from the existing gas works and from the new gas works to be authorised by the Bill, or from either of them, to supply gas for lighting, domestic, trading, heating, public, and other purposes within the limits defined and described in the Act of 1894, and to include within such limits the burgh of Falkirk as the same may be extended in the ensuing Session of Parliament, or extended at any future time, either by Parliament or by the Sheriff.

6. To authorise the Corporation to maintain, alter, or renew, or discontinue, or remove the existing works, mains, and pipes of the Corporation, or any part or parts of the same, and within the limits of supply to make and lay down such new and additional and enlarged mains, and any extension of mains and pipes and works, as in the opinion of the Corporation may be necessary for the purpose of distributing and supplying gas, and to open and break up or interfere with railways, streets, roads, bridges, highways, footways, sewers, drains, pipes, electric, telegraphic, and telephonic apparatus, rivers, canals, bridges, passages, or other places within the limits of supply, or within any part of the same.

7. To authorise the Corporation to supply gas in bulk to any Local Authority from the new works proposed to be authorised by the Bill.

8. To make applicable to the purposes of the Bill, and to the new gas works and gas supply of the Corporation proposed to be authorised by the Bill, all the powers and provisions of the Act of 1894, with such amendments and variations as the Bill may prescribe, and to provide that the Act of 1894 and the Bill may be read and construed together as one Act.

9. To alter and enlarge the present borrowing powers of the Corporation for the purposes of their gas undertaking, and to enable them to apply to any of the gas works purposes to be authorised by the Bill for the purchase of lands and for the construction of works, mains, and pipes, any moneys they are already authorised

to borrow, or which they may have in hand, and also for all or any of those purposes to borrow and re-borrow further money on mortgage, bond, debenture, debenture stock, and annuities, or by cash credit, or on deposit or otherwise, or by any of those methods, on the security of the whole or any part of the gas undertaking and rents and revenues arising therefrom, or arising under the Bill, and also on the security of all or any other rates, revenues, and assessments levied or leviable within the burgh of Falkirk, according to the boundaries of the said burgh as the same may be extended in the ensuing Session of Parliament, or at any time hereafter, and on all or any of the estates, rents, revenues, and property of the Corporation, and on the contingent guarantee rate provided by the Act of 1894, as extended and amended by the Bill, all as the Bill may provide, and which the Corporation may impose and levy as security for all or any part of the moneys to be borrowed for the gas purposes aforesaid, and to provide a sinking fund or other fund for the re-payment of borrowed money and for other purposes, and also to provide contingent, reserve, depreciation, and renewal or other funds for any of the gas works purposes of the Bill, and also to apply and appropriate any moneys which the Corporation may receive on the sale of the existing gas works, or any part of the same, or on the sale of the lands and others aforesaid for the purposes of the Bill.

10. To authorise the Corporation to levy and recover rates, rents, and charges for the supply of gas and residual products, and for the supply, hire, or use of meters, fittings, engines, and any other articles and things supplied, and for work done by the Corporation, and to make provision for the disposal, application, and appropriation of any surplus revenues of the gas undertaking, and to alter gas rates, rents, and charges, to confer, vary, extinguish exemptions from the payment of rates, rents, and charges.

11. To vary and extinguish all or any rights and privileges which would interfere with the purposes of the Bill, and to confer other rights and privileges, and generally to confer all such further powers that may be deemed necessary or expedient for effecting the purposes aforesaid, or any of them.

12. To incorporate with the Bill for the gas works purposes thereof the powers and provisions of the Gas Works Clauses Act, 1847, and the Gas Works Clauses Act, 1871, as the same may be varied by the Bill, and also to incorporate all or some of the provisions of the Lands Clauses Acts; the Commissioners Clauses Act, 1847; the Burgh Gas Supply (Scotland) Act, 1876; Burgh Police (Scotland) Act, 1892; the Falkirk Drainage Act, 1886; the Falkirk and District Water Act, 1888; the Falkirk Corporation Act, 1890; the Falkirk Corporation Gas Act, 1894; the Falkirk and District Water (Additional Supply) Act, 1896; and any other Act or Acts, all relative to or in force for the time within the burgh of Falkirk; the Local Government (Scotland) Acts, so far as may be necessary or expedient, to alter, amend, repeal, or extend all or some of the provisions of those Acts, or any of them.

And Notice is hereby further given, that on or before the 30th day of November instant a plan and a duplicate thereof of the lands to be taken compulsorily under the powers of the Bill for

the gas works purposes thereof, together with a book of reference to such plan containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of such lands, and a copy of this notice as published in the *Edinburgh Gazette*, will be deposited for public inspection with the Principal Sheriff-Clerk of the county of Stirling at his offices at Stirling and Falkirk respectively, and that on or before the said 30th day of November, a copy of the said plan and book of reference, together with a copy of the said notice, will be deposited for public inspection with the Clerk of the Parish Council of the parish of Falkirk at his office, and with the Town Clerk of the burgh of Falkirk at his office in Falkirk.

#### BURGH EXTENSION.

13. To extend for municipal, police, maintenance of roads, sewers, public health, sanitary, and all other purposes (but not including the election of members to serve in Parliament), the boundaries of the burgh of Falkirk in the county of Stirling, as defined in the Falkirk Corporation Act, 1890, and to include and incorporate therein the lands and heritages hereinafter described, or some part or parts thereof, as part of the burgh of Falkirk, and to separate for the purposes of the Bill and for such extension those lands and heritages from the county of Stirling, and from the jurisdiction, management, and administration of the Local Authority or Local Authorities thereof, Road Trustees, County Road Board, County Council of the County, or any Committee of the County Council or District Committee thereof, or Commissioners of Supply, and to exempt the said districts proposed to be annexed from payment of county, highway, sanitary, district, local, public health, and other tolls, rates, cess, and assessments, or some or one of them, now leviable or which may be levied under any existing Act within the said districts, that is to say, to include and incorporate the lands and heritages lying within the districts or areas bounded respectively as follows, namely:—

(1) The area within the parish of Falkirk and county of Stirling bounded as follows:— Commencing at the point in the boundary between the parishes of Falkirk and Larbert where said boundary is crossed by the eastern fence of the Carron Branch Railway, thence running southward along the line of said fence to the road leading to Mungal Cottage, thence south-eastward along the centre of said road to the boundary of the burgh of Falkirk, thence eastward along said burgh boundary to the road leading to Dalderse Mill Farm, thence northward along the eastern side of said road to the southern fence of the field numbered 2246 on the Revised Ordnance Survey Map of the parish, thence eastward along said fence to the boundary between the parishes of Falkirk and Bothkennar, thence northward along said boundary to the centre of the River Carron, thence westward along the centre of said River Carron to the boundary between the parishes of Bothkennar and Larbert, and thence westward along the boundary between the parishes of Falkirk and Larbert to the point of commencement first described.

(2) The area within the parish of Falkirk and county of Stirling bounded as follows:— Commencing at a point in the western boundary of the burgh of Falkirk in line with the northern end of the gate lodge at the entrance to Merchiston Hall, thence running north-westward to the south-east corner of the field numbered 1963 on the Revised Ordnance Survey Map of the parish, thence westward along the southern side of said field and the south-eastern side of field numbered 1961 on said map to Cemetery Road on the south-east side of Falkirk Cemetery, thence in a south-westerly direction along the north-western side of said road to the fence forming the southern boundary of the Stirlingshire Midland Junction Railway, thence westward along said fence to the north-eastern side of the highway from Stirling to Falkirk, thence north-westward along the north-eastern side of said highway to the line of the fence separating field numbered 1862 from fields numbered 1863 and 1864 on map before referred to, thence in a south-westerly direction along the line of said fence and the prolongation thereof to the south side of the Stirlingshire Midland Junction Railway, thence westward and south-westward along the southern fence of said railway and the south-eastern fence of the Carmuir Loop Line of the Caledonian Railway to a point 50 yards southward from the centre of the highway between Falkirk and Kilsyth, thence eastward in a straight line to the north-west corner of the field numbered 1763 on the map before referred to, thence southward along the western side of said field to the south-west corner thereof, thence in a straight line to the western side of the road numbered 1765 on said map, thence along the line of the western side of said road to the southern side of the road numbered 1715 on said map, thence eastward along the southern side of said road and southward along the western side of the road numbered 1736 on said map to the fence forming the northern boundary of the North British Railway, thence eastward in a straight line to the western end of the viaduct carrying said railway over the Union Canal, thence along the northern face of said viaduct to the eastern end thereof, thence in a straight line to the northern boundary fence of said railway at the south-western corner of the field numbered 1075 on the map before referred to, thence eastward along the line of the said boundary fence to the south-western corner of the burgh of Falkirk, and thence northward along the western boundary of said burgh to the point of commencement first described.

(3) The area within the parish of Falkirk and county of Stirling bounded as follows:— Commencing at a point in the boundary of the burgh of Falkirk in the centre of the road leading to South Bantaskine in line with the fence on the northern side of the North British Railway, thence running eastward along said fence and northward and eastward along the lines of

the fences forming the boundary of the North British Railway Company's timber yard at Falkirk High Station to the fence forming the south-east side of the High Station Road, thence north-eastward along said fence to the boundary of the burgh of Falkirk, and thence westward along said burgh boundary to the point of commencement first described.

Which said lands and heritages before described and the roads and footpaths therein are herein-after referred to as the "districts annexed," and the boundaries of the said burgh as presently existing and as proposed to be extended as aforesaid are shown on a map and duplicate thereof, to be deposited on or before the 30th day of November instant with the Town Clerk of the burgh of Falkirk at his office in Falkirk.

14. For the purposes of the said extension power will be taken to alter, extend, or amend the provisions of all or some of the local Acts relating to the burgh of Falkirk, and to make the same applicable within the extended boundaries as they are applicable to the existing burgh, with such amendments and enlargements of the provisions of any such local Acts as may be made, and any Act to be passed in the ensuing Session of Parliament, or as may be prescribed in the Bill, and also to repeal or alter or amend the provisions of the Local Government (Scotland) Acts.

15. To extend to the lands and heritages so to be added to the burgh and to the inhabitants thereof, with such alterations and amendments as may be expedient, all or some of the powers and provisions of all local and public Acts so far as applicable to the burgh of Falkirk, and generally to extend and apply thereto the jurisdiction and powers of the Corporation, the Magistrates of Falkirk, and the Burgh and Dean of Guild Courts, and of the several officers of the same.

16. To transfer to and vest in the Corporation the rights and interests, powers, jurisdiction, and authority of every description of the existing Local Authorities, Road Authorities, County Road Board, County Council, or any Committee of the County Council within the districts annexed or areas, to provide for any obligations incurred by them or any of them, and to make such arrangement therefor as may be expedient.

17. To apply to the districts annexed and the inhabitants thereof the same municipal franchises, and such rights, privileges, immunities, duties, and obligations as are enjoyed, possessed by, or incumbent on the inhabitants of the existing burgh, and to make further and other provisions with reference thereto.

18. To alter, re-arrange, re-constitute, and enlarge, so far as necessary for the purposes of the Bill, the number and description of the wards of the burgh or of some of them, and to increase the number of wards, or to provide for the formation of the districts annexed into new wards, or to re-arrange or alter the several existing wards of the burgh immediately adjoining the districts annexed, or to add the districts annexed or any part or parts thereof to any one or more of the existing wards of the burgh or to any other wards in any part of the district annexed, and to provide for fixing and for the arrangement of the limits of any such new altered, re-arranged, or extended wards, or to create the districts annexed into one or more

new and additional wards, and to make all other provisions as the Bill may prescribe in regard to the existing and new, enlarged, or reconstructed wards and the return of Councillors therefrom, and to make provisions with regard to the first election of Councillors to represent the various wards of the extended burgh and the number thereof, to make provisions with regard to the number of Councillors, and to reduce or increase and fix the number to be elected for the re-arranged wards or for each new altered, extended, or existing wards of the burgh, to make provisions for the number of Magistrates, to provide for the re-division of the extended burgh into wards at such period and in such method as the Bill may prescribe, and to authorise all such proceedings to be taken for these purposes or any of them as may be necessary or expedient, and to make provision for registration of births, marriages, and deaths in the districts annexed, and to repeal, alter, vary, or amend, in whole or in part, all public, general, local, and personal Acts of Parliament which would in any way interfere with or prevent the carrying out of the purposes aforesaid.

19. To extend to and over the districts annexed, and to make applicable thereto and to the extended burgh, and in the same manner and to the same extent and effect as they are applicable to the existing burgh, with such alterations and amendments as may be thought expedient, or as may be provided by the Bill or by any Act which may be passed in the next or in any future session of Parliament, all or some of the public, local, and personal Acts following and the several powers, authorities, obligations, and provisions thereof, and to alter and amend or repeal the same in whole or in part, that is to say:—the Burgh Police (Scotland) Act, 1892, and any Acts amending or extending the same; the Falkirk Drainage Act, 1886; the Falkirk and District Water Act, 1888; the Falkirk and District Water (Additional Supply) Act, 1896; and any other Act relating to such water supply that may be passed in the ensuing session of Parliament; the Falkirk Corporation Act, 1890; the Falkirk Corporation Gas Act, 1894; and any other Act or Acts of and relating to or in force within the burgh of Falkirk as presently existing.

20. To apply the existing powers of the Corporation as the same may be amended or extended to all public sewers and drains within the districts annexed, including the vesting of sewers in the Corporation so as to form part of the drainage district or districts of the burgh and as may be necessary for the effectual drainage of the same.

21. To authorise the making up of the valuation roll or rolls of the extended burgh, under the Act 17 and 18 Vic. cap. 91, and the Acts amending the same, and to authorise and empower the making of a supplementary assessment at any time and from time to time within the extended burgh, and also to make up if and when required or necessary or expedient supplementary valuation and assessment rolls and lists and rolls of persons entitled to vote in the election of Town Councillors under the Municipal Election Acts in force for the time, and such other provisions will be made as to such lists and rolls as shall be necessary for the effectual carrying out of the Bill in regard to the exercise by the



inhabitants of the districts annexed of their rights of voting and other rights under the same, and to amend the said Act.

22. To vest in the Corporation, and to manage, maintain, and repair out of the rates, assessments, and charges, or some of them, to be levied within the extended burgh, the roads, streets, foot-pavements, and footpaths within the districts annexed, and to separate such roads, streets, foot-pavements, and footpaths from the Road Authority of the County of Stirling and from the County Council thereof or any District Committee of such County Council or the Authority now charged with the management, maintenance, and repair of the same, and to relieve such Road Authorities, County Councils, County Road Board, or District Committee of any County Council from the future management, maintenance, and repair thereof, and to alter any existing agreements and to make and confirm any agreements between the Corporation and any such authority as aforesaid with reference to the management, maintenance, and repair of such roads, streets, foot-pavements, and footpaths, and to any matter incidental thereto.

23. To confer on the Corporation the same powers, or some of them, of borrowing money and of levying within the extended burgh the whole rates, assessments, and charges which they are presently in any capacity whatever empowered to make within the existing burgh, and all other rates and assessments which they are at present or may at any time hereafter be authorised or required to levy within the burgh under any Act now in force or which may be in force for the time, including the gas contingent guarantee rate authorised and required to be imposed under the provisions of the Falkirk Corporation Gas Act, 1894, and the water rates, rents and charges leviable within the burgh under the existing Water Works Acts, namely, The Falkirk and District Water Act, 1888, and the Falkirk and District Water (Additional Supply) Act, 1896, and under any Act which may be passed in the ensuing session relating to water applicable or in part applicable to the burgh of Falkirk, and under all or some of the local Acts applicable within the existing burgh in force for the time.

24. To apply all or some of the provisions of the Acts relating to public-houses and other licensed premises and certificates for licences thereof to the districts annexed in the same way as such Acts and any other Acts at present apply to and within the existing burgh, and to amend the provisions of such Acts.

25. To amend, apply, or extend to the extended burgh in the same way as they are now applicable to the existing burgh, all public general Acts of Parliament as may be requisite or necessary for the carrying out the objects of the Bill.

26. To authorise the Corporation to enter into contracts and agreements with any person or company, or local or road authority, or with any owners, lessees, or occupiers of any lands, buildings, works, and manufactories in relation to the objects and purposes, or any of them, of the Bill, and to confirm any agreements already made, or which may be made, in relation to such objects and purposes.

27. To amend, alter, or repeal, and so far as necessary for any of the purposes aforesaid, to incorporate with or without amendments the pro-

visions, or some of the provisions, of the Lands Clauses Acts, the Roads and Bridges (Scotland) Act, 1878, the Local Government (Scotland) Acts, the Burgh Police (Scotland) Act, 1892, and the Public Health (Scotland) Act, 1897, and any Acts amending these Acts, or any of them.

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 16th day of November, 1899.

A. BALFOUR GRAY,  
Town Clerk, Falkirk,  
Solicitor for the Bill.

A. & W. BEVERIDGE,  
18 Abingdon Street, Westminster,  
Parliamentary Agents.

In Parliament—Session 1900.

#### NEW RUSSIA COMPANY.

(Increase of Capital; Conversion of Ordinary Shares or Stock into Preferred and Deferred Ordinary Shares or Stock; Allotment and Ranking of Shares or Stock; Qualification of Directors; other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session by the New Russia Company, Limited (hereinafter called "the Company"), for an Act (hereinafter called "the intended Act") for all or some of the following among other purposes:—

1. To increase or alter and to define the capital of the Company, and if thought fit to empower the Company to further increase its capital from time to time to such amount as may be prescribed by the intended Act.

2. To make provision for the creation and issue of new ordinary shares or stock, and the allotment thereof to the holders of the existing shares or stock of the Company, the ranking for dividend and other purposes of the existing with the new shares or stock of the Company, the rights of voting at meetings of the Company in respect of shares or stock of the Company, the qualification of the directors of the Company, and the registration or recording of the intended Act.

3. To authorise and provide for the conversion of the ordinary shares or stock of the Company into preferred and deferred ordinary shares or stock to the amounts and in manner prescribed by the intended Act, subject to such provisions and incidents as may be prescribed by the intended Act.

4. To provide for the surrender and cancellation of ordinary shares or stock to be converted as aforesaid, and of the certificates of such shares or stock, and for the issue to and acceptance by the holders thereof of new ordinary, preferred, and deferred shares or stock, and of certificates for such new ordinary, preferred, or deferred shares or stock.

5. To make provision with respect to the dividend to be payable upon converted ordinary, preferred, and deferred shares or stock, the rights of voting at meetings of the Company in respect thereof by the holders of such shares or

stock, and to make all other provisions and regulations in relation to such matters that may be deemed necessary or desirable for the purposes aforesaid, or any of them.

6. To alter, amend, or repeal so far as may be necessary for the purposes of the intended Act, all or some of the provisions of the New Russia Company Act, 1895, as also all or some of the provisions contained in the Memorandum and Articles of Association of the Company and the regulations applying to and affecting the Company, and to vary or extinguish all rights and privileges which would impede or interfere with the objects of the intended Act, and to confer other rights and privileges.

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

Dated this 15th day of November, 1899.

NORTON, ROSE, NORTON & CO.,  
10 Victoria Street, Westminster, S.W.,  
and 57½ Old Broad Street, E.C.,  
Solicitors for the Bill.

JOHN KENNEDY,  
25 Abingdon Street, Westminster, S.W.,  
Parliamentary Agent.

In Parliament—Session 1900.]

### MOTHERWELL AND BELLSHILL RAILWAY.

(Incorporation of Company; Construction of Railways in Lanarkshire; Compulsory Purchase of Lands, Houses, and other Property, and Interference with Public Roads, &c.; Special Powers to Limited Owners; Alteration or Repeal of certain Provisions of Lands Clauses and Railways Clauses Consolidation Acts; Tolls; Payment of Interest out of Capital during Construction; Running Powers over other Railways; Working and Traffic Agreements with other Companies; Traffic Facilities; Powers to other Companies to Subscribe to the Undertaking; Incorporation and Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill (hereinafter called "The Bill") to incorporate a Company (hereinafter called "The Company"), and to authorise the Company to make and maintain the Railways hereinafter described, or some or one of them, or some part or parts thereof respectively, with all necessary and convenient stations, sidings, junctions, approaches, bridges, roads, and other works and conveniences connected therewith (all hereinafter called "The Intended Railways"), that is to say:—

1. A Railway (No. 1), commencing by a junction with the Bothwell and Whifflet Branch of the North British Railway at a point thereon 946 yards or thereabouts, measuring in an easterly direction along that Branch from the centre of the span of the bridge carrying the said Branch over

the main line from Glasgow to Carlisle via Uddingston of the Caledonian Railway, and terminating at a point in the field, No. 279 on the 25-inch Ordnance Map of that Parish (1898 edition), 130 yards or thereabouts southward from Coursington Road, and 235 yards or thereabouts, measuring in a south-westerly direction from the southmost corner of Coursington farm steading; which Railway (No. 1) will be situate in or will pass from, in, through, or into the Parishes of Bothwell and Dalziel, in the County of Lanark and the Burgh of Motherwell, or some of them.

2. A Railway (No. 2), commencing by a junction with the Shettleston and Hamilton Branch of the North British Railway at a point thereon at or near the bridge carrying the public road from Uddingston to Bellshill over the said Shettleston and Hamilton Branch, and terminating by a junction with the Bothwell and Whifflet Branch of the North British Railway at a point thereon 84 yards or thereabouts, measuring in a westerly direction along the said Bothwell and Whifflet Branch from the centre of the bridge carrying that Branch over the public road from Bothwell to Fallside Station; which Railway (No. 2) will be wholly situate in the Parish of Bothwell in the County of Lanark.

3. A Railway (No. 3), commencing by a junction with the Bothwell and Whifflet Branch of the North British Railway at a point thereon 40 yards or thereabouts south-westward from the centre of the bridge carrying the Uddingston and Holytown Branch of the Caledonian Railway over the said Bothwell and Whifflet Branch, and terminating by a junction with the intended Railway No. 1 in the field, No. 792 on the 25-inch Ordnance Map of that Parish (1898 edition), 47 yards or thereabouts north-westward from the turnpike road from Bothwell to Bellshill, and 36 yards or thereabouts south-westward from the fence forming the north-eastern boundary of that field; which Railway (No. 3) will be wholly situate in the Parish of Bothwell, in the County of Lanark.

And it is intended by the Bill to take and to confer upon the Company the powers and to effect the purposes hereinafter mentioned, or some of them, that is to say:—

To deviate laterally and vertically from the lines and levels of the intended Railways, as shown on the plans and sections hereinafter mentioned, to the extent shown thereon, or as may be prescribed by the Bill.

To cross, alter, raise, lower, stop up, remove, divert, appropriate, use, or otherwise interfere with, either temporarily or permanently, so far as may be necessary or expedient for the purposes of the intended Railways, all public and other roads and highways, streets, lanes, squares, courts, footways, paths, rivers, streams, canals, railways, tramways, sidings, wharves, passages, sewers, drains, telegraphic, electric, or telephonic apparatus, mains, pipes, and works of every description, within the parishes aforesaid, or either of them; and 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 the portions of which the same are respectively substituted under the said powers, and shall be maintained by the respective authorities or persons liable to maintain the said existing roads, or such other authorities or persons as shall be specified in the Bill, and that the

abandoned portions of road shall be vested in the Company.

To appropriate and use without price or consideration the subsoil and under-surface, and to alter the lines and levels of any streets, roads, courts, squares, lanes, passages, or places under or along which the intended Railways will be made, or contiguous or near thereto, within the Parishes aforesaid, and any sewers, drains, water and gas pipes, mains, or other works in or under the same, so far as may be necessary for the purposes of the intended Railways.

To underpin, or otherwise secure or strengthen, any houses or other buildings which may be rendered insecure or be affected by the intended Railways and which may not be required wholly or partially for the purposes thereof.

To purchase by compulsion or agreement, or to lease, feu, or otherwise acquire for the purposes of the Bill, lands, houses, and other property in all or some of the several parishes aforesaid, and also rights of easement and servitude and other rights in, under, through, or over lands, houses, and other property without being required to purchase such last-mentioned lands, houses, and other property, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and other property to be purchased or taken as aforesaid.

To sell and convey, feu, lease, or otherwise dispose of any lands, houses, and other property purchased or acquired under the powers of the Bill which may not be required for the intended Railways.

To repeal or alter certain of the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, relating to the limits of lateral and vertical deviation, gradients, radii of curves, and other matters pertaining to the construction of the Railways, or any of them, the temporary or permanent use of lands, crossing or alteration of roads, or other interference therewith, and works for the accommodation and protection of lands adjoining the Railways, or any of them, also certain of the provisions of "The Lands Clauses Consolidation (Scotland) Act, 1845," relating to the purchase of lands, houses, buildings, manufactories, or other premises, the settlement of questions of disputed compensation, and the sale of superfluous lands, and to empower the Company to purchase and take the whole or part only (as the Company may think fit) of any house or other building or manufactory, any part of which may be required for the purposes of the Bill.

To authorise any trustees, corporations, heirs of entail, liferenters, or other persons holding any partial, limited, or qualified estate or interest in any lands, houses, or other property benefited by the intended Railways, or any lands required for the construction thereof, to grant and convey such last-mentioned lands, houses, or other property to the Company either free of cost or in consideration of shares in the capital of the Company, or for such considerations, pecuniary or otherwise, and upon such terms and conditions as have been, or may be, agreed upon between any such trustees, corporations, or other persons, and the Company or any person or persons on their behalf, and to sanction and confirm any Agreements which may have been, or may be so made with respect to the matters aforesaid.

To levy tolls, rates, duties, and charges upon or in respect of the use of the intended Railways,

or any of them, and the conveyance of traffic thereon, and upon or in respect of the portions of the Railways hereinafter mentioned, and to alter the tolls, rates, duties, and charges which are now authorised to be taken on or in respect of such portions of Railways, 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, Bridge, Navigation, 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 or maintaining the intended Railways, and for the construction and maintenance of any roads, sewers, drains, or other works which may be altered, diverted, or interfered with, or rendered necessary in carrying into effect the purposes of the Bill.

To enable the Company, notwithstanding anything in the Companies Clauses Consolidation (Scotland) Act, 1845, contained, to pay out of the capital or any funds of the Company from time to time Interest or Dividends on any Shares or Stocks of the Company during the construction of the intended Railways, or any of them, or as may be prescribed by the Bill.

To empower the Company and any Company or persons for the time being working or using the intended Railways, or any of them, or any part thereof, on such terms and conditions and on payment of such tolls and rates as may be agreed on, or as may be settled by arbitration or provided by the Bill, to run over, work, and use with their engines, carriages, and waggons, officers and servants, whether in charge of engines and trains, or for any other purposes whatsoever, and for the purposes of traffic of every description, the Railways belonging to or used or worked by the North British Railway Company, the Caledonian Railway Company, and the Glasgow and South-Western Railway Company, or any of them, situate in the Counties of Lanark, Renfrew, and Dumbarton, or any of them, or any part or parts thereof, and the stations, sidings, depots, and other works and conveniences thereon or connected therewith.

To empower the Company, on the one hand, and the North British Railway Company, the Caledonian Railway Company, and the Glasgow and South-Western Railway Company, or any one or more of them (hereinafter referred to as "the other Companies"), on the other hand, from time to time to enter into and carry into effect and to rescind contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance of the intended Railways, or any of them, the supply of rolling stock, plant, and machinery, the appointment and removal of officers and servants for the purposes of the traffic of the intended Railways, or any of them, the payments to be made and the conditions to be performed with respect to such construction, working, use, management, maintenance, and supply as aforesaid; the interchange, accommodation, conveyance, collection, transmission, and delivery of traffic passing over or using the intended Railways, or any of them; the levying, fixing, collection, appropriation, and apportionment of the tolls and revenues arising from traffic, and the appointment of Joint Committees for carrying into effect any such agreement as aforesaid; and to confirm, and, if thought fit, to vary any contract, agreement, or arrangement,

with reference to the matters aforesaid, or any of them made, or to be made, prior to the passing of the Bill.

To authorise the other Companies, or any of them, or any of them jointly, to subscribe and contribute funds towards the making and maintaining the intended Railways, and to take and hold shares, stock, debentures, debenture stock, or other securities of the Company, and to guarantee to or for the Company, interest, dividends, annual or other payments on shares or stock, and the principal and interest of any loans of the Company, subject to such terms and conditions as may have been or may be agreed on, or may be fixed by the Bill, and for all or any of such purposes to apply their funds and revenues, and to raise additional capital by the creation and issue of new Ordinary, or Guaranteed, or Preference Shares or Stock, on such terms and conditions, with such preferences, priorities, or privileges, if any, inter se, and with respect to their other Shares and Stock, and subject as regards Preference Shares to such powers of redemption (by the substitution of Ordinary Shares or Stock to be created under the powers of the Bill or otherwise) as may be considered expedient, and by borrowing on mortgage or bond or cash credit, and to refund or issue Debenture Stock in lieu of the money so borrowed or authorised to be borrowed, and either as part of the authorised share and loan capitals, or wholly or partially as a separate share and loan capital, charged primarily or exclusively on the intended Railways, or any part or parts thereof, and the tolls, fares, rates, duties, and charges received upon or in respect thereof, and to ratify and confirm all such agreements as may have already been or may hereafter be made by and between the Company and the other Companies or any of them, and to authorise the other Companies, or one or more of them, to appoint Directors in respect of their interest in the Company's undertaking.

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

To incorporate with and make applicable to the Bill (except so far as may be expressly varied thereby) all or some of the powers and provisions of the Companies Clauses Acts, 1845 to 1889; the Lands Clauses Acts; the Railways Clauses Consolidation (Scotland) Act, 1845; and the Railways Clauses Act, 1863; the Railway Companies (Scotland) Act, 1867, and any Acts amending any of the said Acts.

To alter, amend, enlarge, or repeal if and 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 Burgh Police (Scotland) Act, 1892; the North British, Edinburgh, Perth, and Dundee and West of Fife Railways Amalgamation Act, 1862; the Caledonian Railway Act, 1845; the Glasgow and South-Western Railway Consolidation Act, 1855; and all other Acts relating to the North British Railway Company, the Caledonian Railway Company, and the Glasgow and South-Western Railway Company, and the several Acts relating to the Glasgow, Barrhead, and Kilmarnock Joint Railway, and the other Railways in respect to which it is intended, as aforesaid, to confer running powers.

Plans and sections in duplicate of the intended Railways and Works, with a Book of Reference to such Plans, and an Ordnance Map with the lines of the intended Railways delineated thereon so as to show their general course and direction, will be deposited for public inspection in the Offices at Glasgow, Airdrie, and Hamilton respectively 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 to the Burgh of Motherwell will be deposited for public inspection with the Clerk of the Parish Council of each such Parish, and with the Town-Clerk of the said Burgh at their respective Offices, and each such deposit will be made on or before 30th November 1899, and will be accompanied by a copy of this notice.

Printed Copies of the Bill will, on or before the 21st day of December 1899, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th day of November 1899.

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

JOHN KENNEDY,  
25 Abingdon Street, Westminster,  
Parliamentary Agent.

In Parliament—Session 1900.

#### GLASGOW DISTRICT TRAMWAYS.

(Incorporation of Company; Construction of Tramways in the Counties of Dumbarton and Renfrew; Interference with Streets and Roads; Electrical or other Motive Power; Gauge; Generating Stations; Compulsory Purchase of Lands, &c.; Posts, Overhead Wires; Agreements with Local Authorities, &c.; Tolls, Rates, and Charges; Bye-laws and Regulations; Payment of Interest during Construction; Acquisition of Tramways by Local Authorities; Amendment or Repeal of Section 43 and other Sections of the Tramways Act, 1870; Power to Purchase Undertaking of Paisley Tramways Company; Agreement with Paisley Corporation; Incorporation, Amendment, Application or Repeal of Acts; other Powers and Purposes.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the ensuing Session for an Act (hereinafter called "the Bill") for the following or some of the following among other purposes (that is to say):—

1. To incorporate a Company (hereinafter called "the Company") and to authorise the Company to make and maintain, work, and use all or some of the Tramways hereinafter described, with all necessary and proper rails, plates, sleepers, chairs, points, channels, junctions, turntables, turnouts, crossings, cross-overs, passing places, triangles, tubes, subways, conduits, section boxes, ropes, wires, cables, poles, manholes, shafts, warehouses, offices, waiting-rooms, stables, carriages, carriage-houses, engines, engine-houses, generating stations, stationary engine works, sheds, buildings, works, and conveniences connected therewith respectively:—

(In the following descriptions of the proposed tramways the distances and lengths given for the purposes of describing the commencement or termination of any tramway or narrow place are to be read as if the words "or thereabouts" had been inserted after each such distance or length, and the places (if any) where any tramway will be laid along any street or road, 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 are described as regards each tramway under the heading "Narrow Places").

The tramways proposed to be authorised are the following:—

DESCRIPTION OF TRAMWAYS.  
I. DUMBARTON DIVISION.

Tramway No. 1, commencing in the County of Renfrew and Parish of Renfrew at a point in the centre of the Dumbarton Road at the termination of the Glasgow Corporation Tramways at a point about 63 yards east by south of the fourth milestone from Glasgow and passing thence in a north-westerly direction along the Dumbarton Road and will be made and pass through Scotstoun and Yoker into the County of Dumbarton, Parish of Old Kilpatrick and Police Burgh of Clydebank and terminating at a point in the centre of said road where it is intersected by the centre line of Somerville Street and Kilbowie Road in the Burgh of Clydebank and Parish of Old Kilpatrick in the County of Dumbarton.

Tramway No. 2, commencing by a junction with Tramway No. 1 at the termination of same in the Burgh of Clydebank County of Dumbarton and Parish of Old Kilpatrick and continuing along Dumbarton Road through Dalmuir, Old Kilpatrick and Bowling into the Parish of Dumbarton and terminating in the centre of the public Road where the eastern boundary of the Burgh of Dumbarton crosses said Road at Gruggies Bridge.

Tramway No. 3, commencing by a junction with Tramway No. 2 at the termination of same in the Parish of Dumbarton and continuing through said Parish and the Burgh of Dumbarton along Glasgow Road, Castle Street, Church Place, High Street, Bridge Street and over the bridge crossing the Leven into the Parish of Cardross and continuing through West Bridgend Street and along the Alexandria Road through Renton, Lennox Street and Main Street, along Alexandria Road into the Parish of Bonhill, and continuing through same into Alexandria Main Street, Bridge Street, Bridge Square, and over Bonhill Bridge into Bonhill and through the Main Street to Jamestown and through the Main Street and by the Dalvait Road to Balloch and terminating in the centre of the Main Road from Drymen to Balloch Station at a point midway between the termination of the parapets of Balloch Bridge at the eastern end of same in the Parish of Bonhill and county of Dumbarton.

The Tramways of Dumbarton Division will be made and pass from in through or into the parishes of Renfrew, Kilpatrick, Dumbarton, Cardross, and Bonhill, and the Burghs of Renfrew, Clydebank, and Dumbarton, in the Counties of Dumbarton and Renfrew and Lanark.

The said tramways of the Dumbarton Division will be laid as follows:—Tramway No. 1 will be

laid as a double line, and Tramways Nos. 2 and 3 will be laid as single lines with passing places except the portion of tramway No. 3 which extends from the northern end of West Bridgend Street, Dumbarton, to the eastern boundary of the Burgh of Dumbarton.

II.—PAISLEY DIVISION.

Tramway No. 1—Situate in the Parish of Paisley and County of Renfrew, and commencing in the Burgh of Johnstone at a point in the centre of High Street immediately opposite the north-western corner of Houstoun Square at a point 10 yards or thereabouts therefrom, and continuing along High Street, Thorn Brae, and Thornhill to the eastern boundary of the Burgh of Johnstone, thence along the Paisley and Johnstone Road in the Parish of Paisley, through Elderslie into the Burgh of Paisley, through Millerston and Ferguslie, and terminating in the Burgh of Paisley at the western end of the present Paisley Tramways at a point in the centre of the Road about 10 yards south of the south-easterly corner of Thomas Street and Ferguslie.

Tramway No. 2—Situate in the Burgh of Paisley, Parish of Paisley, and County of Renfrew, commencing by a junction with Tramway No. 1 at the termination of same, and continuing through Ferguslie, Broomland Street, passing the end of Sandholes into Wellmeadow, High Street, the Cross, passing over the Bridge into Old Smithhills Street, Gauze Street, Garthland Street, and terminating in the Glasgow Road at the end of the authorised line of the Glasgow Corporation Tramways at a point 5 yards or thereabouts east of the east side of Hawkhead Road.

Tramway No. 3—Commencing in the centre of the Inchinnan Road, at Abbotsinch, in the Parish of Renfrew and County of Renfrew, at a point 410 yards north by west of the point where the centre of the road is intersected by the boundary of the Parishes of Renfrew and Paisley, and continuing along Inchinnan Road into the Burgh of Paisley, and along Love Street there, and terminating by a junction with Tramway No. 4, in St. James Place, at a point 32 yards south by east from the south-eastern corner of the County Buildings.

Tramway No. 4—Situate in the Parish of Paisley, commencing in the centre of the Greenock Road 43 yards south-east of the entrance gate of the paddock of St. James Park, and continuing along Greenock Road, Caledonia Street, St. James Street, St. James Place, Old Sneddon Street, and under the Railway Arch into County Square, and through Gilmour Street, St. Mirren Street, Causeyside Street, Neilston Road, Lylesland Road, Carriagehill, Colinslee Road, and Pottershill, all in the Burgh of Paisley, along the Barrhead Road and the road to Thornley Wood, and terminating in the centre of the road opposite the Glenfield Scouring Works at a point in same 66 yards west of the eastern face of said works, in the Parish of Paisley and County of Renfrew.

Tramway No. 5—Situate in the Parish and Burgh of Renfrew commencing on the Ferry Quay of Renfrew, at a point 27 yards or thereabouts north by east of the south-east corner of the house at the corner of London Street and the Quay, and continuing along the Ferry Road, Canal Street, and Cross, and terminating by a junction with Tramway No. 6 at the commencement thereof.

Tramway No. 6.—Commencing in the centre of Hairst Street, in the Burgh of Renfrew and the Parish and County of that name at a point 12 yards south-east of the eastern corner of the Town Hall and continuing through Hairst Street, Houstoun Terrace, and along the Renfrew and Paisley Road to the boundary between the Burghs and Parishes of Renfrew and Paisley, and thence continuing along the same Road through Renfrew Street, Wallneuk, Weir Street, and across the bridge over the White Cart water and Old Sneddon Street, and terminating by a junction with Tramway No. 4 under the archway of the Railway bridge leading into the County Square in the Burgh of Paisley, at a point 8 yards from the northern face of said arch.

Tramway No. 7.—Commencing by a junction with Tramway No. 6, at the commencement thereof and continuing along High Street, Renfrew, to the point where the Burgh, Parish, and County boundaries cross Glasgow Road and continuing thence along same through the County of Lanark and Parish of Govan to a point in the centre of said Road, 17 yards south-west of the centre of the Linthouse Buildings, and terminating at the end of the existing tramways of the Burgh of Govan.

Tramway No. 8.—Situate in the Parish and Burgh of Renfrew, and commencing by a junction with Tramway No. 7 in the High Street of Renfrew at a point about 10 yards south of the High Street and Cross, and terminating by a junction with Tramway No. 5 about 17 yards or thereabouts north of the same point.

Tramway No. 9.—Situate in the Burgh and Parish of Paisley, and commencing by a junction with Tramway No. 2 at a point 17 yards south-west of the Cross and Gilmour Street, and terminating by a junction with Tramway No. 4 at a point 10 yards north-east of same point.

The Tramways of Paisley division will be made and pass from, in through or into the Parishes of Renfrew, Paisley, and Govan, and the Burghs of Johnstone, Paisley, Renfrew, and Govan, in the Counties of Renfrew and Lanark.

The said Tramways in the Paisley division will be laid as follows:—Tramways Numbers 1, 3, 4, 5, 6, 7, and 8 will be laid as single lines with passing places; Number 2 will be laid as a double line; and Numbers 8 and 9 will be laid as single lines.

(NARROW PLACES.)

I. DUMBARTON DIVISION.

*Tramway No. 1.*

In the road at both sides throughout from a point in the Burgh of Clydebank between Bank Street and Union Street and between Cunard Street and a point 113 yards or thereabouts east of the centre of the bridge carrying the Lanarkshire and Dumbartonshire Railway under the Dumbarton Road at the Clydebank Engineering Works.

*Tramway No. 2.*

1. At the south-west side of Dumbarton Road from a point 50 yards north-west to a point 100 yards north-west of the eastern face of Bruce Street.

2. At the following places on the Dumbarton Road on both sides throughout, viz. :—

- (A) The bridge over the Forth and Clyde Canal and the approaches thereto at the west side of the village of Dalmuir.

- (B) From a point 160 yards to a point 60 yards east of the ninth milestone from Glasgow.
- (C) From a point 33 yards to a point 115 yards south-east from canal bridge at Old Kilpatrick.
- (D) From a point 112 yards west to a point 30 yards west of the face of house at the cross roads in the village of Old Kilpatrick.
- (E) From a point in the village of Old Kilpatrick opposite the entrance to the graveyard and church to a point 88 yards or thereabouts west of same.
- (F) From a point 50 yards to a point 150 yards east of the eastern fence of school premises at Chapelhill, Gavinburn.
- (G) Near the entrance to Glenarbusk House from a point 130 yards to a point 43 yards east by south of the eastern pier of the gate to same.
- (H) In the village of Bowling from a point 110 yards west by south from centre of the bridge carrying the Lanarkshire and Dumbartonshire Railway over the Dumbarton Road to the east of the village of Bowling to a point 383 yards west of the same bridge.
- (I) From a point 17 yards to a point 109 yards west of the centre of the entrance gate to Auchintorlie House adjacent to the little mill Distillery.
- (K) From a point 116 yards west by north of the centre of the bridge carrying the Dumbarton Road over the Lanarkshire and Dumbartonshire Railway at Auchintorlie Wood to a point 10 yards north-west of the 12th milestone from Glasgow.
- (L) From a point 183 yards east by south of Milton Burn to a point 233 yards west by south of same.
- (M) From a point 75 yards east by south of the 13th milestone from Glasgow to a point 15 yards west of same.
- (N) From a point 460 yards to a point 370 yards south-east of the place where the boundary between the Parishes of Old Kilpatrick and Dumbarton cross the road.
- (O) From a point 97 yards or thereabouts east by south of Gruggie's Bridge up to said bridge.

*Tramway No. 3.*

1. At the following places on both sides throughout:—

- (A) In the Burgh of Dumbarton, from the point where the Glasgow Road crosses the eastern burgh boundary of Dumbarton, at Gruggie's Bridge, through Glasgow Road, Castle Street, Church Place, High Street, Bridge Street, and the bridge over the River Leven and West Bridgend, as far as the southern face of George Street.
- (B) On Alexandria Road, from a point from the first milestone from Dumbarton, to a point 140 yards north by west of same.
- (C) From a point in the Alexandria Road 74 yards north by east from the centre of the gate of the south lodge, to a point 15 yards south of the centre of the gate of the north lodge both of Dalmoich House.
- (D) On the Alexandria Road, from a point 132 yards to a point 43 yards south of

the southern face of Park Street, in Renton.

- (E) In the Main Street in Renton between Carman Road and Station Road.
- (F) In the Main Street of Renton between the southern fence of the road to Upper Dalquhurn and a point 88 yards south of same.
- (G) On the Alexandria Road from a point opposite the road to Ferry, at Millburn Works, north to the bridge carrying the road over the Dumbarton and Balloch Joint Railway.
- (H) In the Main Street of Alexandria from a point 63 yards south-west of the centre of the entrance gate to St. Mungo's Church to a point 23 yards north-east of same.
- (I) In Bridge Street, Alexandria, from a point 133 yards to a point 40 yards west by south of the fountain in Bridge Square.
- (K) On Bonhill Bridge and the approaches thereto.
- (L) On Main Street, Bonhill, and the Jamestown Road from the northern fences of the United Presbyterian Church premises, Dalmonach, to the southern face of Napierston Terrace.
- (M) In the Main Street, Jamestown, from the Church Hall to the Dalvait Road and along same and the Main Road from Drymen to Balloch Station to the termination of Tramway No. 3 at the eastern end of Balloch Bridge.

2. At the east side of the Main Street, Jamestown, from a point 32 yards to a point 47 yards north of the centre of the level crossing of the Forth and Clyde Junction Railway.

## II. PAISLEY DIVISION.

### *Tramway No. 1.*

At the following places on both sides throughout:—

- (A) In High Street, Johnstone, from a point 60 yards north-west to a point 50 yards north-east of the centre of the Band Stand in Houstoun Square.
- (B) On Thorn Brae and Thornhill, from a point 33 yards west by north to a point 66 yards east by south of the centre of the Bridge over the Glasgow and South - Western Railway.
- (C) On the Main Road from Johnstone to Paisley, from a point 27 yards to a point 300 yards, and (2) from a point 380 yards to a point 466 yards east by north of the point where the eastern boundary of the Burgh of Johnstone crosses the centre of the Johnstone and Paisley Road.
- (D) The Main Road from Johnstone to Paisley, from a point 113 yards to a point 266 yards east by north of the centre of the Bridge carrying the Glasgow and South-Western Railway over the road between Elderslie and Ferguslie.

### *Tramway No. 2.*

At the following places on both sides throughout:—

- (A) Broomland Street, Wellmeadow, and High Street, from the eastern face of Ferguslie Walk and East Lane to opposite the western face of Moss Street.
- (B) From and over the Bridge at Town Hall and through Old Smithhills Street to

where it is intersected by New Smithhills and Abbey Close.

### *Tramway No. 3.*

On both sides throughout of Inchinnan Road from the commencement of the Tramway at Abbotsinch to Springbank Road and along Love Street between Cartvale Lane and a point 80 yards south of it and between Albion Street and Fountain Gardens, and between Moncrieff Street and St. James Street.

### *Tramway No. 4.*

1. At both sides of Causeyside Street, from the point where it is intersected by Forbes Place to a point 27 yards south of Prussia Street on the west side of Causeyside Street as far as Canal Street, and on the east side of said Street from Gordon's Lane to a point 40 yards north of same.

2. At the following places at both sides throughout:—

- (A) In Neilston Road, from its junction with Calside to a point 60 yards north of Campbell Street.
- (B) In Lylesland Street, from Orr Street to a point 50 yards south of same.
- (C) In Colinslee Road, from Braids Road to a point 100 yards south by east of same.
- (D) On Potterhill, from a point 80 yards to a point 140 yards north of the centre of the entrance to Potterhill Railway Station and on the Paisley and Barrhead Road from a point 50 yards north to a point 50 yards south of Tod's Bridge.
- (E) In Thornley Wood Road, from its junction with the Barrhill Road to the Glenfield Scouring Works.

### *Tramway No. 5.*

In the following places on both sides throughout:—

- (A) Canal Street between Manse Street and the northern face of Renfield Street.
- (B) At Ferry Quay between the commencement of Tramway and a point 50 yards south of the southern face of London Street.

### *Tramway No. 6.*

In the following places at both sides throughout:—

- (A) Weir Street between Westcroft and Wallneuk.
- (B) On the Road from Paisley to Renfrew from a point 203 yards to a point 293 yards north of the centre of the entrance gate to Gallowhill.
- (C) On the Road from Renfrew to Paisley at Cockleshill from a point 333 yards to a point 418 yards north-east of the points where the Burgh Boundaries of Renfrew and Paisley intersect the centre of the Public Road between these places.
- (D) On the Road from Renfrew to Paisley from a point 13 yards to a point 100 yards south-west of the Road leading to the Renfrew Forge and Steel Works.

### *Tramway No. 7.*

In the following places on both sides throughout:—

- (A) High Street, Renfrew, between the western side of Church Street and a point 250 yards north-west of Millburn Bridge.
- (B) From a point on the Road to Glasgow 183 yards to a point 266 yards south-east of Millburn Bridge.

(c) On the Renfrew Road from a point 200 to point 100 yards west by north of the fifth milestone from Glasgow.

(d) On the Renfrew Road from a point where the old road at the west extremity joins the new road to a point 100 yards north-west of same.

2. The Tramways are intended to be constructed on a gauge of 4 feet  $7\frac{3}{4}$  inches or such other gauge as may be authorised, with such grooves, plates, or tubes as may be necessary to work the same.

3. It is not intended to run on the tramways, carriages, or trucks adapted for use on railways.

4. To authorise the Company to enter upon and open the surface of, and to alter, raise, lower, cross, divert, widen, improve, enlarge, and stop up, remove, and otherwise interfere with, either temporarily or permanently, streets, highways, public and private roadways, footpaths, pavements, the River Clyde, the River Leven, the White Cart River, water-courses, bridges, canals, towing paths, streams, aqueducts, culverts, tramplates, tramways, sewers, drains, water-pipes, gas-pipes, and electric telegraph and telephonic tubes, posts, wires, and apparatus, and all other things within all or any of the parishes or places mentioned in this Notice; and also to straighten or set back the edge or kerb of the footpath or pavement on both sides or any side of any streets and roads in or along which any of the proposed tramways will be laid; and also to empower the Company to widen or strengthen, raise or lower any bridges, arches, and culverts to be crossed by the proposed tramways so far as may be necessary for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed tramways and works, or substituting others in their places, or for other the purposes of the Bill.

5. To enable the Company for all or any of the purposes of the Bill to purchase, feu, lease, or acquire by compulsion or agreement lands, houses, buildings, and other property, or to take easements over or in connection therewith, and to erect and hold offices, buildings, engine-houses, generating stations, stables, and other conveniences on any such lands or property, and to sell, lease, or dispose of any such lands, houses, buildings, and property, and in particular to enable the Company to purchase, feu, lease, or acquire by compulsion or agreement the following lands for the purposes of generating stations or other the purposes of the undertaking, namely:—

#### I. DUMBARTON DIVISION.

(1) Lands fronting the east shore of the River Leven at each side of Balloch Bridge, to the north of the garden of Balloch Hotel and to the south of the stableyard of same and numbered 15, 16, 17, and 18 respectively on the plans and in book of reference of the Parish of Bonhill and County of Dumbarton.

(2) Lands lying between the Public Road and the Dumbarton and Balloch Joint Line between the bridge carrying the said Road over said Railway between Alexandria and Renton and north of the Millburn Works and numbered 1 on the plan and book of reference for the Parish of Bonhill and County of Dumbarton.

(3) Lands to the east of the Lanarkshire and Dumbartonshire Railway to the north of Glasgow Road at Gruggie's Bridge together with the stream known as Gruggie's Burn and numbered

respectively 1, 2, and 3, on the plans and book of reference for the Burgh of Dumbarton and 2 on the plans and book of reference for the Parish of Dumbarton.

(4) A field to the south side of the Dumbuck Road and between it and the Lanarkshire and Dumbartonshire Railway immediately adjoining and including the Milton Burn and adjoining the siding at Dumbuck of the North British Railway, and numbered 6 and 6A on the plans and in the book of reference for the Parish of Old Kilpatrick.

(5) To the east of the Village of Bowling between the Lanarkshire and Dumbartonshire Railway and the Dumbarton Road and the Premises of the Sutherland Arms Hotel, and numbered 5 on the plans and book of reference for the Parish of Old Kilpatrick and the County of Dumbarton.

(6) A field at the south side of the Dumbarton Road and between it and the Forth and Clyde Canal lying 100 yards west of the tenth milestone from Glasgow and numbered 4 on the plans and in the book of reference for the Parish of Old Kilpatrick.

(7) To the south of the Village of Old Kilpatrick between the Forth and Clyde Canal and the Dumbarton Road opposite Lusset Glen a field numbered 3 on the plans and book of reference for the Parish of Old Kilpatrick and the County of Dumbarton.

(8) At each side of the Dumbarton Road and to the south of Old Kilpatrick and the bridge over the Forth and Clyde Canal and between the same and the Road leading to Dalnotter Hill a field numbered 2 and 2A on the plans and in the book of reference for the Parish of Old Kilpatrick and County of Dumbarton.

(9) At each side of Yoker mains Burn to the north of the Dumbarton Road a field numbered 2 and 2A on the plans and in the book of reference for the County of Renfrew and Parish of Renfrew.

#### II. PAISLEY DIVISION.

(1) A field at the north side of Thorn Brae adjoining the Glasgow and South-Western Railway and the Burgh boundary and at the west side of same and numbered 3A on the plan and in the book of reference for the Burgh of Johnstone and Parish of Paisley.

(2) A field to the south of the Main Road from Johnstone to Paisley and immediately adjoining the lands of the Glasgow and South-Western Railway at the western side of same, 100 yards or thereabouts west of the Railway bridge over said Road, and numbered 2 on the plan and in the book of reference for the Parish of Paisley.

(3) In the Parish of Paisley and County of Renfrew a field at the east side of the public Road from Potterhill to Barrhead at each side of Tod Bridge and lying between it and Stonybrae and including Tod Burn and numbered 6 and 6A on the plan and in the book of reference for the Parish of Paisley.

(4) At the western side of Inchinnan Road the field lying immediately to the north and adjoining the boundary of the Parishes of Renfrew and Paisley and including Abbotsburn and numbered 2 and 2A on the plans and in the book of reference for the Parish of Renfrew.

(5) A field at Lighpark to the west of the Road from Paisley to Renfrew and between it and the Renfrew branch of the Glasgow and



South-Western Railway and immediately adjoining both the same and numbered 33 on the plan and in the book of reference for the Burgh of Paisley and County of Renfrew.

(6) A field at the south of Renfrew Road and Millburn bridge immediately adjoining the Burgh boundary and numbered 1 on the plan and in the book of reference for the Parish of Govan and County of Lanark.

NOTE.—The plans and Book of Reference referred to are the plans and book of reference that are to be deposited for these tramways.

(6) To exempt the company from the operation of Section 90 of the Lands Clauses Consolidation (Scotland) Act 1845 so as to enable them to purchase compulsorily parts only of certain properties.

7. To empower the Company from time to time and either temporarily or permanently to make, maintain, alter, remove, or abandon such tramways, crossings, cross-overs, passing-places, deviations, sidings, junctions, curves, turnouts, turn-tables, and other works, in addition to those particularly specified in this Notice as may be necessary or convenient for the efficient working of the tramways or any of them or otherwise in the interests of the Company or for facilitating the passage of traffic along streets or roads, or for providing access to any stables or carriage houses, engine houses, generating stations, stationary engine works, or buildings of the Company.

8. To authorise the Company to substitute double lines for single or interlacing lines, single lines for double or interlacing lines, and interlacing lines for double or single lines on any of their Tramways.

9. To empower the Company to work and use the proposed tramways or any of them by means of engines, carriages, trucks, and vehicles propelled (in addition to or in substitution for animal power) by electrical, steam, pneumatic, gas, oil, or other mechanical power, or partly by one such power and partly by another such power, and for that purpose or any purpose appurtenant or ancillary thereto to confer on the Company such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the Bill, and in particular power to enter upon and open the surface of and to lay down on, in, under, or over the surface of any street, road, or place such posts, wires, cables, tubes, mains, plates, or apparatus, and to make and maintain such openings, posts, wires, tubes, cables, or ways on, in, under, or over any such surface, and to attach to any house or building such supports, brackets, and fittings as may be necessary or convenient either for the actual working of the tramways or for providing access to or in connection with any generating stations, engines, machinery, or apparatus, and to empower the Company for the purpose of working the tramways to erect engines and machinery, and to empower the Company to acquire and hold patent and other rights and licenses, and to use patent and other rights and licenses in relation to such electrical or other mechanical power.

10. To enable the Company to levy tolls, rates, and charges for the use of the tramways and for the conveyance of passengers and traffic thereon, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges, and to alter existing tolls, rates, or charges, and any exemptions therefrom.

11. To provide for and regulate the use 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 tramways and other works, and the ownership and disposal of any surplus paving, metalling, or materials.

12. To authorise the Company when, by reason of the execution of any work affecting the surface or soil of any street or road, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street or road, and maintain, work, and use, 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.

13. To make provision for preventing injury to any tramways of the Company, and to any works, carriages, and electrical and other machinery or apparatus connected therewith, and for preventing danger to passengers thereon, and if and so far as may be thought fit to extend and apply to injuries to interference with and obstruction of the Tramways works and property of the Company all or any of the provisions of the Malicious Damage Act, 1861, and to impose in respect of any such injury, interference, or obstruction any punishment or penalty prescribed by that Act, or such other punishment or penalty as the Bill may define.

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

15. To empower the Company on the one hand and the Corporations or Commissioners of the Burghs of Clydebank, Dumbarton, Renfrew, Paisley, Johnstone, and Govan and any local authority or other bodies corporate or persons having respectively the control or management of the duty of directing the repairs of the said streets, roads, and places; on the other hand, to enter into contracts or agreements with regard to all or any of the purposes of the Bill with respect to the alteration of the widths or levels of any of the said roads or streets and as to the laying down, altering, maintaining, renewing, repairing, and working, and the using by the Company of the proposed tramways and the rails, plates, sleepers, tubes, wires, posts, brackets, ways, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same, and the acquisition of the proposed tramways or any of them by such corporations, commissioners, or local authorities, and to confirm any agreements entered into, or to be entered into, with such corporations, commissioners, local authorities, bodies corporate or persons with respect to any of the aforesaid purposes.

16. To extend the time limited by Section 43 of the Tramways Act, 1870, within which the Company may be required to sell their undertaking or any part thereof to any local authority, and so far as necessary for such purpose and for defining the terms, price, and conditions of such sale to alter, amend, extend, or to repeal that section.

17. To empower the Company to enter into and carry into effect agreements with any local authority, company, body, or person, for the

supply to such local authority, company, body, or person, or by such local authority, company, body, or person, to the Company of electrical energy and to lay pipes, tubes, and wires to or from any generating station of any such local authority, company, body, or person from or to the tramways, across or along any roads, streets, bridges, or waterways so as to connect the tramways with the generating station.

18. To empower the Company to reconstruct, alter, or strengthen or otherwise deal with any swing, opening, or other bridge over any canal, navigation, or river on which any of the proposed tramways will be laid and to enter into and carry into effect agreements in respect thereto with the owner of such bridge or the local authority or other body in whom it is vested or by whom it is maintained or controlled.

19. To empower the Board of Trade from time to time to make and the Company to enforce bye-laws and regulations for regulating the use of electrical power and for ensuring the protection and accommodation of passengers in the tram-cars and traffic in and along the street in which the tramways are laid and to attach penalties to the breach or non-observance thereof or of the provisions of the Bill.

20. To authorise the Company to purchase and to authorise and require the Paisley Tramways Company Limited to sell to the Company on such terms and conditions as may be agreed on or as failing agreement may be settled by arbitration under and according to the provisions of the Lands Clauses Acts for the settling of cases of disputed compensation the undertaking of the Paisley Tramways Company Limited authorised by the Paisley Tramways Order 1885 and any other Order or Act of Parliament relating to that undertaking with all the works plant material equipment lands buildings rights powers privileges and authorities of or connected with the undertaking of the Paisley Tramways Company Limited.

21. To provide for the discharge of the debts and liabilities the distribution of the assets and the winding up and dissolution of the Paisley Tramways Company Limited and to provide that on payment by the Company of the purchase money in the way and manner prescribed by the Bill the undertaking and all the powers of the Paisley Tramways Company Limited including the power to levy tolls rates and charges shall be vested in the Company free from any obligation as to the application of the purchase money and from any obligation or liability to the Creditors of the Paisley Tramways Company Limited or to any other person in relation thereto.

22. To authorise the Company on the one hand to purchase, acquire, lease, maintain, and work, and the Provost, Magistrates and Town Council of the Burgh of Paisley on the other hand to acquire, purchase, sell, lease or assign to the Company the Paisley Tramways constructed under the Paisley Tramways Order 1885 and to provide that the said Paisley Tramways shall be and be deemed to be for such time as the Bill may prescribe part of the Undertaking of the Company.

23. To enable the Company out of moneys to be raised by them under the powers of the Bill

to pay interest to shareholders on the sums which may be from time to time paid on the shares in the undertaking allotted to them anything in the Companies Clauses Consolidation (Scotland) Act 1845 or any other Act to the contrary notwithstanding.

24. To enable the Company to sell or to lease either in perpetuity or for a limited period their undertaking and works or any part thereof to any local authority public body company or person and to transfer to and vest in the purchaser or lessee all or any of the powers of the Company.

25. To incorporate in the Bill the Lands Clauses Acts and extend and apply to the intended tramways and works with or without variations or amendments all or some of the powers and provisions of the Tramways Act 1870 and so far as may be deemed expedient to alter amend repeal render inapplicable or extend all or some of the provisions of that Act and of any Acts of Parliament and Orders of the Board of Trade relating to the Burghs of Renfrew, Johnstone, Paisley, Clydebank, Govan, and Dumbarton the Paisley Tramways Order 1885, the Govan Tramways Act 1893, and any other Acts or Orders relating to or which may be affected by or interfere with the objects of the Bill.

26. And Notice is hereby further given, that plans and sections in duplicate of the proposed tramways and works, and showing the lands which may be taken under the compulsory powers of the Bill, with a book of reference to such plans, together with a copy of this notice as published in the *Edinburgh Gazette*, will be deposited on or before the 30th day of November instant for public inspection with the principal Sheriff-Clerk for the County of Dumbarton at his offices in Dumbarton, and with the principal Sheriff-Clerk for the County of Renfrew at his offices at Paisley and in Greenock, and with the principal Sheriff-Clerk for the County of Lanark at his offices at Glasgow, Lanark, Hamilton, and Airdrie; and that on or before the same day a copy of so much of such plans, sections, and book of reference as relates to the burghs of Dumbarton, Paisley, Johnstone, Renfrew, and Govan, and the parishes of Old Kilpatrick, Cardross, and Bonhill respectively, and also a copy of this notice as published in the *Edinburgh Gazette*, will on or before the same day be deposited with the Town-Clerk of each such burgh at his office, and with the Clerk of the Parish Council of each such parish at his office, or if he have no office, at his residence.

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

Dated this 15th day of November 1899.

JAMES W. TURNER,  
17 West Blackhall Street, Greenock,  
Solicitor for the Bill.

JOHN KENNEDY, W.S.,  
25 Abingdon Street, Westminster, S.W.,  
Parliamentary Agent.

In Parliament.—Session 1900.

DUNDEE AND EAST FORFAR  
TRAMWAYS.

(New Tramways and Tramroads between Dundee, Broughty Ferry, Monifieth, and Carnoustie, in the County of Forfar; Bridge and Street Widenings; Acquisition of Lands; Provisions as to Use of Mechanical Power; Agreements with Dundee Corporation with respect to Sale, Purchase, Lease, and Working of Tramways of that Corporation and the Company; Running Powers over and Alterations of Tramways of Dundee Corporation; Agreements with Local Authorities and Others; and Provisions as to Contributions towards or Execution of Street Widenings, &c., by Company and Local and Road Authorities; Special Provisions as to Purchase by Local Authorities; Amendment of Acts.)

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

To incorporate a Company (hereinafter referred to as "the Company") and to empower the Company to make, form, lay down, maintain, work, and use the Tramways and Tramroads, or some of them hereinafter described, with all proper rails, plates, sleepers, works, and conveniences connected therewith (that is to say):—

TRAMWAY NO. 1.—Commencing in the Broughty Ferry Road, in the Parish of Dundee and County of Forfar, by a junction with Tramway No. 3, authorised by the Dundee Gas, Street Improvements, and Tramways Act, 1899, at the termination thereof at the Municipal and Police Boundary of the Burgh and City of Dundee, passing thence in an easterly direction along the Broughty Ferry Road, and terminating in that Road at or near the western entrance from that Road to the Craigie Estate.

TRAMROAD NO. 1.—Commencing by a junction with Tramway No. 1 at its termination as hereinbefore described, passing into and across private lands into and terminating in Broughty Ferry Road at a point 6 chains or thereabouts east of the eastern entrance from that Road to the Craigie Estate.

TRAMWAY NO. 2.—Commencing in Broughty Ferry Road by a junction with Tramway No. 1 at its termination as hereinbefore described, and passing thence in a south-easterly and easterly direction along and terminating in that road at the point of termination of Tramroad No. 1 as hereinbefore described.

TRAMWAY NO. 3.—Commencing in Broughty Ferry Road by junctions with Tramroad No. 1 and Tramway No. 2 at their termination as hereinbefore described, passing thence along that road, otherwise Dundee Road, Bayfield Road, West Queen Street, otherwise Victoria Place, Queen Street, Monifieth Road, Dalhousie Road, Ferry Road, Maule Street, High Street Monifieth, Panmure Street, Ramsay Street, and the road leading north-eastward from the southern end of Ramsay Street, commonly called Links Road, and terminating in that road at or near the Boundary of the Burgh of Monifieth.

TRAMROAD NO. 2.—Commencing by a junction with Tramway No. 3 at its termination, as hereinbefore described, passing thence across private lands and following generally the line of the track or right-of-way leading to Barry, past the house known as The Downs, as far as that house, and thence across private lands and the road leading to Barry Station to and terminating at or near the west side of the road leading from Barry to Carnoustie at a point about two chains southward from the Barry Public School.

TRAMWAY NO. 4.—Commencing by a junction with Tramroad No. 2 at its termination, as hereinbefore described, passing thence in an easterly direction along the said Road from Barry to Carnoustie, and along Dundee Street, High Street, and Church Street, and along the street or road leading from the eastern end of Church Street to Arbroath, commonly called Arbroath Road, and terminating in that street or road at or near the western side of the road at Westhaven Farm leading to Panbride.

Which said intended Tramways and Tramroads will be situate in the parishes and places following, or some of them (that is to say), the parishes of Dundee (otherwise Dundee Combination), Monifieth, Monikie, Barry, and Panbride, and the Burghs of Broughty Ferry, Monifieth, and Carnoustie, all in the County of Forfar.

In the following places it is proposed to lay the intended Tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the nearest rail of the tramway and the outside of the footpath on both sides of the road, that is to say:—

TRAMWAY NO. 1.—In Broughty Ferry Road for the entire length of the Tramway.

TRAMWAY NO. 2.—In Broughty Ferry Road for the entire length of the Tramway.

TRAMWAY NO. 3.—(a.) In Broughty Ferry Road, otherwise Dundee Road, Bayfield Road, West Queen Street, otherwise Victoria Place, and Queen Street from the commencement of the tramway to a point in Queen Street about 2 chains east of Claypots Road.

(b.) In Queen Street and Monifieth Road between points respectively about 2 chains west and 2 chains east of St. Vincent Street.

(c.) In Dalhousie Road, Ferry Road, Maule Street, High Street Monifieth, Panmure Street, Ramsay Street, and the road leading eastward from the southern end of Ramsay Street, commonly called Links Road, between a point opposite Kerrington Crescent and the termination of the Tramway.

TRAMWAY NO. 4.—In the Road leading from Barry to Carnoustie, Dundee Street, High Street, Church Street, and the street or road leading from the eastern end of Church Street to Arbroath, commonly called Arbroath Road, for the entire length of the Tramway.

To empower the Company to make the bridge widening and improvement and widenings of streets and roads hereinafter described, with all necessary and convenient approaches and works (that is to say):—

WORK NO. 1.—A widening in the parish of Dundee of the bridge and approaches carrying the Broughty Ferry Road over the Dundee and Arbroath Joint Railway opposite the western

entrance from that road to the Craigie Estate between a point 40 yards or thereabouts north and a point fifteen yards or thereabouts south of the centre of the said bridge.

The widenings in the parish of Dundee and Burgh of Broughty Ferry of Broughty Ferry Road, otherwise Dundee Road, between the points and on the side or sides hereinafter mentioned, namely:—

WORK NO. 2.—Between a point three hundred feet or thereabouts east of the intersection of the western boundary of the Burgh of Broughty Ferry and Broughty Ferry Road, and a point 250 feet or thereabouts east from the north-east corner of the stables at Harecraig House on the south side.

WORK NO. 3.—Between the eastern face of the eastern pillar of the carriage entrance gate to Forbes Court and a point one hundred and sixty feet or thereabouts west of the centre of Victoria Road on the north side.

WORK NO. 4.—Between a point one hundred feet or thereabouts east of the north-west corner of the butcher's shop now occupied by Alexander Geekie and a point ten feet west of the northern entrance to West Ferry Station of the Dundee and Arbroath Joint Railway.

WORK NO. 5.—A widening and improvement in the Parish of Dundee and Burgh of Broughty Ferry of Bayfield Road and West Queen Street, otherwise Victoria Place, to be effected by rounding off the corner on the south side of West Queen Street and the east side of Bayfield Road at their junction, and by widening West Queen Street on the south side for the whole length thereof.

WORK NO. 6.—A street improvement in the Parish and Burgh of Monifieth, to be effected by rounding off the corner on the south-east side of Panmure Street and south-west side of Ramsay Street at their junction.

WORK NO. 7.—A street improvement in the Parish and Burgh of Monifieth, to be effected by rounding off the corner on the north-east side of Ramsay Street and north-west side of the Road commonly known as Links Road at their junction.

The intended Act will or may provide that the Company may construct all or such of the proposed widenings and improvements as may be agreed on between the Company and the Local and Road Authorities in whose districts the same are respectively situated.

The Tramways and Tramroads will be constructed on the gauge of 4 feet 8½ inches, and it is not proposed to run over any of the said Tramways and Tramroads carriages adapted for use on railways.

The power to be employed for moving carriages or trucks on the said Tramways and Tramroads will be animal power or electrical power to be applied by the overhead system or otherwise, or any other mechanical power.

To empower the Company for all or any of the purposes of the intended Act, and for the general purposes of their undertaking, to purchase or acquire by compulsion or agreement, and to hold, sell, and let lands and houses in the parishes and places aforesaid or easements or servitudes

in or over the same, and to erect Offices, Buildings, or other conveniences on any such lands.

To empower the Company to work and use the intended Tramways and Tramroads, and any Tramways for the time being leased to or run over, worked or used by the Company, or any of them, by means of carriages and vehicles propelled by animal power, or by electrical power applied on the overhead system or otherwise, or any other mechanical power, and for that purpose or any purpose appurtenant or ancillary thereto to confer on the Company such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the intended Act; and, in particular, power to make such alterations of any Tramways for the time being leased to or run over, worked, or used by the Company, and to execute all such works on or in connection therewith as may be necessary or expedient for adapting the same to be worked by such electrical or other mechanical power as aforesaid; and to enter upon and open the surface of, and to lay down on, in, under, or over the surface of any street, road, or place such posts, wires, tubes, mains, plates, boxes, or apparatus, and to make and maintain such openings, posts, wires, tubes, or ways on, in, under, or over any such surface; and to attach to any house or building such supports, brackets, and fittings as may be necessary or convenient either for the actual working of the said Tramways and Tramroads, or for providing access to or in connection with any engines, machinery, or apparatus, or for connecting any portions of such Tramways and Tramroads; and to empower the Company, for the purpose of working the said Tramways and Tramroads, or any of them, to erect engines and machinery, and to acquire and hold patent and other rights and licences, and to use patent and other rights and licences in relation to any such electrical or other mechanical power.

To empower the Company to acquire by compulsion or agreement, and to hold and use the lands hereinafter described, or some of them, for the purposes of a station or stations for generating electrical or other forms of energy, and to erect, maintain, and use thereon such engine-houses, workshops, carriage houses, stables, and other buildings, and engines, dynamos, and other machinery, apparatus, works, and conveniences, as may be necessary or suitable for or ancillary to those purposes (that is to say):—

Certain lands in the Parish and Burgh of Monifieth lying on the north side of and adjoining the siding at Milton, on the Dundee and Arbroath Joint Railway, and on the south side of and adjoining Ferry Road, Monifieth, and extending for a distance of 6½ chains or thereabouts in a westerly direction from the fence in line with the western side of the road leading from Ferry Road to Grange Cottage.

To authorise deviations laterally and vertically from the lines and levels of the intended tramways, tramroads, bridge widening, street improvement, and widenings, and other works as shown on the plans and sections to be deposited, as hereinafter mentioned, to such extent as may be prescribed or authorised by the intended Act.

To empower the Company to purchase and acquire a part only of or an easement or servitude in or over any lands, buildings, or property, without becoming subject to the liability imposed

by Section 90 of the Lands Clauses Consolidation (Scotland) Act, 1845.

To empower the Company from time to time, and either temporarily or permanently, to make, maintain, alter, remove, or abandon such tramways, tramroads, crossings, passing places, deviations, sidings, junctions, curves, turn-outs, turntables, and other works in addition to those particularly specified in this notice, as may be necessary or convenient for the working of the Tramways and Tramroads, or any of them, or otherwise in the interests of the Company, or for facilitating the passage of traffic along streets, or for providing access to any stables or carriage-houses, stations, engine-houses, works, or buildings of the Company, and to enable the Company to make junctions and connections of the intended Tramways and Tramroads with any other Tramways or Tramroads.

To empower the Company, with such consents and subject to such conditions, if any, as may be prescribed or provided for by the intended Act, to lay double lines in lieu of single lines, or single lines in lieu of double lines, or interlacing lines in lieu of double or single lines, on any of the Tramways or Tramroads authorised by or to be constructed under the intended Act.

To authorise the Company from time to time to accept and take a lease or leases of and to work, maintain, and use, and to take and recover tolls on and in respect of any tramway or tramways belonging to the Lord Provost, Magistrates, and Council of the City and Royal Burgh of Dundee (hereinafter called "The Dundee Corporation"), or any tramways or tramroads which may at any time be acquired, constructed, or owned by any local authority of any district, as defined by the Tramways Act, 1870, or belonging to any other Company, Body, or Person, or which may form connections or junctions with the Tramways or Tramroads of the Company for such periods and upon such terms and conditions as may be prescribed or authorised or provided for by the intended Act.

To enable the Company to enter on, run over, work, and use with their engines, carriages and servants for the purposes of traffic of all kinds, on such terms and conditions as may be agreed on between the Company and the Dundee Corporation, or as may be prescribed or provided for by the intended Act, all or any of the Tramways of the Dundee Corporation, together with all stables, carriage sheds, offices, warehouses, stations, sidings, junctions, machinery, works, and conveniences of or connected with the said Tramways.

To enable the Company and the Dundee Corporation from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, and maintenance by the contracting parties of all or any of their respective tramways, tramroads, and works, or any part or parts thereof respectively; the supply of rolling stock, plant, machinery, and electrical energy or power; the appointment and removal of officers and servants; the payments to be made and the conditions to be performed in respect of such working, use, management, and maintenance; the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting parties; and the division and apportionment of the revenue arising from such traffic, and the payment of any fixed or contingent rent; and to confirm and give effect to any agreements

which may have been or may be made touching any of the matters aforesaid, prior to the passing of the intended Act.

To empower the Company and the Dundee Corporation to enter into and carry into effect agreements with respect to the sale or lease by the Company, and the purchase or taking on lease by the Dundee Corporation of all or any part of the said tramways and tramroads of the Company, and the lands, buildings, stables, depots, and works, and conveniences connected therewith; and to authorise and provide for any such sale and purchase, or lease, and to confirm or give effect to any such agreement which may have been or may be made prior to the passing of the intended Act; and to empower the Dundee Corporation to raise by borrowing or otherwise any moneys required for the purposes aforesaid, and to charge the moneys so raised upon any rates or revenues under their control, and to apply to the purposes aforesaid any such rates or revenues or any funds belonging to them or under their control, and to make and levy increased or additional rates for those purposes or any of them.

To enable the Company to levy tolls, rates and charges for the use of the tramways and tramroads, and of any other tramways owned, leased to, or run over, worked, or used by them, and for the conveyance of passengers and traffic thereon, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates and charges, and to alter existing tolls, rates and charges, and any exemptions therefrom.

To empower the Company, and any local authority, Company, body, or person to enter into agreements with reference to the supply of electrical energy by or to the Company to or by any such local authority, Company, body, or person, and to authorise the Police Commissioners of the Burgh of Broughty Ferry, notwithstanding anything to the contrary in any Order granted or to be granted to the said Commissioners relating to the supply of electricity by them, to supply such energy to the Company for use by them both within and without the said burgh.

To make provision for the exercise by the Local or Road Authority of the district in which any bridge, road, or street to be improved or widened under the intended Act is situate of the powers to be conferred by the intended Act with respect to such improvement or widening, or for the payment of the whole or any part of the cost thereof by such local or road authority, and by the Company or some one of them, and to empower the Company and any such authority to enter into and carry into effect agreements with respect to the exercise of such powers, and the execution of the said intended works and the contributions to be made by the Company and the said local and road authorities, or any of them, to the cost of such works or otherwise in relation thereto, and to confirm or give effect to any such agreement which may have been or may be made prior to the passing of the intended Act, and to empower any such local or road authority to raise by borrowing or otherwise any moneys required for the purposes aforesaid, and to charge the moneys so raised upon any rates or revenues under their control, and to apply to the purposes aforesaid any such rates or revenue and any funds belonging to them or under their control,

and to make and levy increased or additional rates for those purposes, or any of them.

To empower the Company on the one hand and the authorities having respectively the control or management or the duty of directing the repairs of the said streets, roads, and places respectively, and the local authorities of the districts in which the intended tramways, tramroads, and works will be made, on the other hand, to enter into contracts or agreements with regard to all or any of the purposes of the intended Act, and as to the laying down, altering, maintaining, renewing, repairing, working, and using of the intended tramways and tramroads, and the rails, plates, sleepers, ways, and works connected therewith, or with the working of the same by electrical or other mechanical power, and for facilitating the passage of carriages and traffic over or along the same, and to confirm any agreements entered into or to be entered into with any such authorities with respect to any of the aforesaid purposes.

To provide that, notwithstanding anything contained in Section 43 of the Tramways Act, 1870, the powers under that Section of the local authorities of the several districts in which the intended tramways and tramroads will be laid shall only be exercised upon such terms and at such period or periods as may be prescribed or provided for by the intended Act, and if thought fit to exempt the Company and their undertakers or part or parts thereof from all or some of the provisions of the said Section, and to make other provision with respect to the sale to and purchase by such authorities or any of them of such tramways and tramroads, and to authorise agreements between the Company and the said local authorities with respect to the matters aforesaid, and to confirm or give effect to any such agreement which may have been or may be made prior to the passing of the intended Act.

To empower the Company to purchase, acquire, provide, own, let, hire, work, and use omnibuses, carriages, and vehicles, and horses, and to levy and recover charges therefor, and to carry on the business of omnibus and carriage proprietors and livery stable keepers.

To vary or extinguish all rights and privileges inconsistent with, or which would or might interfere with any of the objects of the intended Act, and to confer other rights and privileges.

To incorporate in the intended Act, and to extend and apply to the intended tramways, tramroads, and works, or some or one of them, with or without modification or amendment, all or some of the powers and provisions of the Tramways Act, 1870, and, so far as may be deemed expedient, to alter, amend, repeal, render inapplicable, or extend all or some of the provisions of that Act and of the several Acts hereinbefore mentioned or referred to, and all other Acts relating to the Dundee Corporation or their tramways.

And notice is hereby further given, that plans and sections of the intended tramways, tramroads, and works, and a book of reference to such plans, and a copy of this notice, as published in the "Edinburgh Gazette," will, on or before the 30th day of November instant, be deposited for public inspection with the Principal Sheriff-Clerk for the County of Forfar at his Office at Dundee, Forfar, and Arbroath respectively, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the several

areas hereinafter mentioned, from, in, through, or into which the intended tramways, tramroads, and works will be made or pass, and also a copy of this notice, as published in the "Edinburgh Gazette," will on or before the same day be deposited for public inspection as follows, that is to say:—As regards the Burghs of Broughty Ferry, Monifieth, and Carnoustie respectively, with the Clerks of the Burgh Commissioners of those Burghs respectively at their respective offices, and as regards the Parishes of Dundee (otherwise Dundee Combination), Monifieth, Monikie, Barry, and Panbride respectively, with the Clerks of the Parish Councils of those parishes respectively at their respective residences, or in cases where no Clerk of a Parish Council has been appointed, with the Inspector of the Poor of any such parish at his residence.

Printed Copies of the intended Act, will on or before the 21ST DAY OF DECEMBER 1899 be deposited in the Private Bill Office of the House of Commons.

Dated this 17th Day of November 1899.

ADDYMAN & EVANS,

15 East Parade, Leeds,

CARLTON & M'INTYRE,

14 Union Street, Dundee,

} Solicitors for  
the Bill.

SHERWOOD & CO.,

7 Great George Street, Westminster,

Parliamentary Agents.

In Parliament—Session 1900.

### THE ARMY AND NAVY INVESTMENT TRUST COMPANY LIMITED.

(Arrangements as to Capital and Arrears of Dividends; Provisions as to Schemes and as to Reduction of Capital, and as to Consents and other Matters; Amendment of Memorandum and Articles of Association and Schemes.)

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

1. To authorise and provide, by the intended Act or by means of a scheme or schemes to be prepared and carried into effect under the authority of the intended Act, or otherwise, and upon and subject to such terms, conditions, and restrictions as may be provided for by the said scheme or schemes, or by the intended Act, for the reduction, consolidation or unification of all or any part of the capital of the Army and Navy Investment Trust Company, Limited (hereinafter called "the Company"), and for the surrender and cancellation of capital, and so that any such reduction of capital may be effected by cancelling capital paid on either class or both classes of the shares, or in any other way and irrespective of the rights attached to such shares with regard to capital or profits.

2. To make provision either by the intended Act or by means of any such scheme or schemes as aforesaid with reference to the arrears of dividend on the existing preference shares of the Company, and to make such other provision as may be deemed expedient for extinguishing or deferring or capitalising or otherwise dealing with such arrears.

3. By the intended Act, or by such scheme or schemes, to make cumulative any dividend now contingent upon the profits of a year, or to make or make cumulative any reduction of such dividend, and otherwise vary the rights attached to any class of share, whether as regards capital or profits.

4. To vary or extinguish all existing rights and privileges which would or might interfere with the objects of any such scheme or schemes, or of the intended Act, and to confer other rights and privileges, and to empower and require all or any of the holders of any capital dealt with or proposed to be dealt with or affected by any such scheme or schemes as aforesaid, or by the intended Act, to concur in such scheme or schemes, or to consent to such Act, or to dispense with any such concurrence or consent either wholly or in part, and on and subject to such terms and conditions (if any) as the intended Act or such scheme or schemes may contain.

5. To alter, amend, extend, or repeal, cancel or annul, so far as may be necessary or expedient for the purposes of the intended Act, the Memorandum and Articles of Association of the Company.

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

Dated the 24th day of November 1899.

NORTON, ROSE, NORTON, & CO.,  
10 Victoria Street, Westminster, and  
57½ Old Broad Street, E.C.,  
Solicitors for the Bill.

Board of Trade—Session 1900.]

#### ROTHESAY TRAMWAYS.

(Adaptation of Existing Tramways to Mechanical Power; Electrical and other Powers; Generating Stations; Repeal or Amendment of Provisions relating to Local Authorities; Variation of Section 43 of the Tramways Act 1870, etc.; Agreement with Local and Road Authorities; Amendment of Acts, etc.)

**N**OTICE is hereby given that application is intended to be made to the Board of Trade on or before the 23rd day of December next by the Rothesay Tramways Company Limited (hereinafter called "the Company") for a Provisional Order under the Tramways Act 1870 for the purposes or some of the purposes following (that is to say):—

To authorise the Company from time to time on such terms and conditions and subject to such restrictions (if any) as may be prescribed by the intended Order to use for moving carriages and trucks upon the Tramways authorised by the Rothesay Tramways Order 1880 and upon any Tramways for the time being leased to or run over, worked, or used by the Company, animal power, and any electrical power generated and applied from stations or otherwise, or other mechanical power fixed or moveable, and to authorise the Company to manufacture, provide, and use such electrical or other mechanical power.

To empower the Company to lay down, construct, erect, and maintain on, in, under or over the surface of any street, road, bridge or place, and to attach to any house and building such posts, conductors, wires, tubes, mains, plates, cables, ropes and apparatus, and to make and maintain such openings and ways in, on, or under any such surface as may be necessary or convenient either for the working of any of the tramways for the time being belonging, or leased to or run over, worked or used by the Company, or for connecting any portions of any such tramways, or for providing access to or forming connections with any generating stations, engines, machinery or apparatus, and for those purposes to raise, alter, remove, and interfere with telegraphic and telephonic wires, posts, and apparatus.

To empower the Company to make such alterations of the existing tramways, or any part or parts thereof, and to execute all such works on or in connection therewith, and in, over, or under the streets or roads in which the same are laid, as may be deemed necessary or expedient for adapting the same to be worked by such electrical or other mechanical power as aforesaid, as may be prescribed or authorised or provided for by the intended Order.

To empower the Company to make such additional crossings, passing places, sidings and junctions, and to double such of the existing lines as may be convenient for the purposes of this Order.

To authorise the Company for the purposes of the said Order in or upon the lands hereinafter described to construct, maintain, and use a station or stations for generating electric power with all necessary buildings, works, engines, dynamos, apparatus and machinery for that purpose.

The lands hereinbefore referred to are:—

Certain lands now in the occupation of the Company and forming the site of their existing depot in Port Bannatyne Road in the Parish of North Bute.

To authorise the Company to use upon the tramways, engines, and carriages of greater width than that limited or prescribed by Section 34 of the Tramways Act 1870, and to repeal, alter or amend so far as may be necessary, the provisions of any Act or Order limiting or prescribing the width of the carriages or engines to be used on the existing tramways or any of them.

To vary the provisions of the Tramways Act 1870 with respect to the purchase of tramways by local authorities, and to make provision for the purchase of such tramways within such extended period and on such terms and conditions and in such events as may be prescribed by the Order.

To empower the Company on the one hand and any local or road authority on the other hand to enter into and carry into effect any contracts or agreements with respect to the electrical equipment, reconstruction, doubling or alteration of the Tramways or the right of the local authorities to purchase the same, or any other of the purposes of the intended Order, and to confirm and give effect to any contracts or agreements which may have been entered into prior to the date of the said Order.

To incorporate in the Order and extend and apply to the intended tramways and works all or some of the powers and provisions of the Tramways Act 1870, and so far as may be deemed expedient to alter, amend, repeal, render inapplicable or

extend all or some of the provisions of that Act and of the said Order relating to the Company or their Undertaking, and in particular to amend, vary and define the terms, conditions and period upon and at which the local authority or authorities may purchase the Undertaking of the Company, and to vary and amend Section 43 of the Tramways Act 1870 so far as the same applies to the Company's Undertaking.

And notice is hereby further given that a copy of this Notice as published in the Edinburgh Gazette will be deposited on or before the 30th day of November instant at the Office of the Board of Trade, Whitehall Gardens, London, and for public inspection with the Sheriff-Clerk for the County of Bute at his office at Rothesay.

The draft of the proposed Provisional Order will be deposited at the Office of the Board of Trade on or before the 23rd day of December next, and printed copies of such draft, when deposited, and of the intended Order, when made will be deposited at the offices of the undersigned and will be there furnished, at the price One Shilling for each copy, to all persons applying for them.

Every company, corporation or person desirous of making any representation to the Board of Trade, or of bringing before them any objections respecting the said intended application, may do so by letter addressed to the Assistant Secretary of the Railway Department, Board of Trade, Whitehall, London, S.W., on or before the 15th day of January next, and copies of such representation or objections must at the same time be sent to the Company, and in forwarding to the Board of Trade such objections the objectors or their agents should state that a copy of the same has been sent to the Company or their agents.

Dated this 21st day of November 1899.

SYDNEY MORSE,

37 Norfolk Street, Strand, London, W.C.,  
Solicitor for the Order.

In Parliament—Session 1900.

#### UNIVERSAL LIFE ASSURANCE SOCIETY.

(Extension of Objects; Provisions as to Distribution, &c., of Profits; Investment of Funds; Auditors; Committees; Enrolment of Names of Trustees; Amendment of Act 6 Will. IV. cap. 54, and Deed of Settlement, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session by or on behalf of the Universal Life Assurance Society (hereinafter called "the Society") for leave to bring in a Bill for the following or some of the following among other purposes (that is to say):—

To vary or alter the Deed of Settlement of the Society dated the 15th day of May 1834, and the Act 6 Will. IV. cap. 54, and any other deed, instrument or resolution or Act relating to the Society.

To extend the objects of the Society so as to authorise the granting and issue of one or more new series of policies for lives or fixed terms or

otherwise, and to make provision with respect to the distribution of profits and the apportionment and division of such profits between the shareholders and policyholders, and the method of allotment of any portion of such profits to or among policyholders, and the circumstances entitling a policyholder to share in profits.

To extend the powers of the Society with respect to the investment of their funds, and to make provision with respect to the custody of securities in which such funds may be invested.

To make provision with respect to the auditors of the Society, and their election, and with respect to any Committees of Management, and the constitution and apportionment and qualification of the Members thereof.

To provide for the enrolment in Court of Memorials of the names and addresses of the Trustees for the time being of the securities, property, and funds of the Society, and for the vesting of such securities, property, and funds of the Society in Trustees without conveyance or other assurance.

Generally to vary and extinguish all rights and privileges which would interfere with any of the objects of the Bill, and to confer other rights and privileges.

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

Dated this 23rd day of November 1899.

POLLOCK & CO.,

6 Lincoln's Inn Fields, London, W.C.,  
Solicitors for the Bill.

REES & FRERE,

5 Victoria Street, Westminster,  
Parliamentary Agents.

In Parliament—Session 1900.

#### AIRDRIE AND COATBRIDGE TRAMWAYS.

(Construction of Tramways in the Burghs of Airdrie and Coatbridge, and the Parishes of New Monkland and Old Monkland; Interference with Streets and Roads; Electrical or other Motive Power; Gauge; Generating Stations; Compulsory Purchase of Lands, &c.; Posts, Overhead Wires; Agreements with Local Authorities, &c.; Tolls, Rates, and Charges; Bye-laws and Regulations; Payment of Interest during Construction; Acquisition of Tramways by Local Authorities; Amendment or Repeal of Section 43 and other Sections of the Tramways Act, 1870; Incorporation, Amendment, Application, or Repeal of other Acts; other Powers and Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act (hereinafter called "the Bill") for the following or some of the following among other purposes (that is to say):—

1. To authorise a Company to be incorporated by the Act (hereinafter called "the Promoters") to make and maintain, work, and use all or some of the tramways hereinafter described, with all



necessary and proper rails, plates, sleepers, channels, junctions, turntables, turn-outs, crossings, cross-overs, passing-places, triangles, waiting-rooms, stables, carriage houses, engine-houses, stations, sheds, buildings, works, and conveniences connected therewith respectively.

(In the following descriptions of the proposed tramways the distances and lengths given for the purposes of describing the commencement or termination of any tramway or narrow place are to be read as if the words "or thereabouts" had been inserted after each such distance or length, and the places (if any) where any tramway will be laid along any street or road 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 foot-path and the nearest rail of the tramway are described as regards each tramway under the heading "Narrow Places.")

The tramways proposed to be authorised are the following:—

**Tramway No. 1.** Situate wholly in the parish of Old Monkland, commencing in Bank Street, at a point in line with the western side of Woodside Street, passing thence in a north-easterly direction along Bank Street and Main Street, and terminating in that street at the municipal boundary of the burgh of Coatbridge, at a point opposite the eastern side of Quarry Row.

**Tramway No. 2.** Situate wholly in the parish of Old Monkland, commencing in Main Street by a junction with Tramway No. 1 at a point 34 yards north-eastwards from the east side of the Whitelaw Fountain, passing thence in a north-westerly direction into and along Sunnyside Road, and terminating at a point 12 yards eastwards from the eastern side of Dunbeth Street.

**Tramway No. 3.** Situate wholly in the parish of Old Monkland, commencing in Bank Street by a junction with Tramway No. 1 at a point 17 yards south-westwards from the south-western corner of the Whitelaw Fountain, passing thence in a north-easterly direction into and across the open space in front of the Central Passenger Station of the North British Railway Company into Sunnyside Road, and terminating in that road by a junction with Tramway No. 2 at a point 25 yards north-westwards from Main Street.

**Tramway No. 4.** Situate wholly in the parish of New Monkland, commencing in Deedes Street at the municipal boundary of the burgh of Airdrie by a junction with Tramway No. 1 at its termination, and passing thence in a north-easterly direction along Deedes Street, Alexander Street, Stirling Street, New Cross, Graham Street, Clark Street, Forest Street, and terminating in last-named street at a point opposite the eastern side of Motherwell Street.

**Tramway No. 4A.** Situate wholly in the parish of New Monkland, commencing in Deedes Street by a junction with Tramway No. 4 at a point 10 yards south-westwards from Rochsolloch Road, passing thence into and along Rochsolloch Road and terminating in that road at a point 66 yards southwards from the south side of Kippen Street.

**Tramway No. 5.** Situate wholly in the parish of New Monkland, commencing in Forrest Street by a junction with Tramway No. 4 at its termination, passing thence in a north-easterly direction along the said street and terminating therein at a point 10 yards southwards from the southern side of the gateway leading to Clarkston Church.

The tramways will be made and pass from, in, through, or into the parishes of New Monkland and Old Monkland, and the burghs of Airdrie and Coatbridge in the county of Lanark.

#### NARROW PLACES.

**Tramway No. 2.** In Sunnyside Road on both sides throughout:—

(a) From a point opposite the north-eastern corner of Gartsherrie Street to a point in line with the eastern side of Crichton Street.

(b) From a point in line with the western side of Dunbeth Street to a point 66 yards westwards from the western side of that street.

**Tramway No. 4.** In Deedes Street on both sides throughout, between points respectively 27 yards and 59 yards south-west from the corner of Aitchison Street and Alexander Street.

In Clark Street on both sides throughout from a point in line with the western side of Motherwell Street to a point 66 yards westwards from the western side of Motherwell Street.

**Tramway No. 4A.** In Rochsolloch Road on both sides throughout, for a distance of 160 yards from Deedes Street.

**Tramway No. 5.** In Forrest Street on both sides throughout, between points respectively 32 yards and 98 yards southward from the south side of the gateway to Clarkston Church.

2. The tramways are intended to be constructed on a gauge of 4 feet 8½ inches or such other gauge as may be authorised, with such grooves, plates, or tubes as may be necessary to work the same.

3. It is not intended to run on the tramways carriages or trucks adapted for use on railways.

4. To authorise the Promoters to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, highways, public and private roadways, footpaths, pavements, railways, watercourses, bridges, sewers, drains, waterpipes, gaspipes, and electric, telegraph, and telephonic tubes, posts, wires, and apparatus within all or any of the parishes or places mentioned in this Notice, for the purpose of constructing, maintaining, repairing, renewing, altering, or reinstating the proposed tramways and works, or substituting others in their place, or for other the purposes of the Bill.

5. To empower the Promoters to substitute double lines for single or interlacing lines, single lines for double or interlacing lines, and interlacing lines for double or single lines on any of their tramways.

6. To enable the Promoters for all or any of the purposes of the Bill to purchase or acquire by compulsion or agreement lands, houses, buildings, and other property, or to take easements over or in connection therewith, and to erect and hold offices, buildings, engine-houses, generating stations, stables, and other conveni-

ences on any such lands or property, and to sell, lease, or dispose of any such lands, houses, buildings, and property, and in particular to enable the Promoters to purchase or acquire by compulsion or agreement the following lands for the purposes of a generating station or other the purposes of the undertaking, namely:—

That portion of land in the parish of New Monkland, bounded on the east partly by the property of Airdrie Model Lodging House Company, Limited, and partly by Rochsolloch Road on the south by a line running parallel with Deedes Street 200 yards southward therefrom, on the west by the South Burn, on the north partly by the property of Airdrie Model Lodging House Company, Limited, and partly by the property of the Airdrie Town Council, being a portion of that field numbered 3230 on the 25-inch Ordnance Map 1898.

7. To exempt the Promoters from the operation of Section 90 of the Lands Clauses Consolidation (Scotland) Act, 1845, so as to enable them to purchase compulsory parts only of certain properties.

8. To empower the Promoters from time to time, and either temporarily or permanently, to make, maintain, alter, remove, or abandon such tramways, crossings, passing-places, deviations, sidings, junctions, curves, turnouts, turntables, and other works in addition to those particularly specified in this Notice, as may be necessary or convenient for the efficient working of the Promoters' Tramways or any of them, or otherwise, in the interests of the Promoters, or for facilitating the passage of traffic along streets or roads, or for providing access to any stables or carriage houses, engine houses, generating stations, stationary engines, works or buildings of the Promoters.

9. To empower the Promoters to work and use the proposed tramways or any of them by means of engines, carriages, trucks, and vehicles propelled (in addition to, or in substitution for, animal power) by electrical power, steam power, pneumatic, gas, and oil, or other mechanical power; or partly by one such power and partly by another such power, and for that purpose or any purpose appurtenant or auxiliary thereto, to confer on the Promoters such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the Bill, and in particular, power to enter upon and open the surface of, and to lay down on, in, under, or over the surface of any street, road, or place, footpath, railway, or bridge, such posts, wires, tubes, mains, plates, or apparatus, and to make and maintain such openings, posts, wires, tubes, or ways on, in, under, or over any such surface, and to attach to any house or building such supports, brackets, and fittings as may be necessary or convenient either for the actual working of the tramways, or for providing access to or in connection with any engines, machinery, or apparatus, and to empower the Promoters for the purpose of working the tramways to erect engines and machinery and to empower the Promoters to acquire and hold patent and other rights and licences, and to use patent and other rights and licences in relation to such electrical or other mechanical power.

10. To enable the Promoters to levy tolls, rates, and charges for the use of the tramways and for the conveyance of passengers and traffic thereon,

and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges, and to alter existing tolls, rates, or charges, and any exemptions therefrom.

11. To provide for and regulate the user by the Promoters 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 tramways and other works, and the ownership and disposal of any surplus paving, metalling, or materials.

12. To authorise the Promoters when, by reason of the execution of any work affecting the surface or soil of any street or road, or otherwise, it is necessary or expedient to remove or discontinue the use of any tramway as aforesaid, or any part thereof, to make in the same or any adjacent street or road, and maintain, work, and use 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.

13. To make provision for preventing injury to any tramways of the Promoters, and to any works, carriages, and electrical and other machinery or apparatus connected therewith, and for preventing danger to passengers thereon, and if and so far as may be thought fit to extend and apply to injuries to, interference with, and obstruction of the tramways, works, and property of the Promoters all or any of the provisions of the Malicious Damage Act, 1861, and to impose in respect of any such injury, interference, or obstruction, any punishment or penalty prescribed by that Act, or such other punishment or penalty as the Bill may define.

14. To reserve to the Promoters the exclusive right of using the proposed tramways, engines, and carriages, with flange wheels, or wheels specially or particularly adapted to run on a grooved edge or other rail.

15. To empower the Promoters on the one hand, and the Corporations of the Burghs of Airdrie and Coatbridge, and any local authority or other bodies corporate or persons having respectively the control or management of the duty of directing the repairs of the said streets, roads, and places, on the other hand, to enter into contracts or agreements with regard to all or any of the purposes of the Bill with respect to the alteration of the widths or levels of any of the said roads or streets, and as to the laying down, altering, maintaining, renewing, repairing, and working, and the using by the Promoters of the proposed tramways and the rails, plates, sleepers, tubes, wires, posts, brackets, ways, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same, and the acquisition of the proposed tramways or any of them by such corporations or local authorities and to confirm any agreements entered into or to be entered into with such corporation, local authorities, bodies corporate, or persons with respect to any of the aforesaid purposes.

16. To extend and alter the time limited by Section 43 of the Tramways Act, 1870, within which, and the terms on which, the Promoters may be required to sell their undertaking, or any part thereof, to any local authority, and so far as necessary for such purpose, and for altering and determining the terms, price, and conditions of such sale, to alter, amend, extend, or to repeal that section.

17. To empower the Promoters to enter into and carry into effect agreements with any local authority, company, body, or person, for the supply by such local authority, company, body, or person of electrical energy for the purposes of the Bill, or the sale and supply of electric energy for all purposes by the Promoters to any local authority, company, body, or person.

18. To empower the Board of Trade from time to time to make, and the Promoters to enforce, bye-laws and regulations for regulating the use of electrical power, and for ensuring the protection and accommodation of passengers in the tramcars and traffic in and along the street in which the tramways are laid, and to attach penalties to the breach or non-observance thereof, or of the provisions of the Bill.

19. To enable the Promoters, out of moneys to be raised by them under the powers of the Bill, to pay interest to shareholders on the sums which may be from time to time paid on the shares in the undertaking allotted to them, anything in the Companies Clauses Consolidation (Scotland) Act, 1845, or any other Act to the contrary notwithstanding.

20. To enable the Promoters to sell or to lease, either in perpetuity or for a limited period, their undertaking and works, or any part thereof, to any local authority, public body, company, or person, and to transfer to and vest in the purchaser or lessee all or any of the powers of the Promoters.

21. To incorporate in the Bill and extend and apply to the intended tramways and works all or some of the powers and provisions of the Lands Clauses Acts and the Tramways Act, 1870, and so far as may be deemed expedient to alter, amend, repeal, render inapplicable or extend all or some of the provisions of these Acts; the Coatbridge Burgh Act, 1885; the Act 1 and 2 Geo. IV, c. 60; the Airdrie Police and Municipal Act, 1849; the Airdrie Burgh Extension Act, 1885; and of any other Acts of Parliament and Orders of the Board of Trade relating to the Burgh of Airdrie, or the Burgh of Coatbridge, and any other Acts or Orders relating to or which may be affected by or interfere with the objects of the Bill.

22. And notice is hereby further given, that plans and sections in duplicate of the proposed tramways and works, and showing the lands which may be taken under the compulsory powers of the Bill, with a book of reference to such plans, together with a copy of this Notice as published in the Edinburgh Gazette, will be deposited on or before the 30th day of November instant for public inspection with the Principal Sheriff-Clerk for the county of Lanark, at his office in Glasgow and Airdrie respectively, and that on or before the same day a copy of so much of such plans, sections, and book of reference as relates to each of the burghs of Airdrie and Coatbridge, and the parishes of New Monkland and Old Monkland respectively, and also a copy of this Notice as published in the Edinburgh Gazette, will on or before the same day be deposited with the Town-Clerk of each such burgh at his office, and with the Clerk of the parish council of each such parish at his office.

23. Printed copies of the Bill will be deposited in the Private Bill Office of the House of Com-

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

Dated this 15th day of November 1899.

JOHN KENNEDY, W.S.,  
25 Abingdon Street,  
Westminster, London, S.W.,  
Parliamentary Agent.

COLUMBA STEAMSHIP COMPANY LIMITED,  
IN LIQUIDATION.

A NOTE having been presented to the Lords of Council and Session (Lord Stormonth-Darling, — Mr. McCaul, Clerk), in name of Malcolm Turner Clark, Steamship Owner, &c., 5 Oswald Street, Glasgow, *Curator bonis* to John Barr, sometime residing at Barrholm, Pollokshields, now an inmate of Gartnavel Asylum, Glasgow, Creditor of the Columba Steamship Company Limited, registered and incorporated under the Companies Acts, 1862 to 1890, praying, *inter alia*, for appointment of an Official Liquidator of the said Columba Steamship Company Limited, the following Interlocutor has been pronounced thereon:—

"24th November 1899.—Lord Stormonth-Darling—Act. Guy.—The Lord Ordinary appoints the Note for Malcolm Turner Clark, *Curator bonis* to John Barr, to be intimated, advertised, and served as craved, and allows all parties interested to lodge Answers, if so advised, within eight days after such intimation, advertisement, and service."

(Signed) "MOIR T. STORMONTH-DARLING."

Of all which Intimation is hereby given.

CLARK & MACDONALD, S.S.C.,  
Agents for Petitioner.

24 Hill Street, Edinburgh,  
24th November 1899.

In the Matter of THE GLASGOW MERINO SPINNING  
COMPANY LIMITED.

AT an Extraordinary General Meeting of the Members of the above-named Company, duly convened and held within the Lesser Trades Hall, Glassford Street, Glasgow, on the 17th day of November 1899, the following Extraordinary Resolution was duly passed:—

"That it has been proved to the satisfaction of this Meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and that the Company be wound up voluntarily accordingly."

And at said Meeting, Charles Dalrymple Gairdner, Chartered Accountant, Glasgow, was appointed Liquidator for the purposes of such winding up.

JAMES T. TULLIS, Chairman.

JAMES CUTHBERT, Witness.

Glasgow, 21st November 1899.

THE SCOTT-VOGT CHEMICAL COMPANY  
LIMITED,  
IN LIQUIDATION.

NOTICE is hereby given that at an Extraordinary General Meeting of the Members of the said Company, duly convened and held within the Directors' Room of the Merchants' House, No. 1 West George Street, Glasgow, on the 31st day of October 1899, the following Special Resolutions were duly passed, and at a subsequent Extraordinary General Meeting of the Members of the said Company, also duly convened and held at the same place on the 17th day of November 1899, the following Special Resolutions were duly confirmed:—

- (1) "That the Company be wound up voluntarily."
- (2) "That William Brodie Galbraith, Chartered Accountant, Glasgow, be appointed Liquidator for the purpose of winding up the affairs of the Company."

W. B. GALBRAITH, C.A., Liquidator.

107 Buchanan Street, Glasgow,  
21st November 1899.

BLACKFORD CO-OPERATIVE SOCIETY LIMITED,  
IN LIQUIDATION.

NOTICE is hereby given that a General Meeting of the Members of the above-named Society will be held in the Moray Arms Hotel, Blackford, on Tuesday, 26th December next, at eight o'clock evening, to receive the Liquidator's report showing how the winding up of the Society has been conducted and its property disposed of, to hear any explanation that may be given by the Liquidator, and to pass a Resolution as to the disposal of the books, accounts, and other documents of the Society.

Dated the 21st day of November 1899.

W. M. JEFFRAY, Liquidator.  
JAMES M'BETH, Solicitor, Auchterarder,  
Agent.

A PETITION for Cessio, under the Cessio Acts, has been presented to the Sheriff of Ross and Cromarty and Sutherland, at the instance of William Taylor and Daniel Taylor, Farmers, Gateside, in the Parish of Knockbain and County of Ross and Cromarty, against PETER GRANT, Sheep Dealer, Dingwall; and the Sheriff-Substitute has ordained the said Peter Grant to appear within the Sheriff Court House at Dingwall, on the 5th day of December next, at twelve o'clock noon, for public Examination, at which Diet all his Creditors are required to attend.

ALEXR. ROSS, Solicitor, Dingwall,  
Agent for Petitioners.

Dingwall, 20th November 1899.

A PETITION for Cessio has been presented to the Sheriff of Lanarkshire at Glasgow by F. & J. Smith, Tobacco Manufacturers, 29 to 33 North Albion Street, Glasgow, against WILLIAM SCHROUDER, Tobaccoist, residing at 395 St. Vincent Street, Glasgow; and all his Creditors are requested to appear in Court, within the Chambers of Mr. Sheriff Boyd, County Buildings, 70 Hutcheson Street, Glasgow, upon the 19th day of December next, at ten o'clock forenoon, when Defender is ordained to appear for public Examination.

WILLIAM BAIRD,  
133 St. Vincent Street, Glasgow,  
Agent for Petitioners.

A PETITION for Cessio has been presented in the Sheriff Court of Lanarkshire at Glasgow, at the instance of Barrie & Dick, 118 Queen Street, Glasgow, against ANDREW M'LEAN, Tailor, 71 South Cromwell Street, Crosshill, Glasgow; and the Sheriff-Substitute (Mr. Boyd) has ordained the said Andrew M'Lean to appear in Court, within his Chambers, County Buildings, Glasgow, upon the 6th day of December next, at ten a.m., for Examination, at which Diet all his Creditors are required to attend.

T. F. REID & DONALDSON, Writers,  
92 West Nile Street, Glasgow,  
Agents for Petitioners.

A PETITION for Cessio, under the Cessio Acts, has been presented at the instance of Aitken, Gibb, & Co., Tea Merchants, 5 Drury Street, Glasgow, against HECTOR URQUHART, 4 Blackburn Street, Plantation, Glasgow; and the Sheriff-Substitute has ordained the said Hector Urquhart to appear in Court, within the Chambers of the Sheriff-Substitute (Mr. Boyd), County Buildings, Glasgow, upon the 4th December 1899, at ten a.m., for public Examination, at which Diet all his Creditors are required to attend.

A. FRASER MACRAE,  
5 West Regent Street, Glasgow,  
Petitioners' Agent.

22nd November 1899.

THE Estates of ALEXANDER LEARMONTH ADAM, 88 Great Clyde Street, Glasgow, have, in virtue of and for the purposes of the Cessio Acts, been transferred to George Allan Cadell, Chartered Accountant, 116 St. Vincent Street, Glasgow, as Trustee for behoof of his Creditors. Creditors must lodge their claims with the Trustee on or before 4th January next. The Creditors meet before the Sheriff, within the Chambers of the Sheriff-Substitute (Mr. Boyd), County Buildings, Glasgow, on 25th January next, at ten a.m.

ROB. MARSHALL,  
212 St. Vincent Street, Glasgow,  
Agent of Trustee.

23rd November 1899.

THE Estates of WILLIAM M'CALLUM, 16 Neilston Road, Paisley, have, in virtue of and for the purposes of the Cessio Acts, been transferred to John Alexander Simmers, Chartered Accountant in Glasgow, as Trustee for behoof of his Creditors. Creditors must lodge their claims with the Trustee on or before the 23rd day of December 1899. The Creditors meet before the Sheriff, within the Sheriff Court House, Paisley, on the 15th day of January 1900, at 10.30 o'clock forenoon.

JOHN A. SIMMERS, Trustee.

Paisley, 22nd November 1899.

A PETITION having been presented to the Lord Ordinary officiating on the Bills, at the instance of Messrs. Aitken & Wright, Provision Merchants, 66 Constitution Street, Leith, for Sequestration of the Estates of J. R. WEDDELL, Baker, Ratho, his Lordship of this date granted Warrant for citing the said J. R. Weddell 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.

R. GALBRAITH STEWART, S.S.C.,  
102 George Street, Agent.

Edinburgh, 22nd November 1899.

A PETITION having been presented in the Sheriff Court of Perthshire at Perth, at the instance of Semple, M'Lean, & Reid, Ingram Street, Glasgow, and Aitken & Wright, Provision Merchants, Constitution Street, Leith, for the Sequestration of the Estates of ALEXANDER MILLER, Grocer, Muthill; and the Sheriff-Substitute of this date granted Warrant for citing the said Alexander Miller 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.

MAL. FINLAYSON, Solicitor, Crieff,  
Agent.

A PETITION having been presented to the Sheriff of the County of Ayr at Kilmarnock, at the instance of James Hunter & Son, Joiners and Builders, Skelmorlie, for Sequestration of the Estates of JAMES DICKSON, Mossie Cottage, Upper Skelmorlie, his Lordship of this date granted Warrant for citing the said James Dickson 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, at eleven o'clock forenoon, to show cause why Sequestration should not be awarded; of all which Intimation is hereby given.

J. & J. STURROCK & Co., Agents,  
58 John Finnie Street, Kilmarnock.

Kilmarnock, 22nd November 1899.

**THE** Estates of JOHN JACK, Cycle Agent, 25 Rose Street, Aberdeen, were Sequestrated on the 21st day of November 1899, by the Sheriff of Aberdeen, Kincardine, and Banff at Aberdeen.

The first Deliverance is dated the 21st day of November 1899.

The Meeting to elect the Trustee and Commissioners is to be held on Monday the 4th day of December 1899, at two o'clock afternoon, within the Douglas Hotel, Aberdeen.

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 21st March 1900.

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

M. J. WATSON, Solicitor, Banff,  
Agent.

**THE** Estates of WILLIAM WHITTET, sometime Grocer and Wine and Spirit Merchant, No. 210 Overgate, Dundee, and residing at No. 14 Balmore Street, Dundee, were Sequestrated on the 22nd day of November 1899, by the Sheriff of Forfarshire.

The first Deliverance is dated 22nd November 1899.

The Meeting to elect the Trustee and Commissioners is to be held on the 1st day of December 1899, at two o'clock afternoon, within Lamb's Temperance Hotel, Reform Street, 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 22nd March 1900.

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

JAMES GOLD, Solicitor.

20 Reform Street, Dundee,  
22nd November 1899.

**THE** Estates of JACOB HYMAN, Fine Art Dealer and House Furnisher, 235 Ingram Street and 172 Crown Street, Glasgow, were Sequestrated on 23rd November 1899, by the Sheriff of the County of Lanark.

The first Deliverance is dated the 23rd day of November 1899.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Monday the 4th day of December 1899, 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 23rd day of March 1900.

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

DICKIE & SIMONS, Writers,  
173 St. Vincent Street, Glasgow, Agents.

**THE** Estates of S. AULD & CO., Brassfounders, 7 and 9 Wood Lane, Glasgow, and Samuel Auld, Brassfounder there, the sole Partner thereof, as such Partner, and as an Individual, were Sequestrated on 23rd November 1899, by the Sheriff of the County of Lanark at Glasgow.

The first Deliverance is dated the 23rd day of November 1899.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Monday the 4th day of December 1899, within the Faculty Hall, St. 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 23rd March 1900.

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

THOMAS STARK & Co., Writers,  
180 West Regent Street, Glasgow, Agents

**THE** Estates of JAMES CRUICKSHANK MORRISON INGRAM, Cabinetmaker, late of Cape Town, South Africa, now residing at No. 20 Battlefield Gardens, Langside, Glasgow, were Sequestrated on the 24th day of November 1899, by the Court of Session.

The first Deliverance is dated the 24th day of November 1899.

The Meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Monday the 4th day of December 1899, within the Faculty Hall, St. 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 24th day of March 1900.

The Sequestration has been remitted to the Sheriff of Lanarkshire at Glasgow.

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

WILLIAM GEDDES, Solicitor,  
118 Princes Street, Edinburgh, Agent.

**SEQUESTRATION** of BROWN & COMPANY, Storekeepers and Cartage Contractors, Commerce Street, Glasgow, and Robert Brown, Storekeeper and Cartage Contractor there, the only Partner of said Company, as such Partner, and as an Individual.

**ROBERT MARTIN MACLAY**, Chartered Accountant in Glasgow, has been elected Trustee on the Estate; and Andrew Motherwell, Grain Merchant, Glasgow, has been elected a Commissioner. The Examination of the Bankrupt will take place in the Chambers of Mr. Sheriff Strachan, County Buildings, Hutcheson Street, Glasgow, on Monday the 4th day of December next, at 10.30 o'clock forenoon. The Creditors will meet in the Trustee's Chambers, 209 West George Street, Glasgow, on Wednesday the 13th day of December next, at twelve o'clock noon.

R. M. MACLAY, C.A.

23rd November 1899.

**SEQUESTRATION** of DAVID HUNTER, Grocer and Provision Merchant, 57 Merkland Street, Partick, and residing at 90 Hozier Street, Partick.

**THOMSON M'LINTOCK**, Chartered Accountant, Glasgow, has been elected Trustee on the Estate; and Hugh Affleck, Wholesale Provision Merchant, 24 Ingram Street, Glasgow, Frank Leary, Wholesale Egg Merchant, Sauchiehall Street, Glasgow, and Henry Steven, Wholesale Grocer, 20 Ingram Street, Glasgow, have been elected Commissioners. The Examination of the Bankrupt will take place in the Chambers of Mr. Sheriff Strachan, County Buildings, Hutcheson Street, Glasgow, upon the 28th November current, at twelve o'clock. The Creditors will meet in the Chambers of the Trustee, 88 St. Vincent Street, Glasgow, on the 8th December next, at twelve o'clock.

THOMSON M'LINTOCK, Trustee.

Glasgow, 22nd November 1899.

**SEQUESTRATION** of ROBERT PHILIP, residing at Glenorchy, Wormit, Fifeshire, carrying on business under the name of ROBERT PHILIP & COMPANY, Manufacturers and Warehousemen in Dundee.

**DAVID ALEXANDER RICHMOND**, Chartered Accountant, Glasgow, has been elected Trustee on the Estate; and Alexander Macfarlane, a Director of Hunter, Barr, & Company Limited, Warehousemen, Glasgow, James Langhland, one of the Partners of Smith, Sons, & Langhland, Warehousemen, Glasgow, and Robertson Bannatyne Stewart, one of the Partners of Stewart & M'Donald, Warehousemen, Glasgow, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, Dundee, on Friday the 1st day of December next, at one o'clock afternoon. The Creditors will meet in the Chambers of Thomson, Jackson, Gourlay, & Taylor,

Chartered Accountants, 24 George Square, Glasgow, on Wednesday the 13th day of December next, at twelve o'clock noon.

DAVID A. RICHMOND, C.A., Trustee.

Glasgow, 23rd November 1899.

SEQUESTRATION of ANDREW STEVEN,  
Butcher, Bothwell.

ALEXANDER TENNANT FORGIE, Chartered Accountant, Glasgow, has been elected Trustee on the Estate; and John Colgan, 23 Cubie Street Glasgow, Walter Nelson, 172 St. Vincent Street, Glasgow, Writer, and John Storm, 59 Bellgrove Street, Glasgow, Cattle Salesman, have been elected Commissioners. The Examination of the Bankrupt will take place within the Sheriff Court House, County Buildings, Hamilton, on Tuesday the 5th day of December 1899, at eleven o'clock forenoon. The Creditors will meet within the Trustee's Chambers, 22 Renfield Street, Glasgow, on Wednesday the 13th day of December 1899, at eleven o'clock forenoon, when an offer of Composition made and entertained at the first Meeting of Creditors will be decided upon.

ALEXANDER T. FORGIE, C.A., Trustee.

Glasgow, 22nd November 1899.

SEQUESTRATION of WILLIAM RANKINE, Grocer,  
46 West Princes Street, Helensburgh.

JOHN L. TAYLOR, JUNIOR, Chartered Accountant in Glasgow, has been elected Trustee on the Estate; and Alexander Osborne, Wholesale Merchant, Glasgow, a Partner of the Firm of A. & R. Osborne, Wholesale Merchants, Glasgow, Andrew Stark Honeyman, Wholesale Grocer, Glasgow, sole Partner of the Firm of Johnston & Honeyman, Wholesale Grocers there, and John Watson Macintosh, Accountant there, have been elected Commissioners. The Examination of the Bankrupt will take place within the Sheriff Court House, Dumbarton upon Tuesday the 28th day of November current, at one o'clock afternoon. The Creditors will meet within the Chambers of the Trustee, 107 St. Vincent Street, Glasgow, upon the 8th day of December 1899, at three o'clock.

J. L. TAYLOR, Jr., C.A., Trustee.

Glasgow, 21st November 1899.

#### TO THE CREDITORS OF

JOHN SINCLAIR & COMPANY, Wrights, 100 Clarence Street, Glasgow, and John Sinclair and John Sinclair, junior, Wrights there, sole Partners of said Firm, as such Partners, and as Individuals.

WE, as Agents for Graham, Roxburgh, & MacLachlan, Firhill Sawmills, Glasgow, Creditors, and Thomas Cochrane Highet, General and Furnishing Ironmonger, 292 Argyle Street, Glasgow, a Commissioner both upon the Sequestrated Estates of the said John Sinclair & Company and Individual Partners, do hereby intimate that the Lord Ordinary officiating on the Bills has appointed a General Meeting of the Creditors on the said Estates to be held within the Faculty of Procurators' Hall, St. George's Place, Glasgow, on Monday the 4th day of December 1899, at two o'clock afternoon, for the purpose of electing a new Trustee and Commissioners on said Estates.

RONALD & RITCHIE, S.S.C.

20 Hill Street, Edinburgh,  
22nd November 1899.

A S Trustee on the Sequestrated Estate of WILLIAM FREDERICK GILMER, formerly residing at Charlesville, Claughton, Birkenhead, and now at Clifton Cottage, Helensburgh, sole Partner of the Firm of WILLIAM F. GILMER & COMPANY, Engineers, Iron Merchants, and Contractors, Royal Bank Chambers,

Cook Street, Liverpool, as such Partner, and as an Individual, I hereby call the final Meeting of Creditors, to be held within the Chambers of S. Easton Simmers & Hay, C.A., 58 Bath Street, Glasgow, on the 15th day of December 1899, at three o'clock P.M.

S. EASTON SIMMERS, C.A., Trustee.

Glasgow, 22nd November 1899.

SAMUEL KELLY ORR, Accountant, Edinburgh, Trustee on the Sequestrated Estate of ROBERT WALLACE, Baker, Milton of Balgonie, Fifeshire, hereby calls a General Meeting of the Creditors, to be held within his Chambers, 12 North Saint David Street, Edinburgh, on Monday the 18th day of December 1899, at eleven o'clock forenoon, to consider as to an application to be made for the Trustee's discharge.

SAMUEL K. ORR, Trustee.

Edinburgh, 24th November 1899.

SAMUEL KELLY ORR, Accountant, Edinburgh, Trustee on the Sequestrated Estate of GEORGE FORTUNE, Builder, Springfield Street, Leith Walk, Edinburgh, hereby calls a General Meeting of the Creditors, to be held within his Chambers, 12 North Saint David Street, Edinburgh, on Monday the 18th day of December 1899, at twelve o'clock noon, to consider as to an application to be made for the Trustee's discharge.

SAMUEL K. ORR, Trustee.

Edinburgh, 24th November 1899.

In the SEQUESTRATION of STEVENSON & COWIE, Pitwood Importers and Coal Exporters, Bo'ness, and James Dunn Stevenson and Archibald Douglas Cowie, the Individual Partners of said Firm, as such Partners, and as Individuals.

WILLIAM PATERSON SCOTT, Chartered Accountant, Edinburgh, Trustee, hereby intimates that the Commissioners have postponed the declaration of a Dividend until the recurrence of another statutory period.

WM. P. SCOTT, Trustee.

Edinburgh, 24th November 1899.

ALEXANDER C. RUTHERFORD, Accountant in Glasgow, Trustee on the Sequestrated Estate of JOHN GORDON SMITH, sometime Wine and Tea Merchant, Union Buildings, Ayr, and sometime carrying on business there under the Style or Firm of JOHN GORDON SMITH & COMPANY, Wine and Tea Merchants, and now residing in Ayr, hereby intimates that the Commissioners have postponed a Dividend until the recurrence of another statutory period.

ALEX. C. RUTHERFORD, Trustee.

Glasgow, 23rd November 1899.

SEQUESTRATION of ALEXANDER RALPH BROWN,  
Stockbroker, 48 West George Street, Glasgow.

ROBERT REID, Chartered Accountant, Glasgow, the Trustee, hereby intimates that the Commissioners have postponed the declaration of a Dividend until the recurrence of another statutory period.

ROBERT REID, C.A., Trustee.

Glasgow, 23rd November 1899.

THOMAS DONALD, Auctioneer, Annandale, Crosshouse, Trustee on the Sequestrated Estate of JOHN LINDSAY, Farmer, Carmelbank, Crosshouse, in the Parish of Kilmaurs, hereby intimates that the Commissioners have postponed a Dividend until the recurrence of another statutory period.

THOMAS DONALD, Trustee.

Annandale, Crosshouse, 22nd November 1899.

**I**NTIMATION is hereby given that Mr. David Brown Munro, Accountant, Glasgow, Trustee on the Sequestrated Estates of W. CRAIG RAMSAY, Writer, 163 St. Vincent Street, Glasgow, has now presented to the Sheriff of the County of Lanark at Glasgow a Petition for his discharge as Trustee foresaid. Any Creditor desiring to oppose the Petition is called upon to lodge a Notice of Appearance with the Clerk of Court within six days from this date.

ALEXR. WALLACE,  
102 Bath Street, Glasgow, Writer,  
Agent for Trustee.

24th November 1899.

TO THE CREDITORS ON

The Sequestrated Estates of ROBERT NEILL, sometime Farmer in Skeoch and Overton Farms, Tarbolton, now residing at Edingham Farm, Dalbeattie.

**B**y virtue of an Order of the Sheriff-Substitute of Ayrshire, Robert Neill, above designed, hereby intimates that he has presented a Petition to the Sheriff of Ayrshire at Ayr, to be finally discharged of all debts contracted by him before the date of the Sequestration of his Estates, in terms of the Statutes.

JAS. ALEXANDER, Law-Agent.

64 King Street, Kilmarnock,  
20th November 1899.

NOTICE.

**T**HE Copartnership carried on by the Subscribers Mrs. Ann Smith or Middleton and Alexander Donald under the Firm of MIDDLETON & DONALD, Plasterers, Arbroath, has been DISSOLVED of this date by the mutual consent of the Subscribers, sole Partners thereof.

Arbroath, 18th November 1899.

ANN MIDDLETON,  
ALEXR. DONALD.

ANDW. BENNET, Solicitor, Arbroath,  
Witness.  
J. MOLLISON SPINK, Solicitor's Clerk,  
Arbroath, Witness.

**T**HE Copartnership of PATTISON, CHALMERS, & CO., Electrical Engineers, carrying on business at 50 West Campbell Street, Glasgow, of which the Subscribers are the sole Partners, is DISSOLVED by mutual consent as at 17th November 1899, by the retiral of Charles Chalmers.

The Business will be carried on by Richard Norval Pattison, who will collect all debts due to, and discharge all liabilities of, the Company.

RICHARD NORVAL PATTISON:  
CHARLES CHALMERS.

WILLIAM MARTIN, 54 Oran Street, Glasgow,  
Witness.  
ROBERT ANDREWS, 118 Waddel Street, Glas-  
gow, Witness.  
Witnesses to the Signatures of the Sub-  
scribers.

NOTICE.

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Published at the EXCHEQUER CHAMBERS, Parliament Square, Edinburgh.

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

\* \* \* This Gazette is filed at Her Majesty's Stationery Office, London, and at the Office of the Dublin Gazette.

Friday, November 24, 1899.

Price Ninepence.

