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FRIDAY, NOVEMBER 24, 1905.

LORD CHAMBERLAIN'S OFFICE,
ST. JAMES' PALACE, November 21, 1905.

THE King has commanded that the Court shall wear Mourning from Wednesday next, the 22nd instant, for two weeks, for His late Royal Highness the Grand Duke of Luxembourg.

LORD CHAMBERLAIN'S OFFICE,
ST. JAMES' PALACE, November 21, 1905.

The King has commanded that the Court shall wear Mourning from Wednesday next, the 22nd instant, for one week, for His late Royal Highness Prince Philip of Belgium, Count of Flanders, brother of His Majesty The King of The Belgians, and first cousin, once removed, of His Majesty the King.

CHANCERY OF THE ROYAL VICTORIAN ORDER,
ST. JAMES' PALACE, November 20, 1905.

The King has been graciously pleased to make the following promotions in the Royal Victorian Order:—

To be Knights Commanders.

The Honourable Alan Johnstone, C.V.O., His Majesty's Envoy Extraordinary and Minister Plenipotentiary at Copenhagen.

Arthur James Herbert, Esq., C.V.O., His Majesty's Envoy Extraordinary and Minister Plenipotentiary at Christiania.

At the Court at Buckingham Palace, the 20th day of November 1905.

PRESENT,

The KING's Most Excellent Majesty in Council.

This day Arthur Cohen, Esquire, K.C., was, by His Majesty's command, sworn of His Majesty's Most Honourable Privy Council, and took his place at the Board accordingly.

A. W. FITZROY.

At the Court at Buckingham Palace, the 20th day of November 1905.

PRESENT,

The KING's Most Excellent Majesty in Council.

This day the Honourable Sir Frederick Matthew Darley, G.C.M.G., Lieutenant-Governor and Chief Justice of New South Wales, was, by His Majesty's command, appointed a Member of His Majesty's Most Honourable Privy Council.

A. W. FITZROY.

WHITEHALL, November 17, 1905.

The King has been pleased, by Letters Patent under the Great Seal of the United Kingdom of Great Britain and Ireland, bearing date the 15th instant, to grant unto Lieutenant-General Sir George Luck, K.C.B., the office or place of

Lieutenant of His Majesty's Tower of London, in the room of General Lord William Frederick Ernest Seymour, K.C.V.O., who has vacated the appointment.

WHITEHALL, November 20, 1905.

The King has been pleased to give and grant unto Imre Kiralfy, Esq., His Majesty's Royal licence and authority that he may accept and wear the Cross of Commander of the Order of Leopold, conferred upon him by His Majesty the King of the Belgians, in recognition of valuable services rendered by him in connection with the International Exhibition at Liège.

THE MOTOR CARS REGULATION (County of Argyll) (No. 3) ORDER, 1905, dated 15th November 1905, prohibiting Motor Car Traffic on certain Highways in the County of Argyll (District of Ardnamurchan).

Whereas by section 8, as read with section 18, of the Motor Car Act, 1903, it is provided that the Secretary for Scotland may in Scotland, by regulations made under section 6 of the Locomotives on Highways Act, 1896, prohibit or restrict the driving of any motor cars, or of any special kind of motor cars, on any specified highway, or part of a highway, which does not exceed sixteen feet in width, or on which ordinary motor car traffic would, in his opinion, be especially dangerous:

And whereas by section 10, as read with section 18, of the Motor Car Act, 1903, it is provided that Local Authorities, within the meaning of section 9 of the said Act, shall give public notice of any regulation of the Secretary for Scotland, made in pursuance of the said Act, prohibiting or restricting the use of motor cars on any highway, or part of a highway, or limiting the speed of motor cars within any limits or place, and for the purpose of giving effect to any such regulation shall place notices in conspicuous places on or near the highway, part of a highway, limits or place to which the regulation refers:

And whereas the County Council of the County of Argyll, being the Local Authority of the said County, have applied to me to make regulations under the said Acts, and I am of opinion that it is desirable to give effect to the said application to the extent hereinafter mentioned.

Now, therefore, in pursuance of the powers vested in me in that behalf, I, the Most Honourable John Adrian Louis, Marquess of Linlithgow, K.T., G.C.M.G., G.C.V.O., His Majesty's Secretary for Scotland, do hereby make the following regulations under section 6 of the Locomotives on Highways Act, 1896, as read with section 8 of the Motor Car Act, 1903:—

1. This Order may be cited as "The Motor Cars Regulation (County of Argyll) (No. 3) Order, 1905," and the regulations hereby prescribed shall take effect on the highways or parts of highways specified therein on and after the respective dates

at which, for the purpose of giving effect thereto, the Local Authority shall place notices in conspicuous places on or near such highways or parts of highways.

2. No person shall cause or permit a motor car to be driven, or shall drive a motor car, on such part of any highway named in the first column of the schedule to this Order as is defined in the second column of the said schedule.

Given under my hand and seal of office at Whitehall this 15th day of November 1905.

LINLITHGOW,
His Majesty's Secretary for Scotland.

SCHEDULE.
DISTRICT OF ARDNAMURCHAN.

Name of Highway.	Extent of Prohibition.
Drumfern to Corran Ferry	Whole length.
Inversanda to Loch Aline...	From Inversanda to junction with the road from Carnach Bridge to Tornacaber.
Achnagoun Bridge to Rahoy	From the point, nearest to the south-eastern end of Loch Durinemast, to Rahoy.
Sillachan Bridge to Dorlin <i>vid</i> Drimmin	From Drimmin to Dorlin.
Carnach Bridge to Tornacaber	Whole length.
Strontian to Polloch ...	Whole length.
and branches, viz. :— (a) Branch road to Arriundle	Whole length.
(b) Branch road leading to the road from Strontian to Salen	Whole length.
Strontian to Salen ..	Whole length.
Salen to Kilchoan ...	From Salen to junction with branch road to Faskadale.
Branch road from foregoing road to Faskadale	From Achateny to Faskadale.
Kilchoan to Achosnish ..	Whole length.
Kilchoan to Achnaha ...	Whole length.
Two branch roads from the road from Salen to Shiel-bridge, viz. :— (a) Branch road to Gortferne	Whole length.
(b) Branch road to Ardtoe	Whole length.

FACTORY DEPARTMENT, HOME OFFICE,

November 21, 1905.

The Chief Inspector of Factories gives notice that an appointment as Certifying Surgeon, under the Factory and Workshop Act, at Dornoch, in the County of Sutherland, is vacant.

DOWNING STREET, November 14, 1905

The King has been pleased, by Letters Patent passed under the Great Seal of the United Kingdom, bearing date the 8th November 1905, to make further provision in regard to the absence of the Governor of the Gold Coast Colony from that Colony, or from the seat of Government.

FOREIGN OFFICE, September 28, 1905.

The King has been graciously pleased to appoint Meadows Frost, Esq., to be His Majesty's Consul for the Monthons of Saiburi and Puket.

FOREIGN OFFICE, October 30, 1905.

The King has been graciously pleased to appoint Arthur James Herbert, Esq., C.V.O., to be His Majesty's Envoy Extraordinary and Minister Plenipotentiary to the Government of Norway.

FOREIGN OFFICE, November 15, 1905.

The King has been pleased to approve of—
 Señor Don Simon de la Torre as Consul-General of Colombia in Ceylon, to reside at Colombo;
 Mr. Edward Dumoulin as Consul of Persia at Hull;
 Señor Don Augusto de Bavay as Consul of Guatemala for the Commonwealth of Australia, to reside at Melbourne; and
 Señor Carlos Stagg Aguirre as Consul of Ecuador at Southampton.

WINDSOR CASTLE, November 18, 1905.

This day had Audience of The King:—
 Baron Charles Nicolas Daniel de Bildt, to present his Letter of Recall as Envoy Extraordinary and Minister Plenipotentiary from His Majesty the King of Sweden.

STATEMENT showing the Quantities Sold and Average Price of BRITISH CORN, per Quarter of 8 Bushels, Imperial Measure,* as received from the Inspectors of Corn Returns, in the Week ended 18th November 1905, pursuant to the Corn Returns Act, 1882.

BRITISH CORN.	QUANTITIES SOLD.		AVERAGE PRICE.	
	Qrs.	Bus.	s.	d.
Wheat	87,001	1	28	7
Barley	209,520	1	24	6
Oats	32,382	0	17	8

COMPARATIVE STATEMENT for the corresponding Week in each of the Years from 1898 to 1904.

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.
1898	87,393	0	227,394	1	23,855	5	27	9	28	4	17	1
1899	67,308	1	164,362	7	17,047	3	25	8	26	2	16	7
1900	48,045	2	182,212	7	17,125	2	27	2	25	10	17	0
1901	63,150	7	185,268	4	20,612	0	27	1	26	10	18	7
1902	49,736	2	194,298	4	26,939	7	24	11	25	6	17	2
1903	50,771	6	182,891	5	29,260	7	26	9	24	3	15	10
1904	41,025	4	178,529	2	31,299	5	30	2	24	5	16	0

* 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 and Fisheries,
 3 St. James' Square, London, S. W.,
 18th November 1905.

WM. SOMERVILLE.

ACCOUNT showing the Quantities of certain kinds of Agricultural Produce Imported into the United Kingdom in the Week ended 18th November 1905, together with the Quantities Imported in the Corresponding Week of the Previous Year.

		Quantities.	
		1904.	1905.
Animals living :—			
Oxen, Bulls, Cows, and Calves	Number	10,782	13,193
Sheep and Lambs	"	5,937	853
Swine	"	—	—
Horses	"	158	643
Fresh Meat :—			
Beef	Cwts.	73,854	107,929
Mutton	"	46,453	119,119
Pork	"	16,183	13,758
Salted or Preserved Meat :—			
Bacon	"	98,176	89,994
Beef	"	3,366	2,199
Hams	"	19,513	26,234
Pork	"	3,644	1,810
Meat unenumerated, salted or fresh	"	13,906	13,548
Meat, preserved, otherwise than by salting	"	19,445	13,285
Dairy Produce and Substitutes :—			
Butter	"	69,760	60,951
Margarine	"	17,102	19,238
Cheese	"	60,900	42,391
Milk, Fresh, in cans or drums	"	—	15
„ Cream	"	45	107
„ Condensed	"	18,287	19,344
„ Preserved, other kinds	"	8	177
Eggs	Great Hundred	546,337	303,859
Poultry	Value £	22,825	5,910
Game	"	2,274	4,546
Rabbits, dead (not tinned)	Cwts.	27,401	29,682
Lard	"	49,224	28,078
Corn, Grain, Meal, and Flour :—			
Wheat	"	2,046,300	1,678,400
Wheat Meal and Flour	"	321,300	407,200
Barley	"	472,500	665,700
Oats	"	402,700	386,500
Pease	"	39,760	28,760
Beans	"	25,390	64,440
Maize or Indian Corn	"	446,900	254,400
Fruit, Raw :—			
Apples	"	161,205	150,473
Apricots and Peaches	"	—	—
Bananas	Bunches	72,739	41,200
Cherries	Cwts.	—	—
Currants	"	—	—
Gooseberries	"	—	—
Grapes	"	24,478	20,547
Lemons	"	20,530	15,465
Oranges	"	98,642	93,159
Pears	"	8,981	5,973
Plums	"	—	—
Strawberries	"	—	—
Unenumerated	"	3,757	2,150
Hay	Tons	994	2,146
Straw	"	1,615	1,604
*Moss Litter	"	—	1,454
Hops	Cwts.	18,865	4,577
Locust Beans	"	16,670	16,375
Vegetables, Raw :—			
Onions	Bush.	155,192	265,123
Potatoes	Cwts.	33,310	33,217
Tomatoes	"	13,275	10,303
Unenumerated	Value £	5,220	3,865
Dried	Cwts.	2,702	14,658
Preserved by canning	"	9,007	10,578

* Not shown in 1904.

A. J. WOOD.

RULES PUBLICATION ACT, 1893.

Notice is hereby given, that after forty days from the date of this notice the Lord Chancellor proposes to make the following Rules under s. 29 of the Summary Jurisdiction Act, 1879, for the purposes of the Aliens Act, 1905.

Copies of the Draft Rules may be obtained from the Home Office, Whitehall.

21st November 1905.

THE SUMMARY JURISDICTION (ALIENS) RULES, 1905.

1. Proceedings under section 3 (1) (b) of the Aliens Act, 1905 (relating to the expulsion of pauper Aliens, and Aliens convicted abroad of extradition crimes), shall be commenced by complaint, and the provisions of the Summary Jurisdiction Acts with reference to proceedings on complaint shall, in so far as applicable, apply accordingly.

2. The forms in the Schedule hereto, or forms to the like effect, may be used with such variations as circumstances may require for the purposes of the Aliens Act, 1905.

3. These Rules may be cited as the Summary Jurisdiction (Aliens) Rules, 1905.

Schedule.

ALIENS ACT, 1905.

Section 3 (1) (b).

Complaint.

In the [County of _____] Petty Sessional Division of _____].
The day of _____, one thousand nine hundred and _____.

The complaint of *C.D.*, who states that *A.B.*, an alien, who last entered the United Kingdom within twelve months before these proceedings were taken *either* has within three months from the present date been in receipt of such parochial relief as disqualifies a person for the Parliamentary franchise [*or* been found wandering without ostensible means of subsistence] [*or* been living under insanitary conditions due to overcrowding] *or* has entered the United Kingdom after the 11th day of August 1905, and has been sentenced in a foreign country with which there is an extradition treaty for a crime not being an offence of a political character which is as respects that country an extradition crime within the meaning of the Extradition Act, 1870, viz.,

Taken before me, _____ (L.S.)

Justice of the Peace for the [County] aforesaid.

ALIENS ACT, 1905.
Section 3 (1) (a).

Certificate of Conviction and Recommendation for Expulsion.

In the [County of _____] Petty Sessional Division of _____].
Before the Court of [Summary Jurisdiction] sitting at _____.
The day of _____ one thousand nine hundred and _____.

I [*or* we] hereby certify that *A.B.*, to whom the particulars shown in the annexed Schedule relate, having been found by the Court to be an Alien, was this day convicted of the offence

shown in the said Schedule, being an offence within the meaning of Section 3 (1) (a) of the Aliens Act, 1905; [and was committed to one of His Majesty's prisons, to be kept there for the space of _____].

And that the Court recommend that an Expulsion Order should be made in the case of the said *A.B.*, in addition to the said sentence [*or* in lieu of sentence].

Justice of the Peace for the _____ (L.S.)
[County] aforesaid.
Justice of the Peace for the _____ (L.S.)
[County] aforesaid.

Schedule.

Name
Nationality
Age
Dependants (if any)
Offence
Sentence
Prison to which committed
Police district in which offence was committed

ALIENS ACT, 1905.

Section 3 (1) (b).

Certificate with view of Expulsion.

In the [County of _____] Petty Sessional Division of _____].
Before the Court of Summary Jurisdiction sitting at _____.

The day of _____ one thousand nine hundred and _____.

C.D. having made a complaint that *A.B.*, an alien, to whom the particulars shown in the Schedule hereto relate, last entered the United Kingdom within twelve months before the proceedings were taken, and *either* that he has within three months from the time at which proceedings were commenced been in receipt of such parochial relief as disqualifies a person for the parliamentary franchise [*or* been found wandering without ostensible means of subsistence] [*or* been living under insanitary conditions due to overcrowding] *or* that he has entered the United Kingdom after the 11th day of August 1905, and has been sentenced in a foreign country with which there is an extradition treaty for a crime not being an offence of a political character which is as respects that country an extradition crime within the meaning of the Extradition Act, 1870, viz.,

On hearing the said complaint I [*or* We] being satisfied that the said *A.B.* is an Alien, hereby certify that the said *A.B.* last entered the United Kingdom within twelve months before these proceedings were taken, and that he [*here insert the clause of the complaint of which the Court was satisfied*].

Justice of the Peace for the _____ (L.S.)
[County] aforesaid.
Justice of the Peace for the _____ (L.S.)
[County] aforesaid.

Schedule.

Name
Nationality
Dependants (if any)
Date of last entry into United Kingdom
Dates of complaint certified
Prison to which committed
Police District in which proceedings taken.

CIVIL SERVICE COMMISSION,

November 21, 1905.

Notice is hereby given that, upon a special recommendation from the Postmaster-General, and with the assent of the Treasury, Mr. William Sidney Burrett, having served as a Clerk of the Second Division for upwards of eight years, has been promoted to a First Class Clerkship in the Savings Bank Department of the General Post Office, with a special certificate granted exceptionally by the Civil Service Commissioners.

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.
Lanark	1	—	1
TOTAL	1	—	1

DISEASES OF ANIMALS ACTS,
1894 TO 1903.

The following Areas are now subject to the provisions of the Swine Fever (Regulation of Movement) Order of 1903:—

Aberdeenshire, Banffshire, Caithness, Elgin, Forfarshire, Inverness-shire, Kincardineshire, Nairn, Orkney, Perthshire, Ross and Cromarty, Sutherland, and Zetland.—An Area comprising the Counties of Aberdeen, Banff, Caithness, Elgin, Forfar, Inverness, Kincardine, Nairn, Orkney, Perth, Ross and Cromarty, Sutherland, and Zetland; the Cities of Aberdeen, Dundee, and Perth; and the Burghs of Peterhead, Elgin, Aibroath, Brechin, Forfar, Montrose, and Inverness (20th March 1905).

Ayrshire.—An Area comprising the County of Ayr, and the Burghs of Ayr, Irvine, and Kilmarnock (23rd June 1904).

Banffshire.—See under *Aberdeenshire, &c.*

Caithness.—See under *Aberdeenshire, &c.*

Elgin.—See under *Aberdeenshire, &c.*

Forfarshire.—See under *Aberdeenshire, &c.*

Inverness-shire.—See under *Aberdeenshire, &c.*

Kincardineshire.—See under *Aberdeenshire, &c.*

Nairn.—See under *Aberdeenshire, &c.*

Orkney.—See under *Aberdeenshire, &c.*

Perthshire.—See under *Aberdeenshire, &c.*

Ross and Cromarty.—See under *Aberdeenshire, &c.*

Sutherland.—See under *Aberdeenshire, &c.*

Zetland.—See under *Aberdeenshire, &c.*

SHEEP SCAB.

COUNTY.	No.	Outbreaks Reported.
		No.
Aberdeen	1	1
TOTAL	1	1

Board of Agriculture and Fisheries,
21st November 1905.

BANKRUPTS.

FROM THE LONDON GAZETTE.

RECEIVING ORDERS.

- Francis Coombes, 6 St. Andrew's Mansions, West Kensington, in the county of London, and The Oaks, Fakenham, in the county of Norfolk, physician and surgeon.
- Fuerth & Taylor, 5 Moorgate Street Buildings, in the city of London, stockbrokers.
- Joseph Hart, 252 Kentish Town Road, in the county of London, furniture dealer.
- Frank Harrison Howarth (carrying on business as Howarth Brothers & Company), 21 Bucklersbury, in the city of London, auctioneer and surveyor.
- Lionel Joseph, 72 Canfield Gardens, Hampstead, in the county of London, and Ernest Joseph, 116 Greencroft Gardens, Hampstead aforesaid, carrying on business as M. Joseph & Co. at 36 Aldgate High Street, in the county of London, woollen and Manchester warehousemen.
- Lewis Levy, Blomfield Court, Maida Vale, in the county of London, of no occupation.
- David Davies, 20 Upper Regent Street, Aberdars, Glamorgan, mason.
- George Alfred Lodge, late of Barrow House, Worsborough Bridge, near Barnsley, Yorkshire, present address unknown, grocer.
- Saul Davidson, lately residing and carrying on business at 202 Dalton Road, Barrow-in-Furness, in the county of Lancaster, and also at 17 Stricklandgate, Kendal, in the county of Westmorland, fine art dealer.
- John Edwin Joynes, residing and carrying on business at 95 Bordesley Green, Small Heath, Birmingham, in the county of Warwick, grocer and provision dealer.
- Charles Lukeman, Grange Road, Kings Heath, and residing in lodgings at Pool Farm, Portway, both in the county of Worcester, blacksmith.
- Richard M'Dermott, 275 Great Colmore Street, Birmingham, in the county of Warwick, tailor and draper.
- Albert Ernest Shields, 1 Croft Street, in the city of Bradford, corporate accountant and auditor.
- John Jennings, Park Lane, Newmarket, Cambs, corn, coal, and hay merchant.

DISEASES OF ANIMALS ACTS,
1894 TO 1903.

RETURN of OUTBREAKS of the under-mentioned DISEASES in SCOTLAND for the Week ended 18th November 1905, distinguishing Counties (including Burghs).

ANTHRAX.

COUNTY.	Outbreaks Reported.	Animals Attacked.
		No.
Aberdeen	3	3
Banff	1	1
Kincardine... ..	1	1
Wigtown	1	1
TOTAL	6	6

Harriette Elizabeth Turville, Herongate House, near Brentwood, Essex, private schoolmistress, spinster.

George Downton, Pear Tree Cottage, Preston, in the county of Dorset, general dealer.

Arthur Holloway, Church Road, Netherton, in the county of Worcester, assistant schoolmaster.

John George Taylor, senior, Howlish Terrace, Coundon, county Durham, tailor and draper.

Henry Stonehouse, residing at 48 Francis Street West, and carrying on business at 8 Vicar Lane, Mytongate, both in the city and county of Kingston-upon-Hull, grocers' outfitter.

William Charles Roberts, late of 18 Canal Street, Wortley, in the city of Leeds, now residing in lodgings at 16 Burley Lodge Terrace, Leeds aforesaid, late grocer and beer seller, now out of business.

John William Connell, 46 Church Street, Gainsborough, in the county of Lincoln, furniture.

Albert Edmund Hesketh (trading as W. Hesketh & Son), residing at 56 Derby Road, Weaste, and carrying on business at the Abbatoir, Water Street, Manchester, meat salesman.

William Henry Jones, 27 Tunnel Terrace, Blaengwynfi, in the county of Glamorgan, labourer.

Harry Ilett, 39 Pulmerston Road, in the county borough of Northampton, potato merchant.

Henry Thomas Rate Alfrey, 73 Rochdale Road Shaw, in the county of Lancaster, greengrocer.

Leonard Wolstenholme, 41 Abbotsford Road, Oldham, in the county of Lancaster, carrying on business at 39 Market Place, Oldham aforesaid, tailor and outfitter.

James Williams Collins, 18 Saint Stephen's Road, Buckland, Portsmouth, Hants., builder.

Alfred Henry Harms, 113, 115, and 117 Caversham Road, Reading, general engineer.

Benjamin Payne, Greenhill, in the county of Derby, late of the Totley Social Club, Totley, in the county of Derby, no occupation, late club steward.

James Charles Tate, Mexborough Road, Swinton, in the county of York, general dealer.

Benjamin Thornley Fletcher, residing and carrying on business at the Hollywood Hotel, Bloom Street, Stockport, licensed victualler.

Robert John Procter (lately trading as Procter Brothers), 6 Murray Street, West Hartlepool, in the county of Durham, late tobacconist, now tobacconist's manager.

Harold Knight, The Silver Springs, Sirhowy, Tredegar, Monmouthshire, mineral water manufacturer.

Samuel Mason Florence Villa, Streethouse, near Pontefract, builder and contractor, also carrying on business at Glebe Street, Castleford, timber merchant.

Edward Charles Frederick Otto, 108 Chestnut Grove, Balham, in the county of London, engineer.

Charles Stockdale, 23A Abbeville Road, Clapham Park, in the county of London, commercial traveller.

Joseph Price, Penley Mill, Penley, in the county of Flint, miller.

John Brownless, 14 East Parade, and Mill Lane, both Heworth, York, wheelwright and blacksmith.

William Jibson, Bielby, Yorkshire, farmer.

ADJUDICATION ANNULLED.

John Denby, 72 St. Paul's Road, Balsall Heath, in the parish of King's Norton, Worcestershire, cattle dealer.

Herbert Barber Chibnall, 79 George Street, Croydon, Surrey, baker and confectioner.

Scottish Office—December 1905.

Private Legislation Procedure (Scotland)
Act 1899.

HIGHLAND AND GREAT NORTH OF
SCOTLAND RAILWAYS AMALGAMATION.

(Amalgamation of Highland and Great North of Scotland Railway Companies; Dissolution of the Two Companies; Incorporation of Amalgamated Company; Transfer of the

Undertakings of the Two Companies to Amalgamated Company; Conversion of existing Debenture, Lien, Guaranteed, Preference and Ordinary Stocks into Stocks of the Amalgamated Company; Extinction and variation of Lien and other Rights; Purchase and extinction of Deferred Ordinary Stock No. 2 of Great North of Scotland Railway Company; Dealing with Nairn Six per cent. Stock of the Highland Railway Company; Capital of Amalgamated Company; Contingent and Reserve Funds; Savings Bank Funds and Deposits; Additional Capital; Appointment of Directors of Amalgamated Company; Committee of Management; Officers Clerks and Servants, Pensions and Compensation; Tolls Rates and Charges; Domicile of Company; Location of Offices; Provision of Omnibuses Cars etc.; Hotels and Restaurants; Incidental Provisions Incorporation and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to the Secretary for Scotland in the ensuing month of December by Petition for a Provisional Order (hereinafter called "the Order") under and in pursuance of "The Private Legislation Procedure (Scotland) Act 1899" for the following purposes (that is to say):—

To amalgamate the Highland Railway Company and the Great North of Scotland Railway Company (hereinafter called "the Two Companies") and to unite and incorporate the members thereof respectively into one Company (hereinafter called "the Amalgamated Company") and to amalgamate the respective Undertakings of the Two Companies as from such date as may be defined in the intended Order.

To transfer to and vest in the Amalgamated Company all the Undertakings Railways piers ferries real and personal property estate and effects and all rights powers privileges and authorities of the Two Companies, including all rights and interests in any Railways stations hotels and other property held by them or either of them jointly with any other Company or Companies, and to make any provisions which may be considered necessary with regard to the dissolution of the Two Companies, their incorporation into one Company, and the carrying on and management of their Undertakings by the Amalgamated Company.

To re-arrange define and consolidate the several classes and denominations of the Stocks of the Two Companies and their Loans and Debenture Stocks; and to provide for the conversion of such Stocks into Stocks of the Amalgamated Company of such amount and bearing such rate of interest or dividend as may be provided for by the Order, and to make provision for the extinction or variation of any existing special lien or right of such existing Stocks and for the surrender and cancellation of the existing Stocks and the Certificates or securities therefor.

To provide for the creation of new Debentures or Debenture Stock of the Amalgamated Company and of Guaranteed and Preference and

Ordinary Stocks of the Amalgamated Company, and to vest the same in the holders of the existing Debentures Debenture Stock Lien Guaranteed Preference and Ordinary Stocks of the Two Companies in such proportions and in such manner as may be provided by the Order.

To provide if necessary for the value of the Deferred Ordinary Stock No. 2 of the Great North of Scotland Railway Company being ascertained, and for the payment of any moneys to the holders of such Stock and for the cancellation and extinction of such Stock.

To provide if necessary for the ascertainment of the value of the contingent right of the holders of the Nairn Six per cent. Preference Stock of the Highland Railway Company to participate with the holders of Ordinary Stock of that Company in a proportional share of any excess of dividend paid on such Ordinary Stock above six per cent. and for the payment of any moneys to the holders of such Preference Stock in extinction of such contingent right.

To fix and define the Capital and Debenture Stock of the Amalgamated Company, and to define the classes and amounts of new Debenture Guaranteed Preference and other Stocks of the Amalgamated Company; and to provide for the issue of Certificates to and for the acceptance thereof by the holders of Stocks in the Two Companies in substitution for existing Certificates, and to provide for the respective rights privileges and priorities of such Stocks.

To make provision for dealing with any Contingent or Reserve or other Fund or property of the Two Companies and as to the disposal thereof respectively.

To provide for the future management of the Funds of the Provident Savings Bank of the Highland Railway Company and the Savings Bank Deposits of the Great North of Scotland Railway Company.

To enable the Amalgamated Company to apply for the purposes of the Amalgamated Undertaking and of the Order any Capital or Funds now belonging to the Two Companies respectively or which either of the Two Companies have now power to raise for any purposes; and to authorise the Amalgamated Company to raise, and provide Additional Capital by Shares or Stock either with or without a preference or priority in the payment of dividend or by borrowing or by Debenture Stock.

To enable Trustees Executors Administrators and other persons under disability to accept any new Stock or Stocks in substitution for the Stock now held by them.

To provide that for the purposes of "The Trusts (Scotland) Amendment Act 1884" and "The Trustee Act 1893" payment of dividend upon the Preferred Ordinary Stock of the Amalgamated Company shall be deemed to be a payment of dividend upon Ordinary Stock, or to make other provisions with respect to the investment by Trustees in the Debenture Preference or Guaranteed Stocks of the Amalgamated Company.

To define the dates on which the Accounts of the Amalgamated Company shall be made up and balanced and the date up to which the dividends or interest for the year payable on the Stocks of the Amalgamated Company shall be calculated.

To provide for the number and method of appointment or election of Directors of the Amalgamated Company and the retirement or going out of office of the Directors, and to provide for the management of the affairs of the Amalgamated Company by means of a Committee of Management, and to make any necessary provisions with respect to the resignation or going out of office of members of such Committee and the appointment of new members thereof.

To authorise and provide for the grant of pensions or compensation to officers clerks and servants who may be in the employment of either of the Two Companies at the time of the amalgamation.

To fix and define the tolls rates and charges to be levied and made by the Amalgamated Company and so far as may be necessary for the purposes of the intended amalgamation to alter or vary any existing provisions with respect to the levying and taking of tolls rates and charges.

To make any incidental provisions for giving effect to the objects and purposes of the Order and to alter vary or extinguish any rights and privileges which would in any manner interfere with the objects and purposes of the Order and to confer other rights and privileges.

To fix the domicile of the Amalgamated Company and the location of the principal or head offices of the Amalgamated Company.

To empower the Amalgamated Company to provide own work and use omnibuses coaches cars and other road vehicles to be moved by animal electrical or any mechanical power and to make charges in respect thereof and to enter into contracts or Agreements with any Company or person for the supply or working of any such omnibuses coaches cars and other vehicles.

To extend and apply to the Amalgamated Company and their Undertaking the powers of the Highland Railway Company under Section 4 of "the Highland Railway Act 1905" with respect to hotels refreshment rooms restaurants and other like places and with respect to matters incidental thereto.

To alter vary amend extend or repeal as far as may be necessary for any of the purposes of the Order:—

"The Great North of Scotland Railway Consolidation Act 1859" and any other Acts relating to the Great North of Scotland Railway Company;

"The Highland Railway Act 1865" and any other Acts relating to the Highland Railway Company;

"The Highland and Invergarry and Fort Augustus Railway Companies Act 1903" and any Acts amending the same;

8 and 9 Victoria cap. clxii. 29 and 30 Victoria cap. cccl. and any other Acts relating to the Caledonian Railway Company;

"The North British Edinburgh Perth and Dundee and West of Fife Railways Amalgamation Act 1862" and any other Acts relating to the North British Railway Company;

and any other Acts which would interfere with the objects of the Order.

To incorporate with and make applicable to the Order all or some of the powers and provisions of "The Companies Clauses Consolida-

"tion (Scotland) Act 1845" "The Companies Clauses Act 1863" "The Companies Clauses Act 1869" and "The Railways Clauses Act 1863" with any such modifications as may be specified in the Order.

The Petition and Draft Order and printed copies thereof will be deposited at the Office of the Secretary for Scotland Whitehall London on or before the 16th day of December next; and on or before the same day printed copies of the Draft Order will also be deposited in the Office of the Clerk of the Parliaments and in the Private Bill Office of the House of Commons.

The subsequent procedure in respect of the said application will be by way of Provisional Order unless it is otherwise decided in terms of "The Private Legislation Procedure (Scotland) Act 1899" in which case the procedure may be by way of Private Bill and this Notice will subject to the Standing Orders of Parliament apply to such Bill.

Dated this 16th day of November 1905.

ROBERT PARK, Inverness,

Solicitor for the Highland Railway Company.

GEORGE DAVIDSON,

80 Guild Street, Aberdeen,

Solicitor for the Great North of Scotland Railway Company.

DYSON AND Co.,

9 Great George Street, Westminster, S.W.

MARTIN AND LESLIE,

27 Abingdon Street, Westminster, S.W.,
Parliamentary Agents.

Board of Trade—Session 1906.

EDINBURGH AND QUEENSFERRY TRAMWAYS.

(Construction of Tramways in the Royal Burgh and City of Edinburgh, the County of the City of Edinburgh; the County of Mid-Lothian; the County of Linlithgow; the City Parish of Edinburgh and the Parishes of North Leith, Corstorphine, Cramond and Dalmeny, and the Burghs of Leith and Queensferry; Gauge; Motive Power; Purchase of Lands by Agreement; Breaking up and otherwise Interfering with Streets; Temporary Tramways; Sale of Undertaking; as to Terms of Purchase by Local Authorities; Working and Traffic Arrangements; Agreements with Local Authorities, Companies, &c.; Power to Lop Trees and Abstract Water; Bye-Laws; Power to Levy Tolls, Rates, and Charges; Incorporation and Amendment of Acts; and Other Purposes.)

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December 1905, by the National Electric Construction Company Ltd., whose registered office is at Queen Anne's Chambers, Westminster, S.W. (hereinafter called "the Company"), for a

Provisional Order (hereinafter called "the Order") to be confirmed by Parliament in the ensuing Session for all or some of the following amongst other purposes (that is to say):—

1. To authorise the Company to construct and maintain in the City and Royal Burgh of Edinburgh; the County of the City of Edinburgh; the County of Mid-Lothian; the County of Linlithgow; the City Parish of Edinburgh, and the Parishes of Leith, Corstorphine, Cramond, and Dalmeny; and the Burghs of Leith and Queensferry, all or some of the Tramways hereinafter described, with all necessary and proper rails, plates, tubes, posts, wires, contact studs, sleepers, channels, junctions, turntables, turnouts, crossings, passing places, stables, carriage houses, sheds, buildings, works and conveniences connected therewith respectively.

The Tramways proposed to be authorised are as follows:—

TRAMWAY NO. 1.

Situate partly in the County of the City of Edinburgh, City Parish of Edinburgh, and partly in the Burgh of Leith and Parish of North Leith, commencing at a point in Ferry Road in line with the west wall of Newhaven Road and continuing along the said Ferry Road to the point where the boundary of the Burgh of Leith leaves such road.

Tramway No. 1 is intended to be laid as a single line throughout, excepting between the following points where such tramway is intended to be laid as a double line videlicet—

- (a) Between two points in the before-mentioned Road measured respectively 8 chs. or thereby and 1 furlong 1.64 chains or thereby from the commencement of said Tramway.
- (b) Between two points in the before-mentioned road measured respectively 2 furlongs 3.95 chs. or thereby and 2 furlongs 7.59 chs. or thereby from the commencement of said Tramway.
- (c) Between two points in the before-mentioned road measured respectively 3 furlongs 7.79 chs. or thereby, and 4 furlongs 1.43 chs. or thereby from the commencement of said Tramway.
- (d) Between two points in the before-mentioned road measured respectively 5 furlongs 6.30 chs. or thereby and 5 furlongs 9.94 chs. or thereby from the commencement of said Tramway.
- (e) Between two points in the before-mentioned road measured respectively 6 furlongs 3.86 chs. or thereby and 6 furlongs 7.50 chs. or thereby from the commencement of said Tramway.

It is intended to lay the Tramway so that for a distance of more than 30 feet a less space than 9 feet 6 inches intervenes between the outside of the footpath and the nearest rail of the Tramway on both sides of the road:—

- (a) From a point 8.20 chs. or thereby from the commencement of said Tramway to a point 1 furlong 1.44 chs. or thereby from said commencement.
- (b) From a point 2 furlongs 4.15 chs. or thereby from the commencement of said Tramway to a point 2 furlongs 7.39 chs. or thereby from said commencement.

(c) From a point 3 furlongs 7·99 chs. or thereby from the commencement of said Tramway to a point 4 furlongs 1·23 chs. or thereby from said commencement.

(d) From a point 6 furlongs 4·06 chs. or thereby from the commencement of said Tramway to a point 6 furlongs 7·30 chs. or thereby from said commencement.

The total length of Tramway No. 1 is 1 mile 0 furlongs 1·40 chs. of which 6 furlongs 3·20 chs. is single line and 1 furlong 8·20 chs. is double line.

TRAMWAY No. 2.

Wholly situate in the City and County of the City of Edinburgh and City Parish of Edinburgh, commencing by a junction with the intended Tramway No. 1 at its termination as before described and continuing along the Ferry Road in a westerly direction and terminating at a point in said road where the municipal boundary line between the City of Edinburgh and the County of Mid-Lothian crosses said road.

Tramway No. 2 is intended to be laid as a single line throughout, excepting between the following points, where such Tramway is intended to be laid as a double line, videlicet:—

(a) From the commencement of the Tramway to a point 3·64 chs. or thereby farther on.

(b) Between two points in the before-mentioned road measured respectively 1 furlong 8·54 chs. or thereby and 2 furlongs 2·18 chs. or thereby from the commencement of said Tramway.

(c) Between two points in the before-mentioned road, measured respectively 4 furlongs 3·68 chs. or thereby and 4 furlongs 7·32 chs. or thereby from the commencement of said Tramway.

It is intended to lay the Tramway so that for a distance of more than 30 feet a less space than 9 feet 6 inches intervenes between the outside of the footpath and the nearest rail of the Tramway at the following places:—

(a) From a point 0·20 chs. or thereby from the commencement of said Tramway to a point 3·44 chs. or thereby from said commencement.

(b) From a point 1 furlong 8·74 chs. or thereby from the commencement of said Tramway to a point 2 furlongs 1·98 chs. or thereby from said commencement.

(c) From a point 4 furlongs 3·88 chs. or thereby from the commencement of said Tramway to a point 4 furlongs 7·12 chains or thereby from said commencement.

The total length of Tramway No. 2 is 5 furlongs 5·22 chs. of which 4 furlongs 4·30 chs. is single line and 1 furlong 0·92 chs. is double line.

TRAMWAY No. 3.

Wholly situate in the County of Mid-Lothian and Parish of Cramond, commencing by a junction with the intended Tramway No. 2 at its termination as before described and continuing along said road in a westerly direction to the village of Davidson's Mains, thence in a southerly direction to the Queensferry Road, where it terminates by a junction with the intended Tramways Nos. 7 and 8 at a point 200 yards or thereby east of the third milestone from Edinburgh.

Tramway No. 3 is intended to be laid as a single line throughout, excepting between the

following points, where such Tramway is intended to be laid as a double line, videlicet:—

(a) Between two points in the before-mentioned road measured respectively 1 furlong 2·45 chs. or thereby and 1 furlong 6·09 chs. or thereby from the commencement of said Tramway.

(b) Between two points in the before-mentioned road measured respectively 2 furlongs 9·59 chs. or thereby and 3 furlongs 3·23 chs. or thereby from the commencement of the said Tramway.

(c) Between two points in the before-mentioned road measured respectively 5 furlongs 5·88 chs. or thereby and 5 furlongs 9·52 chs. or thereby from the commencement of said Tramway.

(d) Between two points in the before-mentioned road measured respectively 7 furlongs 8·52 chs. or thereby and 1 mile 0 furlongs 2·16 chs. or thereby from the commencement of said Tramway.

(e) Between two points in the before-mentioned road measured respectively 1 mile 1 furlong 7·36 chs. or thereby and 1 mile 2 furlongs 7·96 chs. or thereby from the commencement of said Tramway.

(f) Between two points in the before-mentioned road measured respectively 1 mile 4 furlongs 9·76 chs. or thereby and 1 mile 5 furlongs 3·40 chs. or thereby from the commencement of said Tramway.

(g) Between two points in the before-mentioned road measured respectively 1 mile 6 furlongs 0·20 chs. or thereby and 1 mile 6 furlongs 3·84 chs. or thereby from the commencement of said Tramway.

It is intended to lay such Tramway so that for a distance of more than 30 feet a less space than 9 feet 6 inches intervenes between the outside of the footpath and the nearest rail of the Tramway, at the following places:—

(a) On the north side of the road from the commencement of the Tramway to a point 1 mile 3 furlongs 7·12 chs. or thereby from said commencement.

(b) On the south side of the road between the following points, all measured from the commencement of said Tramway:—

(1) 2 furlongs 9·70 chs. or thereby and 3 furlongs 3·25 chs. or thereby.

(2) 5 furlongs 6·10 chs. or thereby and 5 furlongs 9·40 chs. or thereby.

(3) 7 furlongs 8·72 chs. or thereby and 1 mile 0 furlongs 1·96 chs. or thereby.

(4) 1 mile 1 furlong 7·36 chs. or thereby and 1 mile 3 furlongs 7·12 chs. or thereby.

(c) On the west side of Quality Street, Davidson's Mains, from a point 1 mile 5 furlongs 2·88 chs. or thereby from the commencement of said Tramway to its termination.

(d) On the east side of Quality Street, Davidson's Mains, from a point 1 mile 6 furlongs 4 chs. to a point 1 mile 6 furlongs 7 chs. or thereby, both measured from the commencement of said Tramway.

The total length of Tramway No. 3 is 1 mile 6 furlongs 7·64 chs., of which 1 mile 3 furlongs

5·20 chs. is single line and 3 furlongs 2·44 chs. is double line.

TRAMWAY No. 4.

Wholly situate in the City and County of the City of Edinburgh and the City Parish of Edinburgh, commencing by a junction with the intended Tramway No. 2 at a point 0·35 chs. or thereby west of the line of the west side of East Fettes Road, and crossing the Ferry Road, continuing along East Fettes Road in a south-easterly direction and terminating by a junction with intended Tramway No. 5 in Comely Bank at a point 0·70 chs. or thereby west of the line of the west side of East Fettes Road.

Tramway No. 4 is intended to be laid as a single line throughout, excepting between the following points, where such Tramway is intended to be laid as a double line, videlicet :—

- (a) Between two points in the before-mentioned road measured respectively 1 chain or thereby and 4·64 chains or thereby from the commencement of said Tramway.
- (b) Between two points in the before-mentioned road measured respectively 2 furlongs 5·94 chs. or thereby and 2 furlongs 9·58 chs. or thereby from the commencement of said Tramway.
- (c) Between two points in the before-mentioned road measured respectively 5 furlongs 3·68 chs. or thereby and 5 furlongs 7·32 chs. or thereby from the commencement of said Tramway.

The total length of Tramway No. 4 is 6 furlongs 0·36 chs. of which 4 furlongs 9·44 chs. is single line and 1 furlong 0·92 chs. is double line.

TRAMWAY No. 5.

Wholly situate in the City and County of the City of Edinburgh and the City Parish of Edinburgh, commencing in Comely Bank by a junction with Tramway No. 4 at its termination, and continuing along Comely Bank and Barnton Terrace and terminating in the Queensferry Road at a point 66 yards or thereby east of the east end of the Station Buildings at Craighleith Railway Station.

The total length of Tramway No. 5 is 7 furlongs 7·14 chs., all of which is double line.

TRAMWAY No. 5A.

Wholly situate in the City and County of the City of Edinburgh and the City Parish of Edinburgh being a single line of Tramway forming a crossing between the lines of Tramway No. 5, commencing at a point 10 yards or thereby from the commencement of Tramway No. 5, and terminating at a point 37 yards or thereby from the commencement of said Tramway No. 5.

The total length of Tramway No. 5A is 1·21 chs. all of which is single line.

TRAMWAY No. 6.

Wholly situate in the City and County of the City of Edinburgh and the City Parish of Edinburgh, commencing by a junction in Queensferry Road with Tramway No. 5 at its termination and passing thence along the said Queensferry Road and terminating in said road at the Western boundary of the County of the City of Edinburgh at a point 220 yards or thereby west of the Station Buildings at Craighleith Railway Station.

The total length of Tramway No. 6 is 1 furlong, 4·39 chs. all of which is double line.

TRAMWAY No. 6A.

Wholly situate in the City and County of the City of Edinburgh and the City Parish of Edinburgh being a single line of Tramway forming a crossing between the lines of Tramway No. 6, commencing at the commencement of Tramway No. 6 and terminating in said Queensferry Road at a point 27 yards or thereby west from said commencement of Tramway No. 6.

The total length of Tramway No. 6A is 1·21 chs. all of which is single line.

TRAMWAY No. 7.

Wholly situate in the County of Mid-Lothian and passing through portions of the Parishes of Corstorphine and Cramond, commencing by a junction in the Queensferry Road with Tramway No. 6 at its termination and passing thence along the said road and terminating at a point in said road 200 yards or thereby east of the milestone indicating a distance of three miles from Edinburgh.

Tramway No. 7 is intended to be laid as a single line throughout, excepting between the following points, where such Tramway is intended to be laid as a double line :—

- (a) From the commencement of the Tramway to a point 2 furlongs 6·50 chs. or thereby from said commencement.
- (b) Between two points in the before-mentioned road measured respectively 3 furlongs 7·60 chs. or thereby and 4 furlongs 1·24 chs. or thereby from the commencement of said Tramway.
- (c) Between two points in the before-mentioned road measured respectively 6 furlongs 1·54 chs. or thereby and 6 furlongs 5·18 chs. or thereby from the commencement of said Tramway.
- (d) Between two points in the before-mentioned road measured respectively 1 mile 0 furlong 5·43 chs. or thereby and 1 mile 0 furlong 9·0 chs. or thereby from the commencement of said Tramway.

It is intended to lay such Tramway so that for a distance of more than 30 feet a less space than 9 feet 6 inches intervenes between the outside of the footpath and the nearest rail of the Tramway between the following points, all on the north side of the road :—

- (a) 2 furlongs 9·25 chs. or thereby and 5 furlongs 8·72 chs. or thereby both measured from the commencement of said Tramway.
- (b) 5 furlongs 9·45 chs. or thereby from the commencement and the termination of the Tramway.

The total length of Tramway No. 7 is 1 mile 1 furlong, of which 5 furlongs 2·58 chs. is single line and 3 furlongs 7·42 chs. is double line.

TRAMWAY No. 8.

Wholly situate in the County of Mid-Lothian and Parish of Cramond, commencing by a junction in the Queensferry Road with Tramway No. 7 and passing thence along the said road and terminating at a point in Cramond Bridge above the medium flum of the River Almond, being the boundary between the Counties of Mid-Lothian and Linlithgow.

Tramway No. 8 is intended to be laid as a single line throughout, excepting between the

following points, where such Tramway is intended to be laid as a double line, videlicet :—

- (a) Between two points in the before-mentioned road measuring respectively 1 furlong 5 chs. or thereby and 1 furlong 8·64 chs. or thereby from the commencement of the Tramway.
- (b) Between two points in the before-mentioned road measuring respectively 4 furlongs 4·96 chs. or thereby and 4 furlongs 8·60 chs. or thereby from the commencement of the Tramway.
- (c) Between two points in the before-mentioned road measuring respectively 7 furlongs 3·30 chs. or thereby and 1 mile 0 furlong 0·58 chs. or thereby from the commencement of the Tramway.
- (d) Between two points in the before-mentioned road measuring respectively 1 mile 1 furlong 6·08 chs. or thereby and 1 mile 1 furlong 9·72 chs. or thereby from the commencement of the Tramway.
- (e) Between two points in the before-mentioned road measuring respectively 1 mile 3 furlongs 8·12 chs. or thereby and 1 mile 4 furlongs 5·40 chs. or thereby from the commencement of the Tramway.

It is intended to lay such Tramway so that for a distance of more than 30 feet a less space than 9 feet 6 inches intervenes between the outside of the footpath and the nearest rail of the Tramway at the following points, and on the north side of the road, videlicet :—

- (a) From the commencement of the Tramway to a point 1 mile 1 furlong 7·7 chs. or thereby from said commencement.
- (b) From a point 1 mile 2 furlongs 0·85 chs. or thereby from the commencement of said Tramway to its termination.

The total length of Tramway No. 8 is 1 mile 5 furlongs 9·60 chs. of which 1 mile 3 furlongs 4·12 chs. is single line and 2 furlongs 5·48 chs. is double line.

TRAMWAY No. 9.

Wholly situate in the County of Linlithgow and Parish of Dalmeny, commencing by a junction with Tramway No. 8 at its termination and passing thence along said Queensferry Road and terminating in the said road at a point 430 yards or thereby west of Newhalls Gate, being the boundary of the Burgh of South Queensferry.

Tramway No. 9 is intended to be laid as a single line throughout, excepting between the following points, where such Tramway is intended to be laid as a double line, videlicet :—

- (a) Between two points in the before-mentioned road measured respectively 6·15 chs. or thereby and 5 furlongs 5·77 chs. or thereby from the commencement of the Tramway.
- (b) Between two points in the before-mentioned road measured respectively 1 mile 0 furlong 3·47 chs. or thereby and 1 mile 0 furlong 7·11 chs. or thereby from the commencement of the Tramway.
- (c) Between two points in the before-mentioned road measured respectively 1 mile 2 furlongs 8·73 chs. or thereby and 1 mile 3 furlongs 2·37 chs. or thereby from the commencement of the Tramway.
- (d) Between two points in the before-mentioned road measured respectively 1 mile

4 furlongs 1·61 chs. or thereby and 1 mile 4 furlongs 5·25 chs. or thereby from the commencement of the Tramway.

- (e) Between two points in the before-mentioned road measured respectively 1 mile 6 furlongs 4·87 chs. or thereby and 1 mile 6 furlongs 8·51 chs. or thereby from the commencement of the Tramway.
- (f) Between two points in the before-mentioned road measured respectively 2 miles 0 furlongs 7·51 chs. or thereby and 2 miles 1 furlong 1·15 chs. or thereby from the commencement of the Tramway.
- (g) Between two points in the before-mentioned road measured respectively 2 miles 1 furlong 7·95 chs. or thereby and 2 miles 2 furlongs 1·59 chs. or thereby from the commencement of the Tramway.
- (h) Between two points in the before-mentioned road measured respectively 2 miles 3 furlongs 6·55 chs. or thereby and 2 miles 4 furlongs 0·19 chs. or thereby from the commencement of the Tramway.
- (i) Between two points in the before-mentioned road measured respectively 2 miles 5 furlongs 4·82 chs. or thereby and 2 miles 5 furlongs 8·46 chs. or thereby from the commencement of the Tramway.
- (j) Between two points in the before-mentioned road measured respectively 2 miles 7 furlongs 8·07 chs. or thereby and 3 miles 1 furlong 1·57 chs. or thereby from the commencement of the Tramway.

It is intended to lay such Tramway so that for a distance of more than 30 feet a less space than 9 feet 6 inches intervenes between the outside of the footpath and the nearest rail of the Tramway at the following points, videlicet :—

- (a) On the north side of the road from the commencement of said Tramway to a point 5·68 chs. or thereby from said commencement.
- (b) On the north side of the road from a point 8·30 chs. or thereby to a point 1 furlong 0·10 chs. or thereby both measured from said commencement.
- (c) On the north side of the road from a point 1 furlong 1·18 chs. or thereby to a point 3 furlongs 4·80 chs. or thereby both measured from said commencement.
- (d) On the north side of the road from a point 3 furlongs 6·40 chs. or thereby to a point 3 miles 0 furlong 5 chs. or thereby both measured from said commencement.
- (e) On the south side of the road from a point 2 miles 3 furlongs 7 chs. or thereby to a point 2 miles 4 furlongs 0·05 chs. or thereby both measured from said commencement.
- (f) On the south side of the road from a point 2 miles 7 furlongs 7·68 chs. or thereby to a point 3 miles 1 furlong 1·57 chs. or thereby both measured from said commencement.

The total length of Tramway No. 9 is 3 miles 1 furlong 1·57 chs. of which 1 mile 7 furlongs 9·33 chs. is single line and 1 mile 1 furlong 2·24 chs. is double line.

TRAMWAY No. 9A.

Wholly situate in the County of Linlithgow and Parish of Dalmeny, commencing by a junction in the Queensferry Road with Tramway No. 9 at a point 120 yards or thereby west of Newhalls Gate and crossing said Queensferry

Road in a curved direction and terminating at the south boundary of said road at a point 126 yards or thereby west of Newhalls Gate.

The total length of Tramway No. 9A is 0.55 chs. all of which is single line.

TRAMWAY NO. 9B.

Wholly situate in the County of Linlithgow and Parish of Dalmeny, commencing by a junction with Tramway No. 8 at a point in the Queensferry Road 137 yards or thereby west of Newhalls Gate and crossing said Queensferry Road in a curved direction and terminating at the south boundary of said road 133 yards or thereby west of Newhalls Gate.

The total length of Tramway No. 9B is 0.40 chs. all of which is single line.

TRAMWAY NO. 10.

Wholly situate in the County of Linlithgow and Parish of Dalmeny and Burgh of Queensferry, commencing by a junction with Tramway No. 9 at its termination and passing thence along the said Queensferry Road, and terminating at a point 41 yards or thereby east of the milestone indicating the distance of eight miles from Edinburgh.

It is proposed to lay such Tramway so that for a distance of more than 30 feet a less space than 9 feet 6 inches intervenes between the outside of the footpath and the nearest rail of the Tramway at the following place:—

- (a) On the south side of the road from the commencement of said Tramway to a point 9 chs. or thereby from said commencement.

The total length of Tramway No. 10 is 1 furlong 4.90 chs. all of which is double line.

TRAMWAY NO. 11.

Wholly situate in the County of Linlithgow, Parish of Dalmeny and Burgh of Queensferry, commencing by a junction with Tramway No. 10 at its termination and passing thence along the said Queensferry Road and terminating in said road at a point 40 yards or thereby east of the eastmost house in the High Street of the Burgh of South Queensferry.

Tramway No. 11 is intended to be laid as a single line throughout, excepting between the following points, where such Tramway is intended to be laid as a double line, videlicet:—

- (a) Between two points in the before-mentioned road measured respectively 9.9 chs. or thereby and 1 furlong 8.50 chs. or thereby from the commencement of the Tramway.

It is proposed to lay such Tramway so that for a distance of more than 30 feet a less space than 9 feet 6 inches intervenes between the outside of the footpath and the nearest rail of the Tramway at the following points, videlicet:—

- (a) On the south side of the road from a point 1.35 chs. or thereby to a point 1 furlong 9 chs. or thereby both measured from the commencement of said Tramway.
- (b) On the north side of the road from a point 9.9 chs. or thereby to a point 1 furlong 8.40 chs. or thereby both measured from said commencement.

The total length of Tramway No. 11 is 1 furlong 9 chs. or thereby of which 1 furlong 0.40 chs. is single line and 8.60 chs. is double line.

The Tramways will be constructed on a gauge of 4 feet 8½ inches or such other gauge as may be

determined and it is not intended to run thereon carriages or trucks adapted to run on railways. The motive power to be used will be animal, steam, electric or other mechanical power.

The Tramways will be made or pass in or through the Counties of the City of Edinburgh, Mid-Lothian, and Linlithgow, the City and Royal Burgh of Edinburgh, the Burghs of Leith and Queensferry, and the Parishes of Leith, Corstorphine, Cramond and Dalmeny.

2. To empower the Company from time to time to erect poles and to make such crossings passing places sidings loops junctions and other works in addition to those specified herein as may be necessary or convenient to the efficient working of the Tramways or for affording access to the stables, carriage houses, sheds and works of the Company or their Lessees or for effecting junctions with the Tramways of any Corporation, Local Authority, Company or person, and to substitute single and interlacing lines for double lines, and double and interlacing lines for single lines.

3. To empower the Company from time to time for all or any of the purposes of the Order to stop up, divert, break up, alter, remove and interfere with temporarily or permanently public and private streets, roads, highways, tramways, bridges, thoroughfares, footways, sewers, drains, gas and water mains, electric lighting mains, valves, hydrants, pipes, tubes, and street boxes, and telegraph, telephone, electric lighting and other apparatus.

4. To empower the Company from time to time where by reason of the execution of any work in or the alteration of any street, road, highway, or thoroughfare in which the Tramways, channels or electric lines shall be laid it is necessary or expedient so to do alter, remove, or discontinue all or any part of such tramways and to make and lay down in the street so altered or temporarily in the same or any adjacent street, road, highway or thoroughfare substituted tramways or channels or electric lines.

5. To provide that so much of section 34 of the Tramways Act, 1870, as limits the extent of any carriages used on any Tramway beyond the outer edge of the wheels of such carriages shall not apply to carriages used on the Tramways.

6. To make provision for preventing injury to any Tramways of the Company and to any works, carriages and electrical and other machinery or other apparatus connected therewith, and for preventing danger to passengers thereon, and to impose, in respect of any such injury, interference, or obstruction, such punishment or penalty as the Order may define.

7. 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.

8. To empower the Company on the one hand and the Lord Provost, Magistrates, and Council of the City of Edinburgh (hereinafter called "the Corporation,"), the Provost, Magistrates and Council of the Royal Burgh of Leith (hereinafter called "the Town Council of Leith," the County Council of the County of Mid-Lothian and their Suburban District Committee, the County Council of the County of Linlithgow and their Linlithgow District Committee, the Provost Magistrates, and Councilors of the Burgh of Queensferry (hereinafter called "the Town

Council of Queensferry"), and any Local Authority or other bodies or persons, or any of them, having respectively the control and management or the duty of directing the repairs of any footways, footpaths, streets, roads, bridges, quays, piers, and places respectively within the parishes and places aforesaid on the other hand, to enter into contracts or agreements with regard to all or any of the purposes of the Order, and in particular with respect to the alteration of the widths or levels of any of the said footways, footpaths, streets, roads, bridges, quays, piers or places, and the laying down, placing, altering, maintaining, renewing, repairing, and working and the using by the Company of the proposed Tramways, and the rails, plates, sleepers, contact studs, tubes, wires, poles, 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 or of any lands and properties acquired by the Company for the purposes of the Order by the said Corporation or Town Council of Leith, or County Councils and District Committees, or by the Town Council of Queensferry, or such Local Authority, body, or person, and to confirm any agreements entered into or to be entered into with the said Corporation or Town Council of Leith, or County Councils and District Committees or Town Council of Queensferry, or any such Local Authority, body, or person with respect to any of the aforesaid purposes.

9. To empower the Company to cut lop off and remove any trees planted in or near any street, road, or place along or across which any of the Tramways are laid which may interfere with the construction or working of the Tramways or trolley wires and the safe passage of the Tramcars and the passengers thereon.

10. To authorise the Company to abstract and utilise for condensing and other purposes of the Order the waters of the rivers or streams known as the Almond River and Dolphington Burn.

11. To enable the Company to deviate in the construction of the Tramways to such extent as may be provided by the Order.

12. To empower the Company to enter into and carry into effect contracts and agreements with any Local Authority, Company, body or person, supplying electricity or other motive power in the district as to the supply of electrical energy or power in bulk or otherwise.

13. To empower the Company to make from time to time such crossings, passing places, sidings, loops, junctions and other works in addition to those specified herein as may be necessary or convenient for the efficient working of the Tramways or for affording access to the stables, carriage houses, sheds and other works or for effecting junctions with any other Tramways.

14. To make provision as to the application of road materials excavated in the construction of the Tramways or channels or electric lines and to empower the Company to appropriate and use the same.

15. To authorise the Company to levy tolls, rates and charges for the use of the Tramways by carriages passing along the same and the conveyance of passengers, goods, minerals, animals, merchandise and other traffic upon

the Tramways and to confer exemptions from tolls, rates and charges.

16. To empower the Company to make regulations and bye-laws and to impose penalties for the breach of any such bye-laws.

17. To empower the Company on the one hand and any Local Authority, company, body, or person owning working or using any Tramways in districts adjacent to those in which the Tramways will be laid on the other hand to enter into and fulfil contracts and agreements for or in relation to the construction, lease, working, use, maintenance and management of their respective Tramways and the interchange accommodation and forwarding of carriages, passengers and traffic on from or to any of such Tramways on to or from the Tramways or any of them.

18. To amend vary and define the terms, conditions, and periods upon and at which the Local Authority or Authorities may purchase the undertaking of the Company and the Tramways and to vary and amend section 43 of the Tramways Act, 1870.

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

20. To incorporate with the Order with amendments all or some of the provisions of the Tramways Act, 1870, and the Lands Clauses Acts.

Duplicate plans and sections of the proposed Tramways and works 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 1905, at the office of the Principal Sheriff-Clerk of the County of the City of Edinburgh at Edinburgh, at the office of the Principal Sheriff-Clerk for the County of Mid-Lothian at Edinburgh, and at the office of the Principal Sheriff-Clerk for the County of Linlithgow at Linlithgow, and on or before the same date a copy of so much of the said plans and sections as relate to the City and Royal Burgh of Edinburgh, the Burgh of Leith and the Burgh of Queensferry respectively will be deposited with the Town Clerks of said Burghs at their respective offices. Copies of the said plans and sections and of this advertisement will also be deposited on or before the 30th day of November instant at the office of the Board of Trade; with the Clerk of the Parliaments, House of Lords, and at the Private Bill Office, House of Commons.

The draft of the Order will be deposited at the office of the Board of Trade on or before the 23rd day of December 1905, and printed copies of the Draft Order when deposited and of the Order when made will be obtainable at the price of one shilling each at the offices of the undersigned.

Every Company Corporation or person desirous of making any representation to the Board of Trade or bringing before them any objection respecting the application, may do so by letter addressed to the Assistant-Secretary of the Railway Department of the Board of Trade on or before the 15th January 1906, and copies of such objections must at the same time be sent to the undermentioned Solicitors for the Order.

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 Solicitors.

Dated this fourteenth day of November, Nineteen Hundred and Five.

GUILD & GUILD, W.S.,

5 Rutland Square, Edinburgh,

Solicitors for the Order.

DEACON, GIBSON, MEDCALF & MARRIOTT,

9 Great St. Helens, E.C., and 27 George

Street, Westminster, S.W.,

Parliamentary Agents.

Scottish Office Provisional Order—

Session 1906.

(Private Legislation Procedure (Scotland) Act, 1899.)

DUNFERMLINE AND DISTRICT
TRAMWAYS.

(Incorporation of Company; Construction of Tramways in the County of Fife; Street and Road Widening and Works; Compulsory Purchase of Lands, etc.; Part Purchase of Properties; Interference with Streets, Roads, etc.; Street Works; Electrical or other Motive Power; Generating Stations; Gauge; Posts; Overhead Wires; Tolls; Powers to deviate Works, remove Trees, erect Waiting-rooms, and to apply for and take Transfers of Electric Lighting Orders; To provide and run Omnibuses and Motor Cars; Agreements with Local Authorities, Bodies and Persons; Amendment or Repeal of all or some of the Provisions of the Tramways Act, 1870; Bye-Laws and Regulations; Incorporation, Amendment, Application or Repeal of Acts and Orders; Other Powers and Purposes.)

NOTICE is hereby given that application is intended to be made by Petition to the Secretary for Scotland under and in pursuance of the Private Legislation Procedure (Scotland) Act, 1899, in the month of December 1905, for a Provisional Order (hereinafter called "the Order") for the following or some of the following amongst other purposes (that is to say)—

1. To incorporate a Company (hereinafter called "the Company") and to authorise the Company to make, form, lay down, maintain, work, and use all or some of the Tramways tram roads and other works hereinafter described, with all necessary and proper rails, plates, foundations, sleepers, embankments, cuttings, platforms, channels, junctions, turntables, turnouts, crossings, passing-places, cross-overs, triangles, pillars, posts, poles, brackets, wires, cables, tubes, conduits, street boxes, engines, approaches, sidings, buildings, generating, transforming, and

other stations, depots, waiting-rooms, stables, carriage-houses, engine-houses, stations, sheds, buildings, apparatus, machinery, appliances, works, and conveniences connected therewith respectively, and to enter upon, take and use the lands and property required for the purposes of the said Tramways tramroads and works as shewn on the deposited plans and described in the deposited books of reference after-mentioned or any of them.

(In the description of any of the Tramways tramroads street works or lands all distances and lengths given are to be read as if the words "or thereabouts" had been inserted after each such distance or length.)

The tramways and tramroads proposed to be authorised will be wholly situate in the County of Fife, and are as follows :—

Tramway No. 1, situate wholly in the Parish and Royal Burgh of Dunfermline, commencing in the road known as Rumblingwell 4 yards West of the Dander Tavern, passing thence along the said road into and along Coal Road and terminating at the junction of the latter road with Grieve Street.

Tramway No. 2, situate wholly in the Parish and Royal Burgh of Dunfermline, commencing by a junction with Tramway No. 1 at its termination above described, passing thence along Grieve Street, Woodhead Street and Chalmers Street, and terminating at the junction of the latter street with Bridge Street.

Tramway No. 3, situate wholly in the Parish and Royal Burgh of Dunfermline, commencing by a junction with Tramway No. 2 at its termination above described, passing thence along Bridge Street and High Street into and terminating in East Port Street at a point 6 yards East of Bonnar Street.

Tramway No. 4, situate wholly in the Parish and Royal Burgh of Dunfermline, commencing by a junction with Tramway No. 3 at its termination above described, passing thence along East Port Street and Viewfield Place, and terminating at a point 123 yards North-east of the eastern end of James Street.

Tramway No. 5, situate in the Royal Burgh of Dunfermline and in the Parishes of Dunfermline and Dalgety, commencing by a junction with Tramway No. 4 at its termination above described, passing thence along the "Main road from Dunfermline to Cowdenbeath" into along and terminating in Main Street, Crossgates, at a point 6 yards South of Back Row.

Tramway No. 6, situate in the Parishes of Dunfermline, Dalgety, Aberdour and Beath, and in the Burgh of Cowdenbeath, commencing by a junction with Tramway No. 5 at its termination above described, passing thence along Main Street, Crossgates, the "Main road from Dunfermline to Cowdenbeath," Broad Street and High Street, Cowdenbeath, and terminating in the latter street at a point 5 yards South of the Mineral Railway level crossing.

Tramway No. 7, situate in the Burgh of Cowdenbeath and the Parish of Beath,

- commencing by a junction with Tramway No. 6 at its termination above described, passing thence along High Street, Cowdenbeath, and the "Main road from Cowdenbeath to Kinross," and terminating in the latter road at a point 9 yards South of Lumphinnans Road.
- Tramway No. 8, situate in the Parishes of Beath, Ballingry, and Auchterderran and in the Burgh of Lochgelly, commencing by a junction with Tramway No. 7 at its termination above described, passing thence into and along Lumphinnans Road, Main Street and Bank Street, Lochgelly, and terminating in the latter street 5 yards South of Landale Street.
- Tramway No. 9, situate wholly in the Parish of Beath, commencing by a junction with Tramway No. 7 at its termination above described, passing thence along the "Main road from Cowdenbeath to Kinross," and terminating therein at a point 460 yards measured in a generally North-westerly direction from the entrance, in that road, to the farm known as "Netherton."
- Tramway No. 9A, situate wholly in the Parish of Beath, commencing in the "Main road from Cowdenbeath to Kinross" by a junction with Tramway No. 9, at a point 10 yards North of Lumphinnans Road, passing thence into and terminating in Lumphinnans Road by a junction with Tramway No. 8 at a point 9 yards East of the said Main road.
- Tramway No. 10 (a tramroad), situate wholly in the Parish of Beath, commencing at the Western boundary of the "Main road from Cowdenbeath to Kinross," by a junction with Tramway No. 9 at its termination above described, passing thence in a Westerly direction across Private lands and under the North British Railway (West of Fife Section) to the Southward of Lindsay Pits, thence across further Private lands and terminating at the Eastern boundary of the road known as "Lower Oakfield," Kelty, near to Norham Cottages.
- Tramway No. 11, situate wholly in the Parish of Beath, commencing by a junction with Tramway No. 10 at its termination above described, passing thence in a North-westerly direction along the road known as "Lower Oakfield," and Main Street, Kelty, and terminating in the latter street at a point 70 yards North-west of Station Road.
- Tramway No. 12, situate wholly in the Parish and Royal Burgh of Dunfermline, commencing by a junction with Tramway No. 4 at its termination above described, passing thence along Townhill Road and Main Street, Townhill, and terminating in the latter street at a point 26 yards North of Loch Street.
- Tramway No. 13, situate wholly in the Parish and Royal Burgh of Dunfermline, commencing in East Port Street by a junction with Tramway No. 4 at its commencement above described, passing thence into and along New Row, Brucefield Street, Bothwell Street, St. Leonards Place and Hospital Hill, and terminating at the boundary of the Royal Burgh of Dunfermline at Hospital Cross Head. †
- Tramway No. 13A, situate wholly in the Parish and Royal Burgh of Dunfermline, commencing in New Row by a junction with Tramway No. 13 at a point 5 yards South of High Street, passing thence into and terminating in High Street by a junction with Tramway No. 3 at a point 8 yards West of New Row.
- Tramway No. 14, situate in the Parishes of Dunfermline and Inverkeithing, commencing by a junction with Tramway No. 13 at its termination above described, passing thence in a South-easterly direction along the "Main road from Dunfermline to North Queensferry," and terminating therein at a point 44 yards South-east of Backmarch Cottages.
- Tramway No. 15 (a tramroad), situate in the Parish and the Royal Burgh of Inverkeithing, commencing at the eastern boundary of the "Main road from Dunfermline to North Queensferry" by a junction with Tramway No. 14, at its termination above described, passing thence in a generally Easterly direction across Private Lands and terminating at the western side of North Road, Inverkeithing, at a point 12 yards North of the road leading to "Bellsknoves."
- (Provided that in the event of the construction of a new road between the aforesaid points Tramway No. 15 will or may be constructed along such road in lieu of upon private lands as above described.)
- Tramway No. 16, situate wholly in the Parish and Royal Burgh of Inverkeithing, commencing by a junction with Tramway No. 15 at its termination above described, passing thence along North Road, Chapel Place, Church Street, High Street into and terminating in Hope Street at a point 324 yards South-west of Abbot Place.
- Tramway No. 17, situate in the Parish and the Royal Burgh of Inverkeithing, commencing by a junction with Tramway No. 16 at its termination above described, passing thence in a Southerly direction along Hope Street to and terminating in the "Main road from Dunfermline to North Queensferry" at a point 11 yards North-east of the "Ferry Toll" house.
- Tramway No. 18, situate wholly in the Parish of Inverkeithing, commencing in the "Main road from Dunfermline to North Queensferry" by a junction with Tramway No. 14 at a point 16 yards South-east of Backmarch Cottages, passing thence along and terminating in the said Main road by a junction with Tramway No. 17 at a point 60 yards North-east of the "Ferry-Toll" house.
- The said Tramways and Tramroads (hereinafter referred to as "the Tramways") will be made or pass, from, in, through or into the following parishes or places or some of them, that is to say:—the Royal Burghs of Dunfermline and Inverkeithing, the Burghs of Cowdenbeath and Lochgelly, and the Parishes of Dunfermline, Inverkeithing, Dalgety, Aberdour, Beath, Ballingry and Auchterderran, all in the County of Fife.

At certain points, which are shewn in the deposited plans by a thick dotted line, it is proposed to lay such Tramways so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on the side or sides of the Street or Road and the nearest rail of the Tramways.

The Tramways are intended to be laid to a gauge of 3 feet 6 inches, or such other gauge as may be authorised with such grooves plates or tubes as may be necessary to work the same or as may from time to time be determined with the consent of the Board of Trade.

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

2. To authorise the making of the following Street Works, or any of them, and empower the Company to enter upon, take, and use the lands, houses, and other property required for the purposes thereof, and of the works connected therewith, as shown in the deposited plans, and described in the deposited Books of Reference aftermentioned, or any part or parts thereof, all in the County of Fife (that is to say):—

WORK A.—A lowering and alteration of the levels of Coal Road in the Parish and Royal Burgh of Dunfermline between points respectively situate 30 yards North-west and 45 yards South-east of the centre of the bridge carrying the North British Railway over the said road.

WORK B.—A lowering and alteration of the levels of Townhill Road in the Parish and Royal Burgh of Dunfermline between Market Street and a point 9 yards North of the centre of Gardener's Street.

WORK C.—A lowering and alteration of the levels of the Main road from Dunfermline to Cowdenbeath in the Parish of Dunfermline between points respectively situate 110 yards West and 42 yards East of the centre of the Bridge carrying the North British Railway (Loop line between Inverkeithing and Perth Section and Stirling and Dunfermline Section) over the said road.

WORK D.—A lowering and alteration of the levels of the Main road from Dunfermline to Cowdenbeath in the Parish of Dunfermline between points respectively situate 52 yards West and 67 yards East of the centre of the bridge carrying the North British Railway (Inverkeithing & Perth Section) over the said road.

WORK E.—A lowering and alteration of the levels of the road leading from North Road to "Bellsknowes" in the Parish of Inverkeithing from a point opposite the private road from the Southern side of "Bellsknowes" to the Rifle Ranges and extending for a distance of 106 yards in a Southerly direction.

WORK F.—A widening on the western side of Coal Road in the Parish and Royal Burgh of Dunfermline between the termination of Tramway No. 1 and a point 150 yards measured in a northerly direction.

WORK G.—A widening of the Eastern side of New Row in the Parish and Royal Burgh of Dunfermline between points

respectively 9 yards and 21 yards measured in a southerly direction from the centre of East Port Street in the said Parish and Royal Burgh of Dunfermline.

3. To empower the Company to deviate laterally and vertically from the lines and levels of the Tramways and Street Works shown on the deposited plans and sections after-mentioned, to the extent to be shown on the said plans and sections, or to be defined in the Order and for the purposes of and in connection with the Street Works, with the consent of the local authority, to make junctions and communications with any existing streets or roads which may be interfered with or intercepted by or be contiguous to such works, and to make diversions widenings or alterations of lines or levels of any existing streets or roads for the purpose of connecting the same with such works, or of crossing under or over the same.

4. To empower the Company to work and use the 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 generated at and supplied from stations or otherwise, or steam, pneumatic, gas, oil, or other mechanical power, or partly by one such power and partly by another such power, to exempt the Company from the provisions of the Tramways Act, 1870, in respect to the limit of the overhang of carriages, and for the said purposes 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 Order, 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 footway, footpath, street, road, place, 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 remove any lamp-post, pillar-box, and other erections, and to attach to any house, building, bridge or existing lamp-post or standard 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 station, engines, machinery, or apparatus, and to empower the Company, for the purposes of working the tramways and of the Order, 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 such electrical, or other mechanical power.

5. To empower the Company from time to time, and either temporarily or permanently, to make, maintain, alter, remove, or abandon such tramways, crossings, passing places, cross-overs, deviations, sidings, junctions, curves, turnouts, turn-tables, and other works in addition to those specified herein as way be necessary or convenient for the efficient working of the tramways, or any of them, or for connecting any portion of the Tramways with others of them, or any other Tramways or Tramroads of the Company, or the Tramways and Tramroads of any other Company, 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, engine-

houses, or carriage sheds, generating stations, works or buildings of the Company, and to empower them to substitute double in lieu of single or interlacing lines, and single in lieu of double or interlacing lines, or interlacing in lieu of double or single lines on any of the Tramways.

6. To authorise the Company 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, footways, footpaths, places, pavements, railways, rivers, water-courses, bridges, sewers, drains, water-pipes, gas-pipes, lamp-posts, pillar-boxes, and electric telegraphic and telephonic tubes, posts, wires, and apparatus within all or any of the parishes and 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 or roads in or along which any of the Tramways will be laid, so far as may be necessary for the purpose of constructing, maintaining, repairing, or renewing the Tramways and works, or substituting single lines for double lines, or double lines for single lines, altering or reinstating the Tramways and works or substituting others in their place, or for other the purposes of the Order.

7. To authorise the Company, when, by reason of the execution of any work affecting the surface or soil of any footway, footpath, street, road, or place, or otherwise, in which any tramway, channel, conduit, or electric line shall be laid or placed, it is necessary or expedient to remove or discontinue the use of any tramway, channel, conduit, or electric line as aforesaid, or any part thereof, to make in the same, or any adjacent street, road, or place, and maintain, work, and use so long as occasion may require a temporary tramway, channel, conduit, or electric line, or temporary tramways, channels, conduits or electric lines in lieu of the tramway, channel, conduit, or electric line, or part of a tramway, channel conduit or electric lines so removed or discontinued to be used, or intended so to be.

8. To enable the Company for all, or any of the purposes of the Order, to purchase, feu, lease, or acquire by compulsion or agreement, and to hold lands, houses, buildings, and other property, or to take easements or servitudes over, or in connection therewith, and to erect, and hold offices, buildings, depots, waiting-rooms, engine-houses, generating stations, car sheds, 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, and to hold notwithstanding anything contained in the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to the sale of superfluous lands, the following lands shewn on the plans to be deposited and described in the Book of Reference wholly situate in the County of Fife for the purposes of erecting thereon a station or stations for generating electrical energy, car-sheds, depots, and other buildings, or other the purposes of the Undertaking, namely:—

(a) *In the Parish of Auchterderran and the Burgh of Lochgelly—*

For the purpose of Car Sheds and Depots a plot of land situate at the junction of Bank Street and North Street,

Lochgelly, and having frontages of 30 yards and 47 yards respectively to the said streets.

(b) *In the Parish of Dunfermline—*

For the purposes of a station or stations for generating electrical energy, car-sheds, depots, etc., a plot of land (1 acre 0 roods 0 poles in area) having a frontage of 60 yards to the Northern side of the main road from Dunfermline to Cowdenbeath situate on the Eastern side of the property known as "Garvoek" and lying between the said main road and the North British Railway (Stirling and Dunfermline section).

(c) *In the Parish of Beath—*

The lands southward of Lindsay Pits between the main road from Cowdenbeath to Kinross and the road known as "Lower Oakfield," Kelty, required for the purposes of construction of Tramway No. 10 above described, together with Car Sheds and Depots.

(d) *In the Parish and Royal Burgh of Inverkeithing—*

The lands lying between the main road from Dunfermline to North Queensferry and North Road, Inverkeithing, required for the purposes of construction of Tramway No. 15 above described, together with Car Sheds and Depots.

9. 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.

10. To make provision for the use and disposal by the Company of any paving, metalling, or road materials excavated or removed by them during the construction of any of the tramways and other works, or in the exercise of the powers of the intended Order.

11. To empower the Company on the one hand, the County Council of the County of Fife and their District Committees, the Provost, Magistrates, and Councillors of the Royal Burghs of Dunfermline and Inverkeithing and the Burghs of Cowdenbeath and Lochgelly, and any local authority or other bodies or persons having respectively the control or management of or the duty of directing the repairs of or in whom there are vested any footways, footpaths, streets, roads and places, respectively within the Parishes and places aforesaid on the other hand, to enter into and carry into effect contracts or agreements with regard to all or any of the purposes of the Order, and in particular with respect to the widening or alteration of any street, road, or place, and the contribution by such authorities or any of them to the expense thereof, the maintenance or the alteration of the widths or levels of any footways, footpaths, streets, roads, or places, the laying down, placing, altering, maintaining, renewing, repairing, working, and using of the tramways, and the rails, plates, sleepers, tubes, wires, posts, works and apparatus connected therewith, and the use of mechanical power thereon, and for facilitating the passage of carriages and traffic over or along the same, the erection of waiting-rooms for passengers, and the acquisition of the tramways or any of them, or of any lands and properties acquired by the Company, for the purposes of the Order.

by such authorities, bodies, or persons, and to confirm and give effect to any agreement entered into or to be entered into with any such authorities, bodies, or persons with respect to any of the aforesaid purposes.

12. To empower the Company to widen where necessary the carriage road along which the tramways are to be laid, by reducing the width of the footpath or otherwise.

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

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

15. To amend alter or repeal the provisions of the Tramways Act 1870, with reference to the purchase of the tramways by local authorities, and make other provisions with respect to the purchase of the tramways and undertaking of the Company by the Local Authority, and particularly with reference to the date of such purchase the method of payment and the basis upon which the amount to be paid shall be determined, and for securing that the lines may not be broken into sections held by different owners or lessees or in any way to prevent or obstruct or hinder the Tramways being worked as one continuous tramway route.

16. 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, or bridges so as to connect the tramways with such generating station, and to empower the Company to apply for or take transfers of Provisional Orders enabling them to supply electrical energy and to supply electrical energy under such Orders.

17. To authorise the Company on the one hand, and any local authority, company, body or person on the other hand, to enter into and carry into effect agreements for the supply to or by the Company of energy, in bulk or otherwise, for use beyond the area of supply.

18. To authorise the Company on the one hand, and any local authority, company, or person, owning or working any tramways or light railways, which can be worked with the tramways, on the other hand, to enter into and carry into effect agreements for the working, running over, using, managing, and maintaining, by the contracting parties of all or any of their respective tramways or light railways, the making of all necessary junctions, the supply of rolling stock, plant, and machinery necessary for the purposes of such agreements, and the employment, appointment, and removal

of officers and servants, the payments to be made and conditions to be performed in respect of such working, use, management and maintenance and the interchange, accommodation, and transmission and delivery of traffic coming from or destined for the respective undertakings of the contracting parties, the payment, collection, division, and apportionment of the tolls, rates, and other receipts arising from the respective undertakings, and to confer on the Company and the said authorities, company, or person, all such powers as may be necessary for giving effect to all or any of the aforesaid purposes.

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 tramcars, and traffic in and along the streets and roads in which the tramways are laid, and to attach penalties to the breach or non-observance thereof, or of the provisions of the Order.

20. To empower the Company, to cut, lop off, and remove any trees or hedges, planted in or near any street, road, or place along or across which any of the tramways are laid, which may interfere with the construction or working of the tramways or trolley wires or other apparatus or works connected therewith or the clear and safe passage of the tramcars, and the passengers thereon, and to erect waiting-rooms for passengers on any of the roadways in which the tramways will be laid.

21. To exempt the Company from licenses in respect of carriages used on the tramways and the drivers and conductors in charge of same.

22. To authorise the Company to provide motor cars and omnibuses and work the same, and make charges in respect thereof.

23. To provide for the appointment of an auditor or auditors of the Company, and the holding of the ordinary meetings of the Company once, instead of twice, in each year.

24. To enable the Company out of moneys to be raised by them, under the powers of the Order, to pay out of capital 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.

25. 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, including power to work the tramways so transferred, and to levy and recover tolls, rates, and charges in respect of the use of the same, and for the conveyance of passengers and traffic thereon, and to empower any such authority to grant, and the Company to take a lease of, or to run over and use the same, on such terms and conditions, and for such period as may be agreed.

26. To vary and extinguish all rights and privileges which would in any manner interfere with the objects of the Order, and to confer such other rights and privileges as may be requisite or necessary for the purposes of the Order.

27. To incorporate in the Order, the Lands Clauses Acts, and extend and apply to the 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 Electric Lighting Acts, 1882 to 1890, the Electric Lighting (Clauses) Act 1899, and all other Acts of Parliament and Orders (if any) relating to, or which may be affected by, or interfere with the objects of the Order.

28. And notice is hereby further given, that plans and sections in duplicate of the tramways and street works, and the lands and other property which will or may be taken or used for the purposes thereof, or under the powers of the Order, with a Book of Reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and of the occupiers of such lands and other property will, together with a copy of this Notice, as published in the Edinburgh Gazette, be deposited on or before the 30th day of November instant for public inspection in the office at Cupar of the Principal Sheriff Clerk of the County of Fife and in the offices at Dunfermline and Kirkcaldy of the Sheriff Clerk's Depute of said County respectively, and that on or before the same day a copy of so much of the said plans, sections, and Book of Reference as relates to the Royal Burghs of Dunfermline and Inverkeithing, the Burghs of Cowdenbeath and Lochgelly and the Parishes of Inverkeithing, Dunfermline, Dalgety, Aberdour, Beath, Ballingry and Auchterderran respectively, and also a copy of this notice as published in the Edinburgh Gazette will be deposited with the Town Clerks of the said Burghs respectively, at their respective offices, and with the Clerk of the Parish Council of each such Parish at his office, or if he have no office, at his residence.

29. The Petition for the Order and printed copies thereof and of the draft Order will be lodged with the Secretary for Scotland at his office, Whitehall, London, on or before the 17th day of December 1905, and on or before the same date a printed copy of the Draft Order will be deposited in the office of the Clerk of the Parliaments, House of Lords, and in the Private Bill Office of the House of Commons.

30. The procedure subsequent to the deposit of the Petition for and the draft Order in the office of the Secretary for Scotland, will be by way of Provisional Order, unless it is otherwise decided in terms of the Private Legislation Procedure (Scotland) Act, 1899, in which case the procedure may be by way of Private Bill, and this Notice and other Notices, and the deposits and plans, sections, maps, Books of References, and copies of the Gazette Notice above mentioned will, subject to the Standing Orders of Parliament, apply to such Bill.

Dated this 15th day of November, 1905.

E. I. FINDLAY, S.S.C.,
37 Castle Street, Edinburgh,
Solicitor for the Order.

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

In Parliament—Session 1906.

THE BOMBAY, BARODA AND CENTRAL INDIA RAILWAY PURCHASE.

(Purchase Transfer or Vesting of Undertaking of the Company in Secretary of State in Council of India; Payment of Price of Undertaking by means of Stock or Shares charged on and payable out of the Revenues of India or the Balance in Stock of reconstituted Company in pursuance of Agreement with Secretary of State for India; Powers as to Reconstitution of Company; Continuing Powers of Directors; Distribution of Purchase Price; Provision as to existing Contracts and Agreements and Rescinding or Variation of existing Agreements; Power to make new Agreements with Secretary of State as to the future Working and Management of reconstituted Undertaking; and other matters; Power to Trustees and others to hold Stock; to apportion Dividends; Power to Company to enter into Agreements for the Working and Management, or the Construction of other Lines of Railway outside the Lines Transferred and Vested in Secretary of State, and in addition to their own remaining Lines unconstructed or otherwise; Rearrangement and application and apportionment of Capital and Stocks of Company and Power to Raise Additional Capital; Provision as to the Payment of Principal and Interest secured by Debentures or Debenture Stock, and the Interest on Debenture Stock; Cancellation of existing Stocks and Shares; Closing of Transfer Books and Registers of Company during certain Periods: Rights of Legatees; Power to Company to Dispose of Property, and to deal with Surplus Assets; Provisions as to Widows, Orphans, and Benevolent or Provident and Insurance and other Funds, and Allocation thereof and of Superannuation or Pension Fund for Officers and Servants; as to Pensions to Officers and Servants; Provision as to Arbitration; Application of Funds; Repeal of former Acts of Company, or such parts thereof, necessary to affect the foregoing Arrangements; Incorporation and Amendment of Acts, &c.).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Bombay, Baroda and Central India Railway Company (hereinafter called "the Company") for leave to introduce a Bill for an Act for all or some of the following purposes (that is to say):—

1. To carry into effect the intention declared by the Secretary of State in Council of India (hereinafter called "the Secretary of State") by Notice to the Company dated 10th May, 1905, to purchase the Undertaking of the Company and to make provision by the Bill for the payment in shares or stock charged on and payable out of the revenues of India in like manner as other

liabilities incurred on account of the Government of India of part of the purchase price of the said Undertaking and to vest after or upon such purchase in the Secretary of State the Undertaking of the Company consisting of all their constructed and working railways and all their estate rights, title and interest therein with the land, telegraphs, engines, carriages, stock, plant, machinery, buildings, works, fixed machinery and conveniences connected therewith except the funds and property referred to in a schedule to the intended Bill upon such terms and subject to such conditions as have been or may be agreed on between the Company and the Secretary of State or as may be prescribed by the Bill and to sanction and confirm any agreement or arrangement that has or may be made touching any of the foregoing matters.

2. To rescind or vary the existing contracts or agreements between the Secretary of State and the Government of India and the Company dated 1855, 1859 and 1871, and to make other contracts or agreements in lieu thereof and also to make other agreements relating to the future carrying on, working and managing of the reconstituted or remaining Undertaking of the Company, including the raising of further capital either by shares, stock, debenture bonds or loans. The Bill will also provide for the carrying on of the Undertaking pending the passing thereof and the date at which the Undertaking is vested in the said Secretary of State.

3. To make all necessary provisions for the payment and distribution of the said stock or shares to and among the respective holders of stock and shares in the said Undertaking whether the same are held upon trust or otherwise and to enable trustees to take and hold the said stock or shares respectively, and to exercise any powers of election in relation thereto respectively and the Bill will also contain provisions for the payment or discharge of all the legal, bank and other costs in connection with the vesting of the railways and the carrying out of the purchase and the distribution of the purchase price.

4. To make provision in the Bill for the discharge or payment of all future legal expenses of the Company.

5. To make provision for closing the existing registers and transfer books of the Company at certain dates or periods in each year, and for the registration and transfer and for the distribution and management of the said stock or shares as the case may be by the Bank of England or otherwise, and to provide for the payment of pensions to certain of the Company's officers, clerks and servants, and to confirm and sanction the closing of the transfer books of the Company in 1905.

6. To make provision for the reconstitution of the Company, and for the property of the Company which does not form part of the Undertaking or property intended to be purchased by and transferred to the Secretary of State.

7. To make provision for the closing of the provident fund and other funds, and the vesting of such funds in trustees and the distribution thereof amongst the present members and shareholders.

8. To provide for the Company continuing incorporated, either under its present name or such other name as may be defined by the Bill notwithstanding the foregoing provisions, and

to rearrange, classify and regulate and reduce the present capital of the Company in and after the aforesaid vesting, and provide for the management, division, apportionment and payment thereof amongst the shareholders, debenture holders and bond holders, and the keeping of proper books for the said purposes and the doing of all things necessary or incidental thereto.

9. To provide for the vesting in the Company of the capital not bearing interest, the provident fines, benevolent and other funds, and the Company's contributions to the insurance fund, and the distribution thereof amongst the present shareholders of the Company, and the Bill will also provide that the expenses of the Bill shall be paid out of and as part of the working expenses for the year 1906.

10. To enable the Company to apply to the purposes of the intended Act, or any of them, or otherwise for the purposes of the reconstituted Undertaking, or the remainder of the Undertaking after the said vesting as aforesaid of such portion of their corporate funds and revenues as they shall think expedient, and also to raise for the construction, equipment and working of the remaining or future railways of the Company, and the general purposes of the reconstituted Undertaking, additional or reconstituted capital by the creation of new shares or stock, with or without a preference or priority in payment of dividend or interest or other rights or privileges and by the creation and issue of debenture stock, and by borrowing, or otherwise, on any terms and subject to any conditions as may be agreed between the Company and the Secretary of State.

11. To authorize trustees having power under the instrument constituting their trust to invest the trust funds in guaranteed Indian railways, to invest such funds in the new capital or stock of the Company, and also to hold stock of the Company or to become interested in the reconstituted Undertaking of the Company and the capital therein to such an extent and upon such terms as may be agreed upon between the Company and the Secretary of State, and generally to deal with the said stock as holders in their own right.

12. To empower and authorize the Company to make and enter into new arrangements, contracts, and agreements with the Secretary of State and any other company or companies in relation to the construction, working, and management of the Bombay and other State and other railways or any other line or lines of railway, and for making additions thereto, and for the management and working of such additional line or lines of railway, and generally to carry out the agreements or arrangements aforesaid or the purposes specified in the Bombay, Baroda and Central India Railway Act, 1859, and the Bill will provide for arbitration between the Company and the Secretary of State upon all matters arising out of such agreements or arrangements.

13. To make provision for the compulsory calling in, surrender or cancellation of all the existing stocks or shares of the Company, representing the capital of that part of the Undertaking of the Company transferred to and vested in the Secretary of State for India as aforesaid, and the certificates thereof, and for the issue to and acceptance by the holders thereof of the new

stock, or stocks, or shares in lieu thereof, to be issued under the provisions of the intended Act, or of any such scheme of arrangement as aforesaid, and of the certificates in exchange for such new stock, or stocks, or shares, and the Bill will also make provision for the continuing liability of the Secretary of State for the loan, capital, and interest, and for the payment thereof, and for the release of the Company from all liabilities of any kind and description and the indemnification of the Company by the Secretary of State.

14. To define, prescribe and regulate the voting powers of the shareholders and stockholders of the Company.

15. To make provision with respect to transfer or transmission of stock (including debenture stock) of the Company, created or to be created by such conversion or division of the shares, or stock, or stocks of the Company, and the transfer or transmission of all or any of such stock or stocks to be converted or created under the authority of the intended Act.

16. To provide for the registration in the books of the Company of such new stock or stocks, and the holders thereof, and for the payment to the Company of fees and charges for or in respect of such consolidation, duplication, conversion, division, or registration, and the issue of new certificates, and for other the purposes of the intended Act, and to make provision for the closing of the registers of the Company between certain dates during each year as the intended Act may prescribe.

17. To regulate the mode by which the accounts of the Company shall be kept and their dividends declared, and returns in respect of or having regard to such new stock or stocks, and to make such other provisions and regulations in relation to such matters as may be prescribed by the intended Act.

18. To provide for the payment to and acceptance by the shareholders, stockholders, debenture stockholders and mortgagees respectively or any of them of such sums of money or other consideration for the proposed transfer as may be agreed upon or be authorized or prescribed or provided for by the intended Act in exchange for or in respect of the shares, stock or securities held by them respectively, and to authorize and require the holders of the several shares, stocks and securities of the Company including trustees holding such shares, stocks or securities to accept such sums of money or other consideration accordingly, and the intended Act will contain provisions as to the rights of legatees and the indemnity to Company by existing or future debenture holders and stockholders.

19. To make provision for the payment of pensions, allowances, bonuses or gratuities to officers and servants of the Company out of the gross receipts or some other fund of the Company, and generally to provide as to the pensions coming into force, and the date of the retirement of such officers and servants.

20. To provide for the payment of principal and interest secured by the debentures, and for the payment of the interest on the irredeemable debenture stock issued by the Company.

21. To provide for the apportionment of dividends.

22. To enable the Company to dispose of any part of their property, and to deal with their surplus assets, and to confer all such powers as may be necessary for enabling the Company and

the directors thereof to carry into effect the several powers and purposes of the intended Act, and to enable the directors to do all acts necessary for the administration and management of the affairs of the Company, and the protection of the rights and interests of the holders of stock and shares therein.

23. And for the purposes aforesaid or any of them to alter, amend, extend, enlarge or repeal as far as may be necessary the powers and provisions of the following Acts of Parliament relating to the Company or any of them (that is to say) :—

The Bombay, Baroda and Central India Railway Act, 1855 ;

The Bombay, Baroda and Central India Railway Act, 1859 ; and

The Bombay, Baroda and Central India Railway Act, 1898 ;

and the Bill will or may for the purposes thereof incorporate all or some of the provisions of the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Acts, 1863 and 1869, and for carrying out the objects of the Bill alter vary or extend the provisions of those Acts in regard to the mode of signing certificates for shares, the closing of books, the giving of notices of calls on shares, the transfer of shares, the borrowing of money, the time for holding general meetings, the manner of voting, the number and qualification of directors, the continuance of the present directors, the remuneration of the directors, the notices for calling meetings, continuance of auditors and qualification of auditors, requisition for general meetings, the payment of dividends, quorum of general meetings, provision for unclaimed purchase money, unclaimed debentures, debenture stock, surplus profits, interest and dividends, number of shareholders in any one account, and other matters.

24. And Notice is hereby further given, that printed copies of the intended Act will be deposited in the private Bill Office of the House of Commons on or before the 16th day of December next

Dated this 15th day of November, 1905.

DOLLMAN & PRITCHARD,

9 and 10 King Street, Cheapside, E.C.,
Solicitors for the Bill.

W. & W. M. BELL,

27 Great George Street, and 3A Dean's
Yard, Westminster,
Parliamentary Agents.

In Parliament—Session 1906.

VAUCLAIN'S PATENT (NUMBER 11342 OF 1901) RELATING TO IMPROVEMENTS IN COMPOUND STEAM LOCOMOTIVES (CONFIRMATION OF PATENT).

NOTICE is hereby given that Samuel Mathews Vaucain of the Baldwin Locomotive Works 500 North Broad Street Philadelphia U.S.A. intends to apply to Parliament in the ensuing 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 November 1900 and numbered 11342 of 1901 and granted to Samuel Mathews Vauclain therein described as of 500 North Broad Street Philadelphia Pennsylvania United States of America for the term of 14 years for an invention of "Improvements in Compound Steam Locomotives."

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 16th day of December next be deposited in the Private Bill Office of the House of Commons.

Dated this 20th day of November 1905.

ABEL & IMRAY,
Birkbeck Bank Chambers,
London, W.C.
Chartered Patent Agents.
SHERWOOD & Co.,
7 Great George Street, West-
minster, S.W.
Parliamentary Agents.

Board of Trade—Session 1906.

PORTOBELLO AND MUSSELBURGH
TRAMWAYS.

PORT SETON EXTENSION.

Construction of Tramways in the Burgh of Musselburgh, The Parish of Inveresk, The County of Mid-Lothian, The Parish of Prestonpans, The County of Haddington, the Burgh of Prestonpans, The Burgh of Cockenzie and Port Seton, and the Parish of Tranent; Gauge, Use of Electrical or other Mechanical Power on Tramways; Tolls, Rates, and Charges; Purchase of Lands by Agreement; Power to break up and Interfere with Streets; Power to Lop Trees; Agreements with Local Authorities, Bodies, and Persons with Respect to the Supply of Electrical Energy, Etc.; Incorporation and Amendment of Acts; and other Purposes.

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 23rd day of December 1905 by the Musselburgh and District Electric Light and Traction Company, Limited, Queen Anne's Chambers, Westminster, London, S.W.

(hereinafter called the Promoters), for a Provisional Order (hereinafter called "the Order") under the Tramways Act, 1870, for the following or some of the following among other purposes (that is to say):—

1. To authorise the Promoters to construct, lay down, make, maintain, work, and use the Tramways hereinafter described or some of them or some part or parts thereof respectively with all necessary and proper rails, sidings, junctions, plates, sleepers, channels, turn-tables, turnouts, posts, tubes, wires, contact studs, apparatus, works, generating stations, engine-houses, carriage-houses, and other conveniences connected therewith or incidental thereto (that is to say):—

TRAMWAY No. I., Situate in the Burgh of Musselburgh, Parish of Inveresk, and County of Mid-Lothian, commencing in the Main Road between Musselburgh and Port Seton by a Junction with the existing Tramway belonging to the Promoters, at its point of termination, and passing thence in an easterly direction along the said Main Road and terminating by a Junction with the intended Tramway No. II. at a point in such road where the boundary of the Burgh of Musselburgh intersects that road.

Tramway No. I. is intended to be laid as a single line throughout excepting between the following points, where such Tramway is intended to be laid as a double line, viz.:—

Between two points in the before-mentioned road measured respectively 2 furlongs 2·73 chains or thereby, and 2 furlongs 8·79 chains or thereby from the commencement of the tramway.

It is proposed to lay such Tramway so that for a distance of more than 30 feet, a less space than 9 feet 6 inches intervenes between the outside of the footpath and the nearest rail of the tramway at the following points:—

- (a) On the north side of the road from a point 4·95 chains or thereby, measured in an easterly direction from the commencement of the intended Tramway to the boundary of the Burgh of Musselburgh.
- (b) On the south side of the road from a point 2 furlongs 5·83 chains or thereby to a point 2 furlongs 8·63 chains or thereby, both measured from commencement of said Tramway.

The total length of Tramway No. I. is 3 furlongs 4·47 chains, of which 2 furlongs 8·41 chains is single line and 6·06 chains is double line.

TRAMWAY No. II.—Situate in the Parish of Prestonpans and County of Haddington, commencing by a junction with the intended Tramway No. I. at its termination as before described, passing thence in an easterly direction along the said main road between Musselburgh and Port Seton and terminating by a junction with the intended Tramway No. III. at a point in such road where the boundary of the Burgh of Prestonpans intersects said road.

Tramway No. II. is intended to be laid as a single line throughout, excepting between the following points, where such Tramway is intended to be laid as a double line, viz.:—

- (a) Between two points in the before-mentioned road measured respectively 2 furlongs 4·62 chains or thereby and 3 furlongs 0·68 chains or thereby from the commencement of said Tramway.

- (b) Between two points in the before-mentioned road measured respectively 4 furlongs 1·20 chains or thereby, and 5 furlongs 6·35 chains or thereby from the commencement of said Tramway.
- (c) Between two points in the before mentioned road measured respectively 7 furlongs 7·56 chains or thereby, and 1 mile 1 furlong 3·44 chains or thereby from the commencement of the said Tramway.

It is proposed to lay such Tramway so that for a distance of more than 30 feet, a less space than 9 feet 6 inches intervenes between the outside of the footpath and the nearest rail of the Tramway at the following places:—

- (a) On the north side of the road from the commencement of said Tramway to its termination.
- (b) On the south side of the road from a point 2 furlongs 0·27 chains or thereby to a point 3 furlongs 0·57 chains or thereby, both measured from the commencement of said Tramway.
- (c) On the south side of the road from a point 4 furlongs 1·38 chains or thereby to a point 5 furlongs 6·33 chains or thereby, both measured from the commencement of said Tramway.
- (d) On the south side of the road from a point 7 furlongs 7·74 chains or thereby to a point 1 mile 1 furlong 0·9 chains or thereby, both measured from the commencement of said Tramway.

The total length of Tramway No. II. is 1 mile 1 furlong 3·44 chains, of which 5 furlongs 6·43 chains is single line and 3 furlongs 7·01 chains is double line.

TRAMWAY No. III.—Situate wholly in the Burgh of Prestonpans, Parish of Prestonpans and County of Haddington, commencing by a Junction with the intended Tramway No. II. at its termination as before described, passing thence in an easterly direction through the High Street of Prestonpans, which street forms part of the main road between Musselburgh and Port Seton, and terminating by a junction with the intended Tramway No. IV. at a point in such street or road, where the eastern boundary of the Burgh of Prestonpans intersects said street or road.

Tramway No. III. is intended to be laid as a single line throughout excepting between the following points, where such Tramway is intended to be laid as a double line, viz. :—

- (a) Between two points in the before-mentioned street or road measured respectively 8·44 chains and 1 furlong 1·47 chains or thereby from the commencement of said Tramway.
- (b) Between two points in the before-mentioned street or road measured respectively 1 furlong 7·59 chains or thereby and 2 furlongs 0·62 chains or thereby from the commencement of said Tramway.
- (c) Between two points in the before-mentioned street or road measured respectively 4 furlongs 7·90 chains or thereby and 5 furlongs 0·93 chains or thereby from the commencement of said Tramway.
- (d) Between two points in the before-mentioned street or road measured respectively 5 furlongs 7·37 chains or thereby

and 6 furlongs 0·40 chains or thereby from the commencement of said Tramway.

It is proposed to lay such Tramway so that for a distance of more than 30 feet a less space than 9 feet 6 inches intervenes between the outside of the footpath and the nearest rail of the Tramway at the following places:—

- (a) On the north side of the road from the commencement of the Tramway to a point 6 furlongs 0·03 chains or thereby from said commencement.
- (b) On the south side of the street or road from a point 8·54 chains or thereby to a point 1 furlong 1·37 chains or thereby, both measured from the commencement of said Tramway.
- (c) On the south side of the street or road from a point 1 furlong 7·69 chains or thereby to a point 2 furlongs 0·5 chains or thereby, both measured from the commencement of said Tramway.
- (d) On the south side of the street or road from a point 2 furlongs 5·05 chains or thereby to a point 3 furlongs 2·7 chains or thereby, both measured from the commencement of said Tramway.
- (e) On the south side of the street or road from a point 4 furlongs 7·79 chains or thereby to a point 5 furlongs 0·7 chains or thereby, both measured from the commencement of said Tramway.
- (f) On the south side of the street or road from a point 5 furlongs 7·4 chains or thereby to the termination of the said Tramway.

The total length of Tramway No. III. is 6 furlongs 4·12 chains, of which 5 furlongs 2 chains is single line, and 1 furlong 2·12 chains is double line.

TRAMWAY No. IV.—Situate in the Parish of Prestonpans and County of Haddington, commencing by a junction with the intended Tramway No. III. at its termination as before described, passing thence in an easterly direction along the said Main Road between Musselburgh and Port Seton, and terminating by a junction with the intended Tramway No. V. at a point in such road where the boundary of the Burgh of Cockenzie and Port Seton intersects said road.

Tramway No. IV. is intended to be laid as a single line throughout, excepting between the following points where such Tramway is intended to be laid as a double line, viz. :—

- (a) Between two points in the before-mentioned road measured respectively 1 furlong 9·80 chains or thereby, and 2 furlongs 2·83 chains or thereby from the commencement of said Tramway.
- (b) Between two points in the before-mentioned road measured respectively 3 furlongs 8·63 chains or thereby and 4 furlongs 1·66 chains or thereby from the commencement of said Tramway.

It is proposed to lay such Tramways so that for a distance of more than 30 feet a less space than 9 feet 6 inches intervenes between the outside of the footpath and the nearest rail of the Tramway at the following places:—

- (a) On the north side of the road from a point 1 furlong 9·9 chains or thereby to a point 2 furlongs 2·73 chains or thereby,

both measured from the commencement of said Tramway.

- (b) On the north side of the road from a point 3 furlongs 8·84 chains or thereby to a point 4 furlongs 1·66 chains or thereby, both measured from the commencement of said Tramway.
- (c) On the south side of the road from the commencement of said Tramway to its termination.

The total length of Tramway No. IV. is 4 furlongs 1·66 chains, of which 3 furlongs 5·60 chains is single line and 6·06 chains double line.

TRAMWAY No. V.—Situatè wholly in the Burgh of Cockenzie and Port Seton, Parish of Tranent and County of Haddington, commencing by a junction with the intended Tramway No. IV. at its termination as before mentioned, passing thence in an easterly direction along the said Main Road between Musselburgh and Port Seton, and terminating at a point 0·70 chains or thereby east of the line of the East Wall of the Gardens of Barracks House, Port Seton.

Tramway No. V. is intended to be laid as a single line throughout excepting between the following points where such Tramway is intended to be laid as a double line, viz. :—

- (a) Between two points in the before-mentioned road measured respectively 1 furlong 1·65 chains or thereby and 1 furlong 4·68 chains or thereby from the commencement of said Tramway.
- (b) Between two points in the before-mentioned road measured respectively 2 furlongs 6·11 chains or thereby and 2 furlongs 9·14 chains or thereby from the commencement of said Tramway.
- (c) Between two points in the before-mentioned road measured respectively 4 furlongs 5·07 chains or thereby and 4 furlongs 8·1 chains or thereby from the commencement of said Tramway.

It is proposed to lay such Tramway so that for a distance of more than 30 feet a less space than 9 feet 6 inches intervenes between the outside of the footpath and the nearest rail of the Tramway at the following places :—

- (a) On the north side of the road from the commencement of said Tramway to its termination.
- (b) On the south side of the road from the commencement of said Tramway to a point 3·3 chains or thereby from the commencement of said Tramway.
- (c) On the south side of the road from a point 1 furlong 1·75 chains or thereby to a point 1 furlong 4·58 chains or thereby, both measured from the commencement of said Tramway.
- (d) On the south side of the road from a point 2 furlongs 6·3 chains or thereby to a point 2 furlongs 9·15 chains or thereby, both measured from the commencement of said Tramway.

The total length of Tramway No. V. is 5 furlongs 4·20 chains, of which 4 furlongs 5·11 chains is single line, and 9·09 chains is double line.

The said Tramways before described are intended to be constructed on a gauge of 4 feet 8½ inches or on such other gauge as may be determined. It is not intended to run thereon carriages or trucks adapted for use upon railways,

and the motive power intended to be used will be animal, steam, electric, or other mechanical power.

The Tramways will be made or pass through the Counties of Mid-Lothian and Haddington, the Burghs of Musselburgh, Prestonpans, and Cockenzie and Port Seton, the Parishes of Inveresk, Prestonpans, and Tranent.

2. To empower the Promoters to construct so as to be worked and to work and use the Tramways hereinbefore described by means of animal or electrical power applied on the overhead trolley system or otherwise, or any other mechanical power, and for these purposes or for any purpose appurtenant or ancillary thereto to confer upon the Promoters such rights, powers, and privileges as may be necessary or expedient for carrying into effect the purposes of the Order, and in particular the following powers :—

(A) To lay down, construct, erect, place, and maintain on, in, over, or under the surface of any street, road, bridge, or place in or on which the said intended Tramways are intended to be laid, all such cables, electric mains, wires, conductors, posts, plates, contact studs, tubes, boxes, grooves, rails, bonds, batteries, apparatus, and appliances as may be necessary or convenient for the working of the said Tramways by electric power or otherwise, and to make and maintain such openings in or under the surface of such streets, roads, bridges, and places as may be necessary or convenient.

(B) To enter upon and break up the surface of, cross, alter, and stop up, remove, divert, widen or otherwise interfere with streets, highways, and roads (public and private), footpaths, pavements, water-courses, bridges, railways, tramways, sewers, drains, pipes, tubes, street boxes, wires, gas and water mains, and telegraph, telephone, electric lighting, and other apparatus, matters and things within the burghs, parishes, or places aforesaid, or any of them, for the purposes 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 Order.

(C) To erect, provide, maintain, and use on any lands acquired under the powers of the Order dynamos, engines, boilers, works, batteries, and other machinery and apparatus and things necessary or proper for the working of the said Tramways by electrical power, and to lay down and form connections between such dynamos, engines, boilers, works, batteries, and other machinery and the said Tramways, and to do all acts and execute all works that may be necessary for that purpose.

(D) To deviate laterally from the lines of the proposed Tramways shown on the plans hereinafter mentioned and vertically from the levels thereof as shown in the sections hereinafter mentioned to such an extent as, notwithstanding any general Act of Parliament relating to such matters, the Promoters may deem expedient or the Order may prescribe.

(E) To reserve to the Promoters the exclusive right of using on the said Tram-

ways engines and carriages with flange wheels or wheels specially or particularly adapted to run on a grooved edge or other rail.

(F) 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 or defined upon the Plans, as may be necessary or convenient for the efficient working of the said Tramways, or any of them, or otherwise in the interests of the Promoters, or for facilitating the passage or traffic along streets or roads or for providing access to any lands, stables, or carriage houses, stations, works, buildings, or premises intended to be used in connection with such Tramways, or for effecting junctions with the tramways of any Corporation, Local Authority, Company, or Person, and to substitute single and interlacing lines for double lines, and double and interlacing lines for single lines.

3. To empower the Promoters from time to time to purchase by agreement, enter upon, take, and use such lands as they may require for the purposes of their undertaking, and to sell, lease, or otherwise dispose of the said lands.

4. To confer upon the Promoters all such other rights, powers, and privileges as may be necessary or expedient for carrying into effect the aforesaid purposes of the Order.

5. To enable the Promoters when by reason of the execution of any work affecting the surface or subsoil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of the proposed Tramways or any part thereof, to make in the same or any adjacent street, road, or thoroughfare, and to maintain, so long as occasion may require, a temporary Tramway or temporary Tramways in lieu of any Tramway or part of a Tramway so removed or discontinued.

6. To make provision as to the application of road materials excavated in the construction of the said Tramways or other works, and to empower the Promoters to appropriate and use the same.

7. To provide that so much of section 34 of the Tramways Act, 1870, as limits the extent of any carriages used on any Tramway beyond the outer edge of the wheels of such carriages shall not apply to carriages used on the Tramways.

8. To empower the Promoters to levy, demand, take and recover tolls, rates, and charges for the use of the Tramways, and for the conveyance of passengers and the carriage of goods, merchandise, and other traffic thereon, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges.

9. To empower the Promoters to supply electrical energy for power only for public and private purposes and to make and recover charges therefor, and for these purposes with the consent of the local or road authorities of the respective districts within which such powers are proposed to be exercised, to exercise all or some of the like powers of breaking up

streets and otherwise as are proposed to be conferred upon the promoters for the purposes of working the Tramways by electricity, and to enter into and carry into effect contracts and agreements with any local authority, Company, body, or person as to the supply of electrical energy.

10. To empower the Promoters to make regulations and bye-laws, and to impose penalties for the breach thereof.

11. To empower the Promoters to borrow on mortgage of the Tramways.

12. To empower the promoters and any Local or Road Authority, Company, or person, from time to time to enter into and carry into effect contracts or agreements with regard to all or any of the purposes of the Order, and as to the alteration of the width or levels of any street or road, and the laying down, renewing, repairing, working, and maintaining of the Tramways or any of them, and for the supply by such Local Authority, Company, or person of electrical power for the purposes of the Order.

13. To empower the Promoters on one hand and any local authority, company, body, or person owning, working or using any Tramways in districts adjacent to those in which the Tramways will be laid on the other hand to enter into and fulfil contracts and agreements for or in relation to the construction, lease, working, use, maintenance, and management of the respective Tramways, and the interchange accommodation, and forwarding of carriages, passengers, and traffic on, from, or to any of such Tramways on, to, or from the Tramways or any of them.

14. To empower the Company to cut, lop off, and remove any trees planted in or near any street, road, or place long or across which any of the Tramways are laid which may interfere with the construction or working of the Tramways or trolley wires, or the clear or safe passage of the tramcars and the passengers thereon.

15. 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 Promoters, and to vary and amend Section 43 of the Tramways Act, 1870, so far as the same applies to the Promoters' Undertaking.

16. To incorporate in the Order the whole or some of the provisions of the Tramways Act, 1870, and of the Lands Clauses Acts with such alteration or amendment thereof as may be deemed expedient, and to incorporate or repeal or vary the provisions or some of them of the Locomotives Act, 1861, and the Locomotives Act, 1865, and the Highways and Locomotives (Amendment) Act, 1878, and any Act or Order amending the said Acts or any of them, so far as they respectively apply to or affect the Tramways or any carriages or engines to be used thereon, or which may affect in any wise such tramways, engines, or carriages.

And the Order will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with the objects thereof, and will confer other rights and privileges,

And Notice is hereby further given that plans and sections of the proposed Tramways and works, and 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, the Office

of the Clerk of the Parliaments, and at the Private Bill Office of the House of Commons, and for public inspection with the Principal Sheriff-Clerk for the County of Mid-Lothian, in his Office at Edinburgh, and with the Principal Sheriff-Clerk for the County of Haddington, in his Office at Haddington, and that on or before the same day a Copy of so much of the said plans and sections as relates to the Burghs of Musselburgh, Prestonpans, and Cockenzie and Port Seton, will be deposited with the Town Clerks of said Burghs respectively at their respective offices.

The Draft of the Order will be deposited at the Offices of the Board of Trade, on or before the 23rd day of December next, and printed copies thereof will also be deposited, and of the Provisional Order when made, will be deposited at the offices of the undersigned, and will be there furnished (at the price of 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 objection 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 of January next, and copies of such representations or objections must at the same time be sent to the Promoters, 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 Promoters or their Agents.

Dated this 14th day of November 1905.

GUILD & GUILD, W.S.,
5 Rutland Square, Edinburgh,
Solicitors for the Order.

DEACON, GIBSON, MEDCALF, & MARRIOTT,
9 Great St. Helen's, E.C., and 27
Great George Street, Westminster, S.W.,
Parliamentary Agents.

Scottish Office Provisional Order—Session 1906.

(Private Legislation Procedure (Scotland)
Act, 1899.)

ARDROSSAN, SALTCOATS, AND DISTRICT
TRAMWAYS.

(Incorporation of Company; Construction of Tramways in the County of Ayr; Street and Road widenings and works; Compulsory purchase of lands; Purchase of Pier and Harbour, etc.; Part purchase of Properties; Interference with streets, roads, etc.; Street works; Electrical or other motive power; Generating Stations; Gauge; Posts; Overhead Wires; Tolls; Powers to deviate Works, remove Trees, erect Waiting-rooms, and to apply for and take transfers of Electric Lighting Orders; To provide and run Omnibuses and Motor Cars; Agreements with Local Authorities, Bodies, and Persons; Amendment or Repeal of all or some of the Provisions of the Tramways Act, 1870; Bye-Laws and Regulations; Incorporation, Amendment, Ap-

plication or Repeal of Acts and Orders; Other Powers and Purposes.)

NOTICE is hereby given that application is intended to be made by Petition to the Secretary for Scotland under and in pursuance of the Private Legislation Procedure (Scotland) Act, 1899, in the month of December 1905, for a Provisional Order (hereinafter called "the Order") for the following or some of the following amongst other purposes, that is to say:—

I. To incorporate a Company (hereinafter called "the Company") and to authorise the Company to make, form, lay down, maintain, work, and use all or some of the tramways, tramroads, and other works hereinafter described, with all necessary and proper rails, plates, foundations, sleepers, embankments, cuttings, platforms, channels, junctions, turntables, turnouts, crossings, passing-places, crossovers, triangles, pillars, posts, poles, brackets, wires, cables, tubes, conduits, street boxes, engines, approaches, sidings, buildings, generating, transforming, and other stations, depôts, waiting-rooms, stables, carriage-houses, engine-houses, stations, sheds, buildings, apparatus, machinery, appliances, works, and conveniences connected therewith respectively, and to enter upon, take and use the lands and property required for the purposes of the said tramways, tramroads, and works as shewn on the deposited plans and described in the deposited books of reference after-mentioned or any of them.

(Where in the description of any of the tramways, tramroads, or street works any distance is given with reference to any street or road which intersects or joins the street or road in which the tramway tramroad or street work is to be laid or made, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets or roads would, if produced, intersect each other, and all distances and lengths given are to be read as if the words "or thereabouts" had been inserted after each such distance or length.)

The tramways and tramroads proposed to be authorised will be wholly situate in the County of Ayr, and are as follows:—

TRAMWAY No. 1.—Situate wholly in the parish of West Kilbride commencing in Portencross at or about the termination of the County road and opposite to the entrance to Rose Cottage, passing thence along the County road leading through Seamill to Ardrossan and terminating in that road at a point 230 feet measured in a South-Easterly direction from opposite Bank Cottage.

TRAMWAY No. 2 (a Tramroad).—Situate wholly in the parish of West Kilbride commencing at the termination of Tramway No. 1 passing thence in a South-Easterly direction over private lands at the side of said County Road and terminating at a point 250 feet measured in a South-Easterly direction from the entrance to Ann's Lodge.

TRAMWAY No. 3.—Situate wholly in the parish of West Kilbride commencing at the termination of Tramway No. 2 passing thence in a South-Easterly direction along the County road and terminating at a point 180 feet measured in a South-Easterly direction from the South-Eastern corner of Lower Boydstone House.

TRAMWAY No. 4 (a Tramroad).—Situate in the parishes of West Kilbride and Ardrossan commencing at the termination of Tramway No. 3 passing thence in a South-Easterly direction over private lands at the side of said County road and terminating at a point 90 feet measured in a North-Westerly direction from Burnfoot Bridge.

TRAMWAY No. 5.—Situate in the parishes of Ardrossan and Stevenston and the Burghs of Ardrossan and Saltcoats commencing at the termination of Tramway No. 4 passing along said County Road and Eglinton Street, Glasgow Street, Princes Street, Arran Place, South Crescent, Ardrossan, Ardrossan Road, Hamilton Street, Chapelwell Street, Vernon Street, Nine Yards Street, Canal Street, Saltcoats, thence along the County Road leading from Saltcoats to Stevenston and along Boglemart Street and terminating in Stevenston at a point 40 feet measured in a Westerly direction from the junction of New Street with Main Street.

TRAMWAY No. 6.—Situate wholly in the Parish of Ardrossan and Burgh of Saltcoats commencing by a junction with Tramway No. 5 in the Ardrossan Road at a point 200 feet measured in a north-westerly direction from Winton Street passing thence along Manse Street and terminating by a junction with Tramway No. 5 at the junction of Vernon Street with Chapelwell Street.

TRAMWAY No. 7.—Situate wholly in the Parish of Ardrossan in the Burghs of Ardrossan and Saltcoats commencing by a junction with Tramway No. 5 at a point 285 feet measured in a westerly direction from St. Andrews Episcopal Church passing thence along Montgomerie Crescent, Eglinton Place, Eglinton Street and Windmill Street and terminating by a junction with Tramway No. 5 at the junction of Hamilton Street and Windmill Street.

TRAMWAY No. 8.—Situate wholly in the Parish of Stevenston commencing at the termination of Tramway No. 5 passing thence along New Street, Shore Road and Dynamite Road, and terminating in that road at a point 670 feet measured in an easterly direction from the Bridge carrying the Lanarkshire and Ayrshire Railway over that Road.

TRAMWAY No. 9 (a tramroad).—Situate wholly in the Parish of Stevenston commencing at the termination of Tramway No. 8 passing thence in a south-easterly direction over private lands, and terminating at a point 150 feet measured in a north-westerly direction from the entrance gate to Nobel House.

TRAMWAY No. 10 (a tramroad).—Situate wholly in the parish of Stevenston commencing at the termination of Tramway No. 9 thence passing in an easterly direction along a private road and terminating at a point 5 chains from its commencement.

The said Tramways and Tramroads (hereinafter referred to as "the tramways") will be made or pass, from, in, through or into the following parishes or places or some of them, that is to say:—the Burghs of Ardrossan and Saltcoats and

the Parishes of West Kilbride, Ardrossan and Stevenston all in the County of Ayr.

At certain points, which are shewn in the deposited plans by a thick dotted line, it is proposed to lay such tramways so that for a distance of thirty feet or upwards a less space than nine feet six inches will intervene between the outside of the footpath on the side or sides of the Street or Road and the nearest rail of the Tramways.

The Tramways are intended to be laid to 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 or as may from time to time be determined with the consent of the Board of Trade.

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

2. To authorise the making of the following Street Works, or any of them, and empower the Company to enter upon, take, and use the lands, houses, and other property required for the purposes thereof, and of the works connected therewith, as shown in the deposited plans, and described in the deposited Books of Reference aftermentioned, or any part or parts thereof (that is to say):—

WORK A.—A widening in the parish of West Kilbride at the junction of Portencross Road with the main road from Largs to Ardrossan opposite Cross Hill House, and at the corner to the South of Portencross Road and the West of said main road.

WORK B.—A widening of Chapelwell Street in the parish of Ardrossan and Burgh of Saltcoats to the extent and in the position occupied by houses on the east and west sides of that street being the properties known as Nos. 8, 10, 11, 13, 15, 16, 18, 20, 22, 24 and 26 of that street and No. 1 Kirkgate.

WORK C.—A widening of Windmill Street in the parish of Ardrossan and Burgh of Saltcoats to the extent and in the position occupied by a strip of land abutting on the north-west side of that street being the forecourt of the property known as Holly House.

WORK D.—A lowering and alteration of the levels of Canal Street in the parish of Stevenston and Burgh of Saltcoats between points respectively situate 16 yards north-east and 16 yards south-west of the centre of the Bridge carrying the Lanarkshire and Ayrshire Railway over the said street.

WORK E.—A lowering and alteration of the levels of New Street in the parish of Stevenston between points respectively situate 25 yards north and 25 yards south of the centre of the bridge carrying the Lanarkshire and Ayrshire Railway over the said street.

WORK F.—A lowering and alteration of the levels of Dynamite Road, Carment Drive and the road leading to Ardeer Square in the parish of Stevenston between points respectively situate 50 yards west and 50 yards east and 50 yards north and 50 yards south of the centre of the bridge carrying the Lanarkshire and Ayrshire Mineral Railway over Dynamite Road.

3. To empower the Company to deviate laterally and vertically from the lines and levels of the Tramways, Tramroads and Street Works shown on

the deposited plans and sections aftermentioned, to the extent to be shown on the said plans and sections, or to be defined in the Order and for the purposes of and in connection with the Street Works, with the consent of the local authority, to make junctions and communications with any existing streets or roads which may be interfered with or intercepted by or be contiguous to such works, and to make diversions widenings or alterations of lines or levels of any existing streets or roads for the purpose of connecting the same with such works, or of crossing under or over the same.

4. To empower the Company to work and use the 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 generated at and supplied from stations or otherwise, or steam, pneumatic, gas, oil, or other mechanical power, or partly by one such power and partly by another such power, to exempt the Company from the provisions of the Tramways Act, 1870, in respect to the limit of the overhang of carriages, and for the said purposes 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 Order, 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 footway, footpath, street, road, place, 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 remove any lamp-post, pillar-box, and other erections, and to attach to any house, building, bridge or existing lamp-post or standard 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 station, building or place, engines, machinery, or apparatus, and to empower the Company, for the purposes of working the tramways and of the Order, 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 such electrical, or other mechanical power.

5. To empower the Company from time to time, and either temporarily or permanently, to make, maintain, alter, remove, or abandon such tramways, crossings, passing places, cross-overs, deviations, sidings, junctions, curves, turnouts, turn-tables, and other works in addition to those specified herein, as may be necessary or convenient for the efficient working of the Tramways, or any of them, or for connecting any portion of the Tramways with others of them, or any other Tramways or Tramroads of the Company, or the Tramways and Tramroads of any other Company, 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, engine-houses, or carriage sheds, generating stations, works or buildings of the Company, or other buildings or place, and to empower them to substitute double in lieu of single or interlacing lines, and single in lieu of double or interlacing lines, or interlacing in lieu of double or single lines on any of the Tramways.

6. To authorise the Company to enter upon and open the surface of, and to alter and stop up, remove, and otherwise interfere with streets, high-

ways, public and private roadways, footways, footpaths, places, pavements, railways, rivers, water-courses, bridges, sewers, drains, water-pipes, gas-pipes, lamp-posts, pillar-boxes, and electric telegraphic and telephonic tubes, posts, wires, and apparatus within all or any of the parishes and 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 or roads in or along which any of the tramways will be laid, so far as may be necessary for the purpose of constructing, maintaining, repairing or renewing the tramways and works, or substituting single lines for double lines, or double lines for single lines, altering or reinstating the tramways and works or substituting others in their place, or for other the purposes of the Order.

7. To authorise the Company, when, by reason of the execution of any work affecting the surface or soil of any footway, footpath, street, road, or place, or otherwise, in which any tramway, channel, conduit, or electric line shall be laid or placed, it is necessary or expedient to remove or discontinue the use of any tramway channel, conduit, or electric line as aforesaid, or any part thereof, to make in the same, or any adjacent street, road, or place, and maintain, work, and use so long as occasion may require a temporary tramway channel, conduit, or electric line, or temporary tramways, channels, conduits or electric lines in lieu of the tramway channel, conduit, or electric line, or part of a tramway channel conduit or electric line so removed or discontinued to be used, or intended so to be.

8. To enable the Company for all, or any of the purposes of the Order, to purchase, feu, lease, or acquire by compulsion or agreement, and to hold lands, houses, buildings, and other property, or to take easements or servitudes over, or in connection therewith, and to erect, and hold offices, buildings, depots, waiting-rooms, engine-houses, generating stations, car sheds, 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, and to hold notwithstanding anything contained in the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to the sale of superfluous lands, the following lands shewn on the plans to be deposited and described in the Book of Reference wholly situate in the County of Ayr for the purposes of erecting thereon a station or stations for generating electrical energy, car-sheds, depots, and other buildings, or other the purposes of the Undertaking, namely:—

IN THE PARISH OF STEVENSTON AND BURGH
OF SALTCOATS.

For the purposes of a station or stations for generating electrical energy, car sheds, depots, etc.

- (a) A plot of land 1 acre, 0 roods, 26 poles in area having a frontage of 87 yards or thereabouts to the southern side of Canal Street being the property known as Canal Bank.
- (b) A plot of land 4 acres, 3 roods, 10 poles in area or thereabouts being the eastmost portion of the land known as Townhead Land and numbered 204 on the 25 inch Ordnance Map and bounded on the south by the Lanarkshire and Ayrshire Railway.

9. To authorise and empower the Company to take over purchase and acquire compulsorily or by agreement the undertaking of the Portencross Pier and Harbour undertakers and the undertaking of the undertakers as authorised by the Portencross Pier and Harbour Order, 1905, confirmed by the Pier and Harbour Orders Confirmation (No. 2) Act, 1905, in the parish of West Kilbride and County of Ayr and all the powers jurisdictions authorities rights and privileges previously existing as well as those conferred by the said Order on the undertakers and to authorise and empower and require William Adams of Overton and Auchenames in the said parish of West Kilbride and County of Ayr, the undertaker in the said Order, or other the owner or owners of the said undertaking for the time being, to sell the said undertaking together with all the powers jurisdictions authorities rights and privileges connected therewith and to enable the Company and the said undertaker or the owner or owners for the time being of the said Portencross Pier and Harbour to enter into Agreements for the sale and purchase of the said undertaking and of the said Order on such terms as may be agreed and to carry out and give effect to any such agreements made or to be made and to authorise and empower the Company to enter into and carry out manage and administer the said undertaking under the Order and under the said Pier and Harbour Order in the same way and to the same effect as if the said Pier and Harbour Order had been made and granted in favour of the Company and as if the Company had been the undertakers therein, and to vest the said Undertaking in the Company as part of the Undertaking of the Company, and to constitute the Company the Pier and Harbour authority with respect to the same.

10. 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.

11. To make provision for the use and disposal by the Company of any paving, metalling, or road materials excavated or removed by them during the construction of any of the tramways and other works, or in the exercise of the powers of the intended Order.

12. To empower the Company on the one hand, the County Council of the County of Ayr and their District Committees, the Provost, Magistrates, and Councillors of the Burghs of Ardrossan and Saltcoats, and any local authority or other bodies or persons having respectively the control or management of or the duty of directing the repairs of or in whom there are vested any footways, footpaths, streets, roads and places, respectively within the Parishes and places aforesaid on the other hand, to enter into and carry into effect contracts or agreements with regard to all or any of the purposes of the Order, and in particular with respect to the widening or alteration of any street, road, or place, and the contribution by such authorities or any of them to the expense thereof, the maintenance or the alteration of the widths or levels of any footways, footpaths, streets, roads or places, the laying down, placing, altering, maintaining, renewing, repairing, working, and using of the tramways, and the rails, plates, sleepers, tubes, wires, posts, works and apparatus connected therewith, and the use of

mechanical power thereon, and for facilitating the passage of carriages and traffic over or along the same, the erection of waiting-rooms for passengers, and the acquisition of the tramways or any of them, or of any lands and properties acquired by the Company, for the purposes of the Order, by such authorities, bodies, or persons, and to confirm and give effect to any agreement entered into, or to be entered into with any such authorities, bodies, or persons with respect to any of the aforesaid purposes.

13. To empower the Company to widen where necessary the carriage road along which the tramways are to be laid, by reducing the width of the footpath or otherwise.

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

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

16. To amend alter or repeal the provisions of the Tramways Act, 1870, with reference to the purchase of the tramways by local authorities, and make other provisions with respect to the purchase of the tramways and undertaking of the Company by the Local Authority, and particularly with reference to the date of such purchase, the method of payment and the basis upon which the amount to be paid shall be determined, and for securing that the lines may not be broken into sections held by different owners or lessees or in any way to prevent or obstruct or hinder the Tramways being worked as one continuous tramway route.

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, or bridges so as to connect the tramways with such generating station, and to empower the Company to apply for or take transfers of Provisional Orders enabling them to supply electrical energy and to supply electrical energy under such Orders.

18. To authorise the Company on the one hand, and any local authority, company, body or person on the other hand, to enter into and carry into effect agreements for the supply to or by the Company, of energy, in bulk or otherwise, for use beyond the area of supply.

19. To authorise the Company on the one hand, and any local Authority, company or person, owning or working any tramways or light railways, which can be worked with the tramways, on the other hand, to enter into and carry into effect agreements for the working, running over, using, managing, and maintaining, by the contracting parties of all or any of their respective tramways or light railways, the making of all necessary junctions, the supply of rolling stock, plant, and

machinery necessary for the purposes of such agreements, and the employment, appointment, and removal of officers and servants, the payments to be made and conditions to be performed in respect of such working, use, management and maintenance and the interchange, accommodation, and transmission and delivery of traffic coming from or destined for the respective undertakings of the contracting parties, the payment, collection, division, and apportionment of the tolls rates, and other receipts arising from the respective undertakings, and to confer on the Company and the said authorities, company, or person, all such powers as may be necessary for giving effect to all or any of the aforesaid purposes.

20. 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 tramcars, and traffic in and along the streets and roads in which the tramways are laid, and to attach penalties to the breach or non-observance thereof, or of the provisions of the Order.

21. To empower the Company to cut, lop off, and remove any trees or hedges, planted in or near any street, road, or place along or across which any of the tramways are laid, which may interfere with the construction or working of the tramways or trolley wires or other apparatus or works connected therewith or the clear and safe passage of the tramcars, and the passengers thereon, and to erect waiting-rooms for passengers on any of the roadways in which the tramways will be laid.

22. To exempt the Company from licenses in respect of carriages used on the tramways and the drivers and conductors in charge of same.

23. To authorise the Company to provide motor cars and omnibuses and work the same, and make charges in respect thereof.

24. To provide for the appointment of an auditor or auditors of the Company, and the holding of the ordinary meetings of the Company once, instead of twice, in each year.

25. To enable the Company out of moneys to be raised by them, under the powers of the Order, to pay out of capital 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.

26. 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, including power to work the tramways so transferred, and to levy and recover tolls, rates, and charges in respect of the use of the same, and for the conveyance of passengers and traffic thereon, and to empower any such authority to grant, and the Company to take a lease of, or to run over and use the same, on such terms and conditions, and for such period as may be agreed.

27. To vary and extinguish all rights and privileges which would in any manner interfere with the objects of the Order, and to confer such other rights and privileges as may be requisite or necessary for the purposes of the Order.

28. To incorporate in the Order, the Lands Clauses Acts, the Railway Clauses Consolidation (Scotland) Act 1845, and the Railway and Canal Traffic Acts, and extend and apply to the 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 Electric Lighting Acts, 1882 to 1890, the Electric Lighting (Clauses) Act, 1899, and all other Acts of Parliament and Orders (if any) relating to, or which may be affected by, or interfere with the objects of the Order.

29. And notice is hereby further given, that plans and sections in duplicate of the tramways and street works, and the lands and other property which will or may be taken or used for the purposes thereof, or under the powers of the Order, with a Book of Reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and of the occupiers of such lands and other property will, together with a copy of this Notice, as published in the *Edinburgh Gazette*, be deposited on or before the 30th day of November instant for public inspection in the office at Ayr of the Principal Sheriff Clerk of the County of Ayr and in the office at Kilmarnock of the Principal Sheriff Clerk of the Kilmarnock District of said County, and that on or before the same day a copy of so much of the said plans, sections, and Book of Reference as relates to the Burghs of Ardrossan and Saltcoats, and the Parishes of West Kilbride, Ardrossan and Stevenston respectively, and also a copy of this notice as published in the *Edinburgh Gazette* will be deposited with the Town Clerks of the said Burghs respectively, at their respective offices, and with the Clerk of the Parish Council of each such Parish at his office, or if he have no office, at his residence.

30. The Petition for the Order and printed copies thereof and of the draft Order will be lodged with the Secretary for Scotland at his Office, Whitehall, London, on or before the 17th day of December 1905, and on or before the same date a printed copy of the Draft Order will be deposited in the office of the Clerk of the Parliaments, House of Lords, and in the Private Bill Office of the House of Commons.

31. The procedure subsequent to the deposit of the Petition for and the draft Order in the office of the Secretary for Scotland, will be by way of Provisional Order, unless it is otherwise decided in terms of the Private Legislation Procedure (Scotland) Act, 1899, in which case the procedure may be by way of Private Bill, and this Notice and other Notices, and the deposits of plans, sections, maps, Books of Reference, and copies of the Gazette Notice above mentioned will, subject to the Standing Orders of Parliament, apply to such Bill.

Dated this 15th day of November 1905.

E. I. FINDLAY, S.S.C.,
37 Castle Street, Edinburgh,
Solicitor for the Order.

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

Board of Trade.—Session 1906.

DUNFERMLINE AND DISTRICT ELECTRIC LIGHTING.

(Application to the Board of Trade under the Electric Lighting Acts 1882 to 1902 for a Provisional Order to Authorise the Provost Magistrates and Councillors of the Royal Burgh of Dunfermline to Supply Electricity for Public and Private Purposes; Power to Construct Works; to Break up or Interfere with Streets, Railways, &c.; to Lay Electric Lines; to Make Charges; to Levy Rates; to Acquire Lands; to Enter into Agreements; to Transfer Powers; to Borrow Money; and for 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 Provost Magistrates and Councillors of the Royal Burgh of Dunfermline in the County of Fife being the Local Authority of that Burgh for the purposes and within the meaning of the Electric Lighting Acts 1882 and 1888 as amended by the Electric Lighting (Scotland) Act 1890 and the Electric Lighting (Scotland) Act 1902 (and who are hereinafter called "the Undertakers") and whose address is Dunfermline for a Provisional Order (hereinafter called "the Order") under the said Electric Lighting Acts 1882 to 1902 for all or some of the following purposes that is to say:—

1. To authorise the Undertakers to produce store sell supply and distribute Electricity for all public and private purposes as defined by the said Acts within the area of supply hereinafter mentioned that is to say within the limits of the Royal Burgh of Dunfermline and the following parts of the County of Fife situate beyond the said Burgh namely:—(1) That area of ground contained within the following boundaries—Beginning at a point where the Parliamentary boundary of the Burgh intersects that of the Municipal Burgh to the west of St. Leonard's Hill and about 170 yards to the east of the North British Railway thence passing in a north-westerly direction following the existing Municipal Burgh boundary to the railway bridge which crosses the main road leading from Dunfermline to Carnock at Milesmark where it again meets the Parliamentary boundary thence running in a south south-easterly and easterly direction along the Parliamentary boundary till it reaches the Municipal boundary at the point first mentioned and (2) That other area of ground contained within the following boundaries—Beginning at a point on the south side of Brucefield Road in the centre of the road leading to Brucefield Feus thence passing eastwards along the south side of Brucefield Road for a distance of 63 yards or thereby thence in a northerly direction along the line of fence forming the eastern boundary of the feu belonging to William Mungall, Esq. crossing the railway and service road and following the curves and bends of the fence forming the boundary between fields and the planted strip to the east of the road leading to Transy Farm Transy House and Transylaw until it reaches the northern fence of an enclosure belonging to Transy Farm thence along said

northern fence eastward to its termination thence in a straight line across a field to the point where two fences meet and about 100 yards south of the road from Dunfermline to the Powder Magazine thence northward along a field fence to and across the said road to the Powder Magazine to its northern boundary fence thence eastwards along said boundary fence until it meets another fence from the north in line with the existing Municipal boundary thence along said last-mentioned fence northwards to and across the main road from Dunfermline to Crossgates till it meets the Municipal boundary and thence westwards and southwards along the Municipal boundary to the point first mentioned at Brucefield Road as the same are shown on the map coloured pink after-mentioned (all which limits are hereinafter called "the area of supply").

2. To authorise the Undertakers to appropriate for the purposes of the proposed undertaking any lands or property belonging to or held by them and to purchase hold acquire feu or take on lease any lands or easements servitudes or rights in lands for the purposes of the said Order and with power to sell lease let or dispose of the same.

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

4. To authorise the Undertakers to cross open and break up for the purposes of the said Order the soil and pavement of the several streets and thoroughfares railways tramways streams and bridges within the area of supply and to take up, relay divert or alter sewers drains mains and all gas and water pipes telegraph and telephonic tubes and wires and other works therein within the said area of supply and do all such other works and acts and to confer on the Undertakers all such further powers as may be necessary to carry into effect the objects of the Order.

5. To authorise the Undertakers to manufacture purchase hire sell and supply meters lamps appliances machinery and apparatus in relation to the manufacture storage supply distribution and use of electricity and to acquire work and use patent rights for producing storing controlling distributing and measuring or otherwise relating to the supply and use of electricity.

6. To authorise the Undertakers to transfer to any local or other public authority company or person the Order and all or any of the powers duties and liabilities given to or imposed upon them by the Order or the said Electric Lighting Acts and to enter into and carry out agreements

for that purpose and to make and carry into effect agreements and contracts for the execution and maintenance of works and for the production supply distribution and use of electricity for any purpose and for the performing of all acts incidental to public and private lighting.

7. To authorise the Undertakers to enter upon any houses or other premises supplied or to be supplied by them for any purpose relating to such supply.

8. To empower the Undertakers to make charges and levy and recover rates rents and charges for the supply of electricity and for the use of any machines lamps accumulators meters fittings or apparatus connected therewith and to define and limit the prices to be charged for such supply.

9. To empower the Undertakers to apply their funds rates and assessments and the local rates as defined in the said Acts towards all or any of the purposes of the said Order and notwithstanding any limitation of the amount of money which the Undertakers may borrow under the Electric Lighting Acts to borrow money to any amount which may be necessary or expedient for the purposes of the said Order and for defraying the expenses incurred thereunder and to impose and levy rates to defray such expenses and in further security of the money so borrowed.

10. To exempt the Undertakers from the obligation to supply electricity for public or private purposes in such portion or portions of the area of supply or under such conditions or circumstances as may be specified in the Order.

11. To incorporate with the Order and to extend and apply to the proposed undertaking and works and to the Undertakers with or without alteration all or some of the provisions of the Electric Lighting Acts 1882 to 1902 and of the Acts or portions of Acts incorporated therewith and also the provisions of the Electric Lighting (Clauses) Act 1899 and to confer upon the Undertakers all or some of the powers within the area of supply which by the said Acts or any Acts amending the same or incorporated therewith are or may be conferred upon the Undertakers and to amend those Acts or any of them or any parts thereof and the Order will contain all such regulations as to the supply of electricity and all matters incidental thereto and the obligations on the Undertakers in relation thereto as are authorised in the said Acts or as the Board of Trade may prescribe and will confer on the Undertakers all powers rights and privileges necessary or expedient for carrying out the purposes of the said Order and will vary or extinguish all rights and privileges which may be inconsistent therewith.

The Order will or may amend or vary or repeal the provisions or some of the provisions of the Fife Electric Power Act 1903 and will or may provide for the taking over by the Undertakers of any supply lawfully given by the Fife Electric Power Company within the area of supply or any part thereof in accordance with the powers in that behalf contained in the said Act of 1903; and the Order will or may further provide that the said Fife Electric Power Company shall or may cease to supply within the area of supply or within any part thereof or such other provision will be made in the Order as may be necessary or convenient for the exercise by the Undertakers of the powers of the Order and provisions will or may be further made to enter into and carry

out agreements with the said Fife Electric Power Company in relation to the said matters on such terms as may be agreed.

The names of streets or parts of streets within the area of supply in which the Undertakers propose that electric lines or distributing mains for the purposes of general supply shall be laid down within a period to be specified in the Order are the following:—East Port Street, High Street, Bridge Street.

The railways which the Undertakers propose to take powers to break up pass or cross over or under so far as the same are situate within the area of supply are as follows:—The railways of the North British Railway Company and level crossings at Muirbeath Colliery Road, Phoenix Lane, and Forth Street.

The streets roads and places within the area of supply not repairable by the Local and Road Authority which the Undertakers propose to take powers to break up are the following:—Elliot Street and two other streets at Brucefield not yet named; Viewfield Terrace; access road from James Street to the North British Railway Upper Station; Cameron Street; Street off Dewar Street not yet named; Thistle Street; Headwell Road; Muir Road, Townhill; three new streets at Belyeoman not yet named; Park Place; Transy Place; Couston Street; New Street off Main Street, Townhill; Road from Rumblingwell to the Infectious Diseases Hospital; Coal Road; The Lovers' Loan; Logie Road; Berrylaw Road; Highway from Dunfermline to Crossford; Highway from Milton Green to Limekilns; Grange Road; Highway from Dunfermline to Crossgates; Garvock Road; approach road from Crossgates Road to Transy, Transylaw, and Woodmill; Footpath from Transylaw to Brucefield Feus; Lane from North Inglis Street to Railway Upper Station; Footpath from said Station to Market Place; Road Bridges over railways at North Inglis Street; Pilmuir Street; Brucefield Feus; road from Brucefield Feus to Transy; the Public Park; Highholm Road; Main Street, Townhill; old road from Belyeoman Road to Muir Road; Belyeoman Road; Railway Bridges over roads at Bothwell Street; Brucefield Street; Woodmill Road; Grange Road; Mill Street; Coal Road; Townhill Road; Main Street, Townhill; and access road west from Loch Street, Townhill.

Notice is hereby given that the draft Order will be deposited at the Office of the Board of Trade Whitehall London on or before the 21st day of December next and printed copies thereof when deposited and of the Order when made by the Board of Trade can be obtained at the Office of the undersigned in Dunfermline and Westminster respectively at the price of one shilling for each copy by all persons applying for the same.

And Notice is further hereby given that a Map shewing the boundaries of the said area of supply and the streets in which it is proposed that electric lines should be laid down within a specific time and a copy of this Notice as published in the *Edinburgh Gazette* will be deposited on or before the 30th day of November 1905 at the Office of the Board of Trade in London and also for public inspection in the Offices in Cupar and Dunfermline respectively of the Principal Sheriff Clerk of the County of Fife and in the Office of the Undertakers in Dunfermline and in the Office in Cupar of the Clerk of the County Council of the

County of Fife and in the Office in Dunfermline of the Clerk of the Dunfermline District Committee of the County Council of the County of Fife and also in the Office of the Clerk of the Parliaments House of Lords and in the Private Bill Office of the House of Commons.

And Notice is hereby further given that every local or other public authority company or person desirous of bringing before the Board of Trade any objection respecting this application must do so by letter addressed to the Board of Trade marked on the outside of the cover enclosing it "Electric Lighting Acts" on or before the 15th day of January 1906 and a copy of such objection must also be sent to the under-mentioned Town-Clerk or Parliamentary Agents:

Dated this 17th day of November 1905.

WILLIAM SIMPSON,
Town-Clerk, Dunfermline.
A. & W. BEVERIDGE,
18 Abingdon Street, Westminster,
Parliamentary Agents.

Scottish Office Provisional Order—Session 1906.

Private Legislation Procedure (Scotland) Act 1899.

FALKIRK AND DISTRICT TRAMWAYS (EXTENSIONS).

(Construction of additional Tramways in the County of Stirling; Street and Road Widening and Works; Compulsory Purchase of Lands, etc.; Part Purchase of Properties; Interference with Streets, Roads, etc.; Street Works; Electrical or other Motive Power; Generating Stations; Gauge; Posts; Overhead Wires; Tolls; Powers to deviate Works, remove Trees, erect Waiting-rooms, and to apply for and take Transfers of Electric Lighting Orders; To provide and run Omnibuses and Motor Cars; Agreements with Local Authorities, Bodies and Persons; Application of Capital, Further Capital, etc.; Amendment or Repeal of all or some of the Provisions of the Tramways Act, 1870; Bye-laws and Regulations; Incorporation, Amendment, Application or Repeal of Acts and Orders; Other Powers and Purposes.)

NOTICE is hereby given that application is intended to be made by Petition to the Secretary for Scotland under and in pursuance of the Private Legislation Procedure (Scotland) Act, 1899, in the month of December 1905, by or on behalf of the Falkirk and District Tramways Company (hereinafter called "the Company") for a Provisional Order (hereinafter called "the Order") for the following or some of the following amongst other purposes (that is to say)—

1. To authorise the Company to make, form, lay down, maintain, work and use all or some of the tramways and other works hereinafter described, with all necessary and proper rails, plates, foundations, sleepers, embankments, cuttings, platforms, channels, junctions, turntables, turnouts, crossings, passing-places, cross-overs, triangles, pillars, posts, poles, brackets, wires,

cables, tubes, conduits, street boxes, engines, approaches, sidings, buildings, generating, transforming, and other stations, depots, waiting-rooms, stables, carriage-houses, engine-houses, stations, sheds, buildings, apparatus, machinery, appliances, works, and conveniences connected therewith respectively, and to enter upon, take and use the lands and property required for the purposes of the said tramways and works as shown on the deposited plans and described in the deposited books of reference after-mentioned or any of them.

(In the description of any of the tramways or street works all distances and lengths given are to be read as if the words "or thereabouts" had been inserted after each such distance or length).

The tramways proposed to be authorised will be wholly situate in the County of Stirling, and are as follows:—

TRAMWAY No. 1.—Commencing in West Bridge Street, in the burgh and parish of Falkirk, by a junction with the existing tramways, at a point twenty-seven yards East of Chapel Lane, passing thence into and along High Street, Callendar Road, Laurieston Road, Mary's Street into and terminating in Mary's Square in said parish at a point opposite the Western side of Boyd Street.

TRAMWAY No. 1A.—Situate wholly in the Parish of Falkirk commencing by a junction with Tramway No. 1 at its termination above described, passing thence in an easterly direction across Mary's Square into and along Mary's Street and Polmont Road and terminating in that road at a point opposite the western side of the road leading to Mumrills.

TRAMWAY No. 2.—Commencing in Vicars Street, in the burgh and parish of Falkirk, by a junction with the existing tramways, at a point fifteen yards North of Newmarket Street, passing thence along Vicars Street, Bank Street, Kerse Lane, Grangemouth Road, Earls Road, thence in an Easterly direction over the Caledonian Railway (Grangemouth Branch) into and terminating in Bo'ness Road in the Burgh and Parish of Grangemouth at a point twenty-seven yards, or thereabouts, West of the centre of the bridge carrying the latter road over Grange Burn.

TRAMWAY No. 2A.—Commencing in Vicars Street, in the Burgh and Parish of Falkirk, by a junction with Tramway No. 2 at a point six yards South of Newmarket Street, passing thence into and terminating in Newmarket Street in the burgh and parish of Falkirk by a junction with the existing tramways at a point fifteen yards, West of Vicars Street.

TRAMWAY No. 3.—Commencing in Bo'ness Road, in the burgh and parish of Grangemouth, by a junction with Tramway No. 2 at its termination above described, passing thence along and terminating in the said Bo'ness road in the said Burgh and Parish of Grangemouth at the point at which the boundary of the Burgh of Grangemouth crosses that road.

The said Tramways (hereinafter referred to as "the Tramways") will be made or pass, from, in, through or into the following parishes or places or

some of them, that is to say:—the Burghs and Parishes of Falkirk and Grangemouth all in the County of Stirling.

At certain points, which are shown in the deposited plans, by a thick dotted line it is proposed to lay such tramways so that for a distance of thirty feet or upwards a less space than nine feet six inches will intervene between the outside of the footpath on the side or sides of the street or road and the nearest rail of the Tramways.

The tramways are intended to be laid to a gauge of four feet, or such other gauge as may be authorised with such grooves plates or tubes as may be necessary to work the same or as may from time to time be determined with the consent of the Board of Trade.

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

2. To authorise the making of the following Street Works, or any of them, and empower the Company to enter upon, take, and use the lands, houses, and other property required for the purposes thereof, and of the works connected therewith, as shown in the deposited plans, and described in the deposited Books of Reference aftermentioned, or any part or parts thereof (that is to say):—

WORK A.—A lowering and alteration of the levels of Kerse Lane wholly situate in the Burgh and Parish of Falkirk for a distance of fifty yards measured in a north-easterly direction from the south-western side of the bridge carrying the North British and the Caledonian Railways over the said Kerse Lane.

WORK B.—A lowering and alterations of the levels of Scotia Place wholly situate in the Burgh and Parish of Falkirk for a distance of 33 yards from the junctions of the said Scotia Place with Kerse Lane.

WORK C.—A widening of High Street wholly situate in the Burgh and Parish of Falkirk to the extent and in the position occupied by the property abutting on the southern side of that street and known as No. 45 in that street.

WORK D.—A widening of Vicars Street and Bank Street wholly in the Burgh and Parish of Falkirk to the extent and in the position occupied by a piece of garden land abutting on the eastern side of Vicars Street and the northern side of Bank Street at the junction of the said streets.

WORK E.—A widening of Bank Street wholly in the Burgh and Parish of Falkirk to the extent and in the position occupied by a strip of land being the private forecourt of the stables abutting on the southern side of Bank Street and adjoining the western side of the premises known as No. 15 in that street.

WORK F.—A widening of Bank Street and Kerse Lane wholly in the Burgh and Parish of Falkirk to the extent and in the position occupied by the property situate at or about the junction of Bank Street with Kerse Lane and known as Orchard Cottage, together with garden land adjoining.

WORK G.—A widening of Kerse Lane wholly in the Burgh and Parish of Falkirk to the extent and in the position occupied by the property abutting on the southern side of Kerse Lane and extending from a point

opposite the western side of Orchard Street for a distance of twelve yards in a westerly direction.

WORK H.—A widening of Kerse Lane wholly in the Burgh and Parish of Falkirk to the extent and in the position occupied by a strip of land abutting on the southern side of Kerse Lane and situate between the bridge carrying the North British and Caledonian Railways over the said Kerse Lane and the property known as No. 33 Kerse Lane.

WORK I.—A widening of Kerse Lane wholly in the Burgh and Parish of Falkirk to the extent and in the position occupied by a strip of land abutting on the southern side of Kerse Lane, and situate between the property known as No. 35 Kerse Lane and Callendar Field Road.

WORK J.—A widening of Kerse Lane wholly in the Burgh and Parish of Falkirk to the extent and in the position occupied by a strip of land abutting on the southern side of Kerse Lane and being a portion of the forecourts of the properties known as Nos. 77 and 79 Kerse Lane.

All which widenings will be situate in the County of Stirling.

3. To empower the Company to deviate laterally and vertically from the lines and levels of the tramways and Street Works shown on the deposited plans and sections after-mentioned, to the extent to be shown on the said plans and sections, or to be defined in the Order and for the purposes of and in connection with the Street Works, with the consent of the local authority, to make junctions and communications with any existing streets or roads which may be interfered with or intercepted by or be contiguous to such works, and to make diversions widenings or alterations of lines or levels of any existing streets or roads for the purpose of connecting the same with such works, or of crossing under or over the same.

4. To empower the Company to work and use the 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 generated at and supplied from any existing or authorised stations of the Company or otherwise, or steam, pneumatic, gas, oil, or other mechanical power, or partly by one such power and partly by another such power, to exempt the Company from the provisions of the Tramways Act, 1870, in respect to the limit of the overhang of carriages, and for the said purposes 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 Order, 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 footway, footpath, street, road, place, 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 remove any lamp-post, pillar-box, and other erections, and to attach to any house, buildings, bridge or existing lamp-post or standard 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 station,

engines, machinery, or apparatus, and to empower the Company, for the purposes of working the tramways and of the Order, 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 such electrical, or other mechanical power.

5. To empower the Company from time to time, and either temporarily or permanently, to make, maintain, alter, remove, or abandon such tramways, crossings, passing places, cross-overs, deviations, sidings, junctions, curves, turnouts, turntables, and other works in addition to those specified herein, as may be necessary or convenient for the efficient working of the Tramways, or any of them, or for connecting any portion of the Tramways with others of them, or any other Tramways or Tramroads of the Company, or the Tramways and Tramroads of any other Company, 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, engine-houses, or carriage-sheds, generating stations, works or buildings of the Company, and to empower them to substitute double in lieu of single or interlacing lines, and single in lieu of double or interlacing lines, or interlacing in lieu of double or single lines on any of the Tramways.

6. To authorise the Company 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, footways, footpaths, places, pavements, railways, rivers, water-courses, bridges, sewers, drains, water-pipes, gas-pipes, lamp-posts, pillar-boxes, and electric telegraphic and telephonic tubes, posts, wires, and apparatus within all or any of the parishes and 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 or roads in or along which any of the Tramways will be laid, so far as may be necessary for the purpose of constructing, maintaining, repairing, or renewing the Tramways and works, or substituting single lines, for double lines, or double lines for single lines, altering or reinstating the Tramways and works or substituting others in their place, or for other the purposes of the Order.

7. To authorise the Company, when, by reason of the execution of any work affecting the surface or soil of any footway, footpath, street, road, or place, or otherwise, in which any tramway, channel, conduit, or electric line shall be laid or placed, it is necessary or expedient to remove or discontinue the use of any tramway, channel, conduit, or electric line as aforesaid, or any part thereof, to make in the same, or any adjacent street, road, or place, and maintain, work, and use so long as occasion may require a temporary tramway, channel, conduit, or electric line, or temporary tramways, channels, conduits or electric lines in lieu of the tramway, channel, conduit, or electric line, or part of a tramway channel conduit or electric line so removed or discontinued to be used, or intended so to be.

8. To enable the Company to acquire by compulsion or agreement and to hold, sell, let and otherwise dispose of lands, houses and buildings and servitudes rights and easements in or over the same in the parishes and places aforesaid for the purposes of the said intended tramways and other works, and for other the purposes of the

Order and for the general purposes of the Company's undertaking, and to erect and hold offices, buildings, depots, waiting-rooms, engine houses, generating stations, car sheds, stables and other buildings and conveniences on any such lands or property, and to sell, lease or dispose of any such lands, houses, buildings and property and to appropriate and use for the purposes of the Order any lands, houses buildings and servitudes, rights and easements and works now or hereafter belonging to or vested in the Company, or which they are now authorised to hold, acquire, make or maintain, and also to hold notwithstanding anything contained in the Lands Clauses Consolidation (Scotland) Act 1845 with respect to the sale of superfluous lands any such lands, houses, buildings, property and other rights.

9. 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.

10. To make provision for the use and disposal by the Company of any paving, metalling, or road materials excavated or removed by them during the construction of any of the tramways and other works, or in the exercise of the powers of the intended Order.

11. To empower the Company on the one hand, the County Council of the County of Stirling and their District Committees, the Provost, Magistrates, and Councillors of the Burghs of Falkirk and Grangemouth and any local authority or other bodies or persons having respectively the control or management of or the duty of directing the repairs of or in whom there are vested any footways, footpaths, streets, roads and places, respectively within the Parishes and places aforesaid on the other hand, to enter into and carry into effect contracts or agreements with regard to all or any of the purposes of the Order, and in particular with respect to the widening or alteration of any street, road, or place, and the contribution by such authorities or any of them to the expense thereof, the maintenance or the alteration of the widths or levels of any footways, footpaths, streets, roads, or places, the laying down, placing, altering, maintaining, renewing, repairing, working, and using of the tramways, and the rails, plates, sleepers, tubes, wires, posts, works and apparatus connected therewith, and the use of mechanical power thereon, and for facilitating the passage of carriages and traffic over or along the same, the erection of waiting-rooms for passengers, and the acquisition of the tramways or any of them, or of any lands and properties acquired by the Company, for the purposes of the Order, by such authorities, bodies, or persons, and to confirm and give effect to any agreement entered into or to be entered into with any such authorities, bodies, or persons with respect to any of the aforesaid purposes.

12. To empower the Company to widen where necessary the carriage road along which the tramways are to be laid, by reducing the width of the footpath or otherwise.

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

14. To amend the Falkirk and District Tramways Order, 1901 (hereinafter referred to as "the Order of 1901"), with respect to the carriage, collection and delivery of parcels and

the rates or charges therein provided, and to empower the Company to demand and take in respect of any animals, goods, minerals, articles or things certain rates or charges and to amend section 7 sub-section 6 of the Order of 1901 by providing that any difference of the nature therein referred to shall be determined by the Board of Trade, and to amend the Order of 1901 in such other respects as the Order may provide.

15. To enable the Company to levy and recover tolls, rates, and charges, and increased and additional tolls, rates and charges, for the use of the tramways and any other tramways owned, leased to or run over, worked or used by them, and for the conveyance of passengers and all other traffic thereon, and to alter and enlarge existing tolls, rates, and charges, and to confer, vary or extinguish exemptions from the payments of such tolls, rates and charges.

16. To amend alter or repeal the provisions of the Tramways Act, 1870, with reference to the purchase of the tramways by local authorities, and make other provisions with respect to the purchase of the tramways and undertaking of the Company by the Local Authority and particularly with reference to the date of such purchase, the method of payment and the basis upon which the amount to be paid shall be determined, and for securing that the lines may not be broken into sections held by different owners or lessees or in any way to prevent or obstruct or hinder the tramways and the existing tramways of the Company being worked as one continuous tramway route.

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, or bridges so as to connect the tramways with such generating station, and to empower the Company to apply for or take transfers of Provisional Orders enabling them to supply electrical energy and to supply electrical energy under such Orders.

18. To authorise the Company on the one hand, and any local authority, company, body or person on the other hand, to enter into and carry into effect agreements for the supply to or by the Company of energy, in bulk or otherwise, for use within or beyond the area of supply.

19. To authorise the Company on the one hand, and any local Authority, company, or person, owning or working any tramways or light railways, which can be worked with the tramways, on the other hand, to enter into and carry into effect agreements for the working, running over, using, managing, and maintaining, by the contracting parties of all or any of their respective tramways or light railways, the making of all necessary junctions, the supply of rolling stock, plant, and machinery necessary for the purposes of such agreements, and the employment, appointment, and removal of officers and servants, the payments to be made and conditions to be performed in respect of such working, use, management and maintenance and the interchange, accommodation, and transmission and delivery of traffic coming from or destined for the respective undertakings of the contracting parties,

the payment, collection, division, and apportionment of the tolls, rates, and other receipts arising from the respective undertakings, and to confer on the Company and the said authorities, company or person, all such powers as may be necessary for giving effect to all or any of the aforesaid purposes.

20. 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 tramcars, and traffic in and along the streets and roads in which the tramways are laid, and to attach penalties to the breach or non-observance thereof, or of the provisions of the Order.

21. To empower the Company to cut, lop off, and remove any trees or hedges, planted in or near any street, road, or place along or across which any of the tramways are laid, which may interfere with the construction or working of the tramways or trolley wires or other apparatus or works connected therewith or the clear and safe passage of the tramcars, and the passengers thereon, and to erect waiting-rooms for passengers on any of the roadways in which the tramways will be laid.

22. To exempt the Company from licenses in respect of carriages used on the tramways or the existing tramways and the drivers and conductors in charge of same.

23. To authorise the Company to provide motor cars and omnibuses and work the same, and make charges in respect thereof.

24. To provide for the appointment of an auditor or auditors of the Company, and the holding of the ordinary meetings of the Company once, instead of twice, in each year.

25. To authorise the Company for all or any of the purposes of the Order and for the general purposes of their undertaking to raise further capital by new ordinary and preference shares and stock and by borrowing and by the creation and issue of debenture stock or by any of such means and to apply to the like purposes all or any part of the capital which they are by their existing Order or may be by this Order authorised to raise, and to amend sections 19 to 37 both inclusive of the Order of 1901 or some part or parts thereof.

26. To enable the Company out of moneys to be raised by them, under the powers of the Order, to pay out of capital 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.

27. 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, including power to work the tramways so transferred, and to levy and recover tolls, rates, and charges, in respect of the use of the same, and for the conveyance of passengers and traffic thereon, and to empower any such authority to grant, and the Company to take a lease of, or to run over and use the same, on such terms and conditions, and for such periods as may be agreed.

28. To vary and extinguish all rights and privileges which would in any manner interfere

with the objects of the Order, and to confer such other rights and privileges as may be requisite or necessary for the purposes of the Order.

29. To incorporate in the Order, the Lands Clauses Acts, and extend and apply to the tramways and works all or some of the powers and provisions of the Order of 1901, and 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 Order and Act, and of the Electric Lighting Acts, 1882 to 1890, the Electric Lighting (Clauses) Act 1899, and all other Acts of Parliament and Orders (if any) relating to, or which may be affected by, or interfere with the objects of the Order.

30. And notice is hereby further given, that plans and sections in duplicate of the tramways and street works, and the lands and other property which will or may be taken or used for the purposes thereof, or under the powers of the Order, with a Book of Reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and of the occupiers of such lands and other property will, together with a copy of this Notice, as published in the *Edinburgh Gazette*, be deposited on or before the 30th day of November instant for public inspection in the office at Stirling of the Principal Sheriff Clerk of the County of Stirling and in the office at Falkirk of the Principal Sheriff Clerk for the Falkirk District of the said County, and that on or before the same day a copy of so much of the said plans, sections, and Book of Reference as relates to the Burghs and Parishes of Falkirk and Grangemouth respectively, and also a copy of this notice as published in the *Edinburgh Gazette* will be deposited with the Town Clerks of the said Burghs respectively, at their respective offices, and with the Clerk of the Parish Council of each such Parish at his office, or if he have no office, at his residence.

31. The Petition for the Order and printed copies thereof and of the draft Order will be lodged with the Secretary for Scotland at his Office, Whitehall, London, on or before the 17th day of December 1905, and on or before the same date a printed copy of the draft Order will be deposited in the office of the Clerk of the Parliaments, House of Lords, and in the Private Bill Office of the House of Commons.

32. The procedure subsequent to the deposit of the Petition for and the draft Order in the Office of the Secretary for Scotland, will be by way of Provisional Order, unless it is otherwise decided in terms of the Private Legislation Procedure (Scotland) Act, 1899, in which case the procedure may be by way of Private Bill, and this Notice and other Notices, and the deposits of plans, sections, maps, Books of Reference, and copies of the Gazette Notice above mentioned will, subject to the Standing Orders of Parliament, apply to such Bill.

Dated this 15th day of November 1905.

E. I. FINDLAY, S.S.C.,

37 Castle Street, Edinburgh,

Solicitor for the Order,

A. & W. BEVERIDGE,

18 Abingdon Street, Westminster, S.W.,

Parliamentary Agents.

Scottish Office—Provisional Order.

Session 1906.

Private Legislation Procedure (Scotland)
Act, 1899.

COUNTY OF ABERDEEN.

(MONYMUSK BRIDGE AND ROAD.)

(Power to the County Council of the County of Aberdeen to Acquire Lands Servitudes and Easements; Power to the Garioch District Committee of the said County and the County Road Board of the said County or either of them with the approval of the County Council, to Construct a Bridge and Road and to Divert the existing road; To Authorise the said County Council to borrow Money; Incorporation Application and Amendment of Acts; and other purposes.)

NOTICE is hereby given that application is intended to be made to the Secretary for Scotland on or before the 17th day of December next by Petition under the provisions of the Private Legislation Procedure (Scotland) Act 1899 for a Provisional Order (hereinafter called "the Order") promoted by the County Council of the County of Aberdeen and by the Garioch District Committee of the said County Council and the County Road Board of the said County or one or more of them for the following or some of the following objects powers and purposes, that is to say:—

To authorise the County Council of the County of Aberdeen (hereinafter called "the County Council") to purchase acquire enter upon appropriate take and use compulsorily or by agreement for the purposes of the works hereinafter described or some of them or some part or parts thereof the lands shewn on the deposited plans and described in the deposited Book of Reference as may be necessary or convenient for the purposes of such works and for the other purposes of the Order and all rights of user thereof and easements and servitudes privileges and powers over in or under the same and to confirm any agreements made or which may be made before the passing of the Order with respect to the purchase of the said lands before referred to and to dispose of any lands which may be acquired under the powers of the Order and not required for the purposes thereof.

To authorise the Garioch District Committee of the said County Council (hereinafter called "the District Committee") and the County Road Board of the County of Aberdeen (hereinafter called "the Road Board") or either of them, with the approval of the County Council upon the lands to be acquired by the County Council for that purpose under the Order or otherwise to make construct and maintain as a public road and highway the works hereinafter described, that is to say:—

A diversion and alteration of the line and levels of so much of the public road in the Parish of Monymusk and County of Aberdeen leading from the Aberdeen and Alford Turnpike Road across the River Don by the "Boat Ford" to the Aberdeen and Inverness Turnpike Road, commencing such diversion and alteration at a point in the centre of the said road, forty yards west of the junction of

the road leading to Pittfichie farm buildings with the existing road and crossing the River Don by a new Bridge and terminating at a point on the said road where it is joined by the road leading to the farm buildings of Delab, including the stopping up and discontinuance of the existing road between such points aforesaid and the substitution therefor of the new road and bridge as shewn on the Plans and Sections deposited as hereinafter mentioned ;

which works hereinbefore described and the works and conveniences connected therewith will be situate in the said Parish of Monymusk in the County of Aberdeen.

Together with all necessary and proper embankments, roads, approaches, and other conveniences.

To authorise the District Committee and the Road Board or either of them in the construction of the works before described to deviate from the lines situations and levels thereof delineated on the plans and sections hereinafter mentioned to the extent to be defined on the plans or to be provided for by the Order.

To authorise the County Council and the District Committee and the Road Board or any one of them to cross, stop up, submerge, appropriate, alter, divert, and remove temporarily or permanently, lands, highways, County or other roads, rivers, culverts, bridges, footbridges, paths, sewers, drains, water courses, and other property so far as may be necessary or expedient for the purposes of making constructing maintaining and using the said works and to exercise all other usual and necessary powers.

To provide that the foresaid road which may be constructed under the powers of the Order shall in all respects form part of the existing roads in lieu of portions of roads for which the said road will be substituted and the said road and bridge and the roadway thereof shall vest in and be maintained by the persons liable to maintain the existing roads or such persons as shall be specified in the Order.

To provide that the portions of roadway which shall be rendered unnecessary by the construction of the said works shall be abandoned appropriated disposed of or dealt with by the County Council and the District Committee or the Road Board as they may think fit or as may be defined in the Order.

To provide that notwithstanding the provisions of section 90 of the Lands Clauses Consolidation (Scotland) Act 1845 a part or parts only of any lands or property which may be required for the purposes of the works may be taken and acquired without the County Council or other authority being required or compelled to purchase the whole or any greater part of such lands and property.

To authorise and empower any Trustees, Curators, heirs of entail, life-renters, persons under legal disability or other persons holding any partial or limited or qualified estate or interest in any lands required for the works to sell and convey such lands and property to the County Council or the use of such parts thereof as may be necessary for such consideration or price or feu-duty and upon such terms and conditions as may be agreed and to sanction and confirm any agreements already made or which may be made with respect to the said matters.

To authorise and require the County Council to borrow and from time to time to re-borrow money for the purposes of the Order and for the construction of works and the acquisition of lands on mortgage, annuity, cash credit, bank overdraft, or otherwise upon the security of the rates and assessments leviable by the County Council for road purposes within the County of Aberdeen and the Garioch District thereof under the Roads and Bridges (Scotland) Act 1878, the Local Government (Scotland) Act 1889, and any Acts amending those Acts, applicable to the management and maintenance of roads within the County of Aberdeen or under any one of such Acts or otherwise as the Order may prescribe, and to make provision for the repayment of borrowed money all in accordance with the existing powers in that behalf of the County Council and the District Committee and the Road Board in relation to the construction and maintenance of Roads and Bridges.

To vary or extinguish all rights and privileges which would in any way interfere with or prevent the execution and completion of the works and to confer all rights, powers and privileges which may be necessary or expedient in carrying out the purposes of the Order.

To alter amend extend or repeal so far as may be necessary or desirable for the purposes of the Order all or some of the provisions of the Roads and Bridges (Scotland) Act 1878, the Local Government (Scotland) Act 1889, the Roads and Bridges (Scotland) Amendment Act, 1892, and any subsequent Acts relating to roads and bridges within the County of Aberdeen and in the Garioch District of the said County.

To incorporate with and extend to and make applicable to the purposes of the Order, with such alterations or amendments as the Order may prescribe the Lands Clauses Acts, the provisions of the Railways Clauses Consolidation (Scotland) Act 1845 with respect to the temporary occupation of land near the railway during construction thereof and with respect to the crossing of roads and other interference therewith, the Roads and Bridges (Scotland) Act 1878, the Local Government (Scotland) Act 1889, and any Acts amending or extending any of those Acts.

And Notice is hereby given that duplicate plans and sections describing the lines situations and levels of the works beforementioned and the lands and other property which may be taken for the purposes thereof or in connection therewith under the powers of the Order and a Book of Reference to the said plans containing the names of the owners or reputed owners, lessees, or reputed lessees and occupiers of such lands and other property and a copy of this notice as published in the "Edinburgh Gazette" will on or before the Thirtieth day of November instant be deposited for public inspection in the office at Aberdeen of the Principal Sheriff Clerk of the County of Aberdeen and a copy of so much of the said plans sections and Book of Reference as relates to the Parish aforesaid in which the said lands and works are situated with a copy of this notice as published in the "Edinburgh Gazette" will on or before the said thirtieth day of November instant be deposited for public inspection with the Clerk of the Parish Council of such Parish at his office if he have an office separate from his place of residence, or otherwise at his place of residence.

The petition and printed copies thereof and of the draft Order will be lodged at the Office of the Secretary for Scotland, Whitehall, London, on or before the Seventeenth day of December next and on or before the same date a printed copy of the draft Order will be deposited in the Office of the Clerk of the Parliaments and in the Private Bill Office of the House of Commons.

The subsequent procedure will be by way of Provisional Order unless it is otherwise decided in terms of the Private Legislation Procedure (Scotland) Act 1899 in which case the procedure may be by way of private Bill and this notice and the deposits will be subject to the Standing Orders of Parliament apply to such Bill.

Dated this Fifteenth day of November 1905.

WILLIAM MURISON,
County Clerk.

H. G. L. MOLLISON,
Clerk to Garioch District Committee.
Solicitors for the Order.

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

In Parliament—Session 1906.

RAILWAY CLEARING SYSTEM SUPER- ANNUATION FUND.

(Further Contributions to Railway Clearing System Superannuation Fund by Railway Companies, Joint Committees and other Bodies; Provision for Securing Benefits of Fund under Rules in Force from 1st January 1897 to 30th November 1904; Contributions by Companies Committees and Bodies to be Paid as Part of Working Expenses; Provision of Fund to Meet Future Liabilities of Companies, Committees and Bodies for Contributions; Application of Contributions; Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the next Session thereof for leave to bring in a Bill for the following purposes (that is to say):—

To provide for further contributions to the Railway Clearing System Superannuation Fund (established under the Railway Clearing System Superannuation Fund Association Act, 1873, and incorporated under the Railway Clearing System Superannuation Fund Incorporation Act, 1897), by railway companies and joint committees of railway companies and other bodies who are subscribers to the said fund.

To provide that each of the following Railway Companies, i.e., Dublin, Wicklow and Wexford, Great Northern (Ireland), Highland, Lancashire, Derbyshire and East Coast, London, Tilbury and Southend, and Metropolitan District Railway Companies shall, from and after the date to be prescribed by the intended Act, in respect of all salaried officers and clerks of such railway companies respectively, who are at that date contributing members of the Fund, and also in respect of all recipients of benefits of the fund who have been salaried officers and clerks of either of such railway companies, make from

time to time such contributions as may be necessary in order to secure to such officers and clerks of such companies respectively, and to such recipients of benefits as aforesaid the benefits of the fund in accordance with the rules of the fund which were in force from the 1st day of January 1897, to the 30th day of November 1904, from which latter date the scale of pensions thereunder was reduced.

The Bill may provide for extending the above mentioned provisions of the intended Act to any other railway company who are subscribers to the said fund and to any joint committees of railway companies and other body or bodies who is or are subscribers to the said fund.

To provide that any other railway company and any other joint committee of railway companies and any other body who are or is a subscriber to the said fund at the date of the passing of the intended Act, or who shall subsequently become a subscriber to the fund, may (in the case of a company with the assent of the shareholders of such company at a meeting specially convened for the purpose, and in the case of a joint committee or other body in pursuance of a resolution passed in the same manner as resolutions of such joint committee or body authorizing the expenditure of money) make contributions to the fund in order to secure to the contributing officers and clerks of such railway company, joint committees or other body, and to such recipients as aforesaid the benefits of the fund in accordance with the rules in force from the 1st day of January 1897, to the 30th day of November, 1904

To provide that in respect of salaried officers and clerks becoming contributing members of the fund after the date of the intended Act any company, joint committee or other body being a subscriber to the fund may (in the case of a company with the assent of the shareholders at a meeting of such company specially convened for the purpose and in the case of a joint committee or other body in pursuance of a resolution passed in manner aforesaid) make such contributions as they consider advisable to increase the benefits to be received by the contributing members under the rules for the government of the fund, provided that the amount so contributed shall not be such as to increase the benefits of the fund beyond those contemplated by the rules in force from the 1st day of January 1897, to the 30th day of November 1904.

To provide that the contributions payable to the fund as aforesaid by any such company or joint committee or other subscribing body shall be paid as part of the working expenses of the company or joint committee or body so contributing.

To provide that the directors of any company or any joint committee or other body subscribing to the fund may, if they think fit, appropriate and set aside out of their revenue as a working expense such a sum as in the discretion of the directors or committee or other body shall be required to provide a fund to meet the future liability of such company or committee or other body for contributions to secure the benefits of the fund in accordance with the rules in force from the 1st day of January 1897, to the 30th day of November 1904.

To provide that any moneys which any company or joint committee or other contributory

body may pay to the fund under the provisions of the intended Act may be paid by such company or committee or other body to the Railway Clearing System Superannuation Fund and that the Railway Clearing System Superannuation Fund Corporation shall receive and pay the amount so contributed to the recipients entitled thereto.

To provide for the costs, charges and expenses of the intended Act being paid by the companies committees or bodies or some of them who are subscribers to the fund or in such manner as may be defined in the Bill.

To alter, vary or extinguish any rights and privileges which would in any manner interfere with the objects of the Bill and to confer other rights and privileges.

To alter or amend so far as may be necessary for the purposes of the intended Act any of the provisions of "The Railway Clearing System Superannuation Fund Acts, 1873 to 1897," or the rules made thereunder.

The railway companies, joint committees, and bodies who are subscribers to the said fund, and to whom it is intended that the provisions of the intended Act shall apply are the following:—

Railway Clearing Committee.
 Barry Railway Company.
 Belfast and County Down Railway Company.
 *Brecon and Merthyr Railway Company.
 *Caledonian Railway Company.
 Cambrian Railway Company.
 Cleator and Workington Junction Railway Company.
 Dublin, Wicklow and Wexford Railway Company.
 Furness Railway Company.
 Garstang and Knott End Railway Company.
 *Glasgow and South-Western Railway Company.
 *Great Northern Railway Company.
 Great Northern Railway Company (Ireland).
 Great North of Scotland Railway Company.
 Great Southern and Western Railway Company (Ireland).
 *Great Western Railway Company.
 Highland Railway Company.
 Hull, Barnsley and West Riding Junction Railway and Dock Company.
 *Lancashire and Yorkshire Railway Company
 Lancashire, Derbyshire and East Coast Railway Company.
 *London and North-Western Railway Company.
 *London and South-Western Railway Company.
 *London, Brighton and South Coast Railway Company.
 London, Chatham and Dover Railway Company.
 London, Tilbury and Southend Railway Company
 Manchester, South Junction and Altrincham Railway Company.
 Maryport and Carlisle Railway Company.
 Mersey Railway Company.
 Metropolitan Railway Company.
 Metropolitan District Railway Company.
 *Midland Railway Company.
 Midland Great Western Railway Company of Ireland.
 North London Railway Company.
 North Staffordshire Railway Company.

Rhondda and Swansea Bay Railway Company.

Rhymney Railway Company.

South-Eastern Railway Company.

Taff Vale Railway Company.

Birkenhead Park Station Joint Committee.

Carlisle Citadel Station Joint Committee.

Cheshire Lines Railway Joint Committee.

Dumbarton and Balloch Joint Committee.

Dundee and Arbroath Joint Committee.

East London Joint Committee.

Glasgow, Barrhead and Kilmarnock, and Glasgow and Paisley Railways Joint Committee.

Great Central and Midland Railways Joint Committee.

*Hammersmith and City Railway Joint Committee.

Irish Railways London Office Committee.

Joint South-Western and Brighton Railways Committee.

London and North-Western and Great Western Joint Railways Committee.

Macclesfield Railway Joint Committee.

Metropolitan and Metropolitan District (City Lines) Joint Committee.

Midland and Great Northern Joint Railway Committee.

Northern Counties Committee (Midland Railway).

North and South-Western Junction Railway Joint Committee.

Oldham, Ashton and Guide Bridge Junction Railway Joint Committee.

Perth General Station Joint Committee.

Portpatrick and Wigtownshire Joint Committee.

Railway Clearing Committee (Ireland).

Railway Companies Association.

Somerset and Dorset Railway Joint Committee.

South-Eastern and London, Chatham and Dover Railway Managing Committee.

South-Eastern and London, Chatham and Dover (Dover and Deal Railway) Joint Committee.

West London Extension Railway Joint Committee.

Whitechapel and Bow Railway Joint Committee.

The members in the services of the Companies marked thus * were transferred from other services after they had joined the fund.

The Bill may with the consent of any of the said companies, joint committees, or bodies confirm any arrangement which may have been made by any of them in respect to such additional contributions, or it may be in a form which any of such railway companies, committees, or bodies can adopt if they think fit.

Printed copies of the proposed Bill will, on or before the 16th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 17th of November, 1905.

F. C. MATHEWS & Co.,
 151 Cannon Street, E.C.,
 Solicitors.

DYSON & Co.,
 9 Great George Street, Westminster, S.W.
 Parliamentary Agents.

King's and Lord Treasurer's
Remembrancer's Office, Exchequer Chambers,
Edinburgh, 15th September 1905.

NOTICE is hereby given that the Estate of Miss JANET PATTERSON, 5 Belmont Place, Kelso, who died there on 31st July 1902, has fallen to His Majesty as *ultimus heres*.

KENNETH MACKENZIE, K. & L. T. R.

THE MISSOURI LAND AND LIVE STOCK COMPANY LIMITED.

A PETITION has been presented to the Lords of Council and Session (Second Division,—Mr. Campbell, Clerk) by the Missouri Land and Live Stock Company Limited, for an Order confirming reduction of capital, and, *inter alia*, praying their Lordships in the meantime *hoc statu* to dispense with the addition of the words "and Reduced" as part of the name of the Company; to fix the date at which any Creditor entitled to any debt or claim against the Company within the meaning of the 13th section of the Companies Act, 1867, shall be entitled to object to the proposed reduction of the Company's capital; to fix a day on or before which the Creditors of the Company not entered on the list of Creditors are to claim to be entered thereon, or are to be excluded from objecting to the proposed reduction, and to appoint advertisement of the days so fixed; to settle a list of Creditors entitled to object to the proposed reduction; to find that they have either consented to the reduction, or that their debts have been discharged or secured, or have determined; and thereafter to make an Order confirming the reduction of the capital of the said Company from £90,000, divided into 30,000 shares of £3 each, on which £1 per share has been paid up, to £75,000, divided into 30,000 shares of £2, 10s. each, on which 10s. per share has been paid up, all in terms of the Special Resolution passed and confirmed at Extraordinary General Meetings of the Company, held on 2nd and 22nd November 1905; to dispense altogether with the use of the words "and Reduced" as part of the name of the Company; and to approve of the Minute to be registered, setting forth the said reduction of capital.

In which Petition their Lordships of the Second Division have been pleased to pronounce an Interlocutor in the following terms:—

"Edinburgh, 23rd November 1905.—The Lords appoint the Petition to be intimated on the Walls and in the Minute-Book in common form; to be advertised once in the Edinburgh Gazette and once in the Scotsman newspaper; and allow all concerned to lodge Answers within eight days thereafter; meantime *hoc statu* dispense with the addition of the words "and Reduced" as part of the name of the Company.

"J. H. A. MACDONALD, I.P.D."

Of all which Intimation is hereby given.

FRASER, STODART, & BALLINGALL, W.S.,
Agents for the Petitioners.

16 Castle Street, Edinburgh,
24th November 1905.

NOTICE is hereby given that at an Extraordinary Meeting of the GEM NEEDLE THREADER COMPANY LIMITED, held at Glasgow on 25th January 1905, the following Extraordinary Resolution was passed:—

"Whereas it has been proved to the satisfaction of the Members of this Company that it cannot, by reason of its liabilities, continue its Business, it is resolved that the Company be wound up voluntarily, and that Mr. John Liddle, 154 St. Vincent Street, Glasgow, be appointed Liquidator."

JOHN LIDDLE, Liquidator.

THE MINING DEVELOPMENT SYNDICATE
(OF COLORADO) LIMITED,
IN LIQUIDATION.

NOTICE is hereby given, in pursuance of section 142 of the Companies Act, 1862, that a General Meeting of the Members of the above-named Company will be held within the Chambers of Messrs. Brown, Fleming, &

Murray, Chartered Accountants, 175 West George Street, Glasgow, on Friday the 29th day of December 1905, at twelve o'clock noon, for the purpose of having an account laid before them showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator, and also of determining by Extraordinary Resolution the manner in which the books, accounts, and documents of the Company, and of the Liquidator thereof, shall be disposed of.

Dated this 24th day of November 1905.

R. A. MURRAY, C.A., Liquidator.

TRUST ESTATE of Mr. ALEXANDER HUTCHISON,
Caledonian Hotel, Leven.

INTIMATION is hereby given that the Caledonian Hotel, Leven, including the Stables, together with the Goodwill of the Business, were sold by the Trustee, with entry as at 30th September 1905, from which date the Purchasers are alone responsible for all accounts incurred.

Intimation is also hereby given that the Estate will shortly be divided. All parties having claims against the Trustee or the Trust Estate are accordingly called upon to lodge the same with the Subscribers forthwith.

CHIENE & TAIT, C.A.

Chambers, 3 Albyn Place, Edinburgh,
23rd November 1905.

A PETITION for Cessio, under the Cessio Acts, has been presented in the Sheriff Court of Lanarkshire at Hamilton, at the instance of Edward M'Crory, Builder, Blantyre, against JOHN FULLERTON, Cemetery Superintendent, Blantyre; and the Sheriff-Substitute has ordained him to appear within the Court House, County Buildings, Hamilton, upon the 12th day of December 1905, at eleven o'clock forenoon, for public Examination, at which Diet all the Creditors of the said John Fullerton are required to attend.

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

A PETITION for Cessio, under the Cessio Acts, has been presented to the Sheriff of Lanarkshire at Glasgow, at the instance of Capon, Heaton, & Company Limited, Hazlewell Mills, Stinchley, near Birmingham, against THE FALCON CYCLE COMPANY, 143 Dumbarton Road, Glasgow, and Samuel Evans, Cycle Manufacturer, 143 Dumbarton Road, Glasgow, the sole Partner of said Company, as such Partner, and as an Individual; and the Sheriff-Substitute for Lanarkshire has ordained the said The Falcon Cycle Company and the said Samuel Evans to appear within the Chambers of the Sheriff-Substitute (Room No. 34), County Buildings, 70 Hutcheson Street, Glasgow, upon the 7th day of December next, at 10.15 A.M., for Examination, at which all their Creditors are required to attend.

T. B. W. NIVEN,
50 West Regent Street, Glasgow,
Agent for the Petitioners.

A PETITION for Cessio has been presented to the Sheriff of Lanarkshire at Glasgow, at the instance of The Imperial Tobacco Co. (of Great Britain and Ireland) Limited, having their Registered Office at East Street, Westminster, Bristol, against Mrs. MARY SMITH, late Tobacconist at 52 Eldon Street, and residing at 42 Bank Street, Glasgow, and Smith, her husband, also residing there, as her Curator and Administrator-in-Law; and the Sheriff has appointed 6th December 1905, at 10.15 o'clock, in Room No. 34, County Buildings, 70 Hutcheson Street, Glasgow, as the Diet for the public Examination of the said Mrs. Mary Smith, at which Diet all her Creditors are required to attend.

GILBERT GUNN,
112 Bath Street, Glasgow
Agent for Petitioners

A PETITION for Cessio has been presented to the Sheriff of Ayrshire at Ayr, at the instance of George M'Kelvie, Grocer and Butcher, 9 Montgomery Street, Irvine, against HUGH LENNOX, Grocer, 10 Mill Street, Ayr; and the Sheriff Substitute has ordained the said Hugh Lennox to appear for public Examination within the Court House, County Buildings, Ayr, upon the 5th day of December 1905, at eleven o'clock forenoon, at which Diet all his Creditors are required to attend.

AND. P. MACLACHLAN, Solicitor,
Agent.

Irvine, 23rd November 1905.

A PETITION for Cessio, under the Cessio Acts, has been presented to the Sheriff of Aberdeen, Kincardine, and Banff at Aberdeen, at the instance of John Somerville & Company Limited, Distillers, 46 to 53 Quality Street, Leith, against ALEXANDER BARNETT, Grocer, 45 Park Street, Aberdeen; and the Sheriff-Substitute for the said Sheriffdom has ordained the said Alexander Barnett to appear in Court, within the Sheriff Court House at Aberdeen, on the 7th day of December 1905, at twelve o'clock noon, for Examination, at which all his Creditors are required to attend.

ERNEST RENNET, Advocate, Aberdeen,
Agent.

Aberdeen, 23rd November 1905.

A PETITION for Cessio, under the Cessio Acts, has been presented to the Sheriff of Inverness, Elgin, and Nairn at Inverness, at the instance of A. Davis & Company, Saddlers and Harness Makers, 10 Strand, London, against DONALD FRASER, residing at Millburn House, Inverness; and the Sheriff-Substitute has ordained the said Donald Fraser to appear within the Sheriff Court House, The Castle, Inverness, upon 14th December 1905, at eleven o'clock forenoon, for Examination, at which all his Creditors are required to appear.

MACDONALD & GRAHAM, Solicitors, Inverness,
Agents.

51 Church Street, Inverness,
22nd November 1905.

A PETITION for Cessio, under the Cessio Acts, has been presented to the Sheriff of Dumfries and Galloway at Kirkcudbright, at the instance of Thomas Struthers, Saddlers' Ironmongers, 182 Trongate, Glasgow, Pursuer, against ALEXANDER BADENOCH, Saddler, King Street, Castle-Douglas, Defender; and the Sheriff-Substitute has ordained the said Alexander Badenoch to appear in Court, within the Court House, Kirkcudbright, upon the 8th day of December 1905, at ten o'clock forenoon, for public Examination, at which all his Creditors are required to attend.

PAT. GIFFORD, Solicitor, Castle-Douglas,
Agent for Pursuer.

Castle-Douglas, 21st November 1905.

THE Estates of A. PHILLIPS, sometime trading as PHILLIPS & COMPANY, Ironmongers, 174 Easter Road, Edinburgh, and presently residing at 13 Pitlochrie Place there, have, in virtue of and for the purposes of the Cessio Acts, been transferred to Robert Greenwood Morton, Chartered Accountant, 14 Queen Street, Edinburgh, as Trustee for behoof of his Creditors. Creditors must lodge their claims with the Trustee before 2nd January 1906. The Creditors meet before the Sheriff, within the Sheriff Court House, George IV. Bridge, Edinburgh, on Tuesday, 23rd January 1906, at 1.30 P.M.

ROBERT G. MORTON, Trustee.

Edinburgh, 24th November 1905.

THE Estates of Mrs. MARGARET PRINGLE HUNTER or MACDONALD, wife of and residing with and carrying on business jointly with Alexander Macdonald, her husband, at Viewforth Hotel, South Queensferry, and the said Alexander Macdonald for his interest, and as Co-debtor along with his said wife, have been transferred to James Craig, C.A., 27 York Place, Edinburgh as Trustee for behoof of her Creditors. Creditors must lodge their claims with the Trustee on or before 29th May 1906. The Creditors meet before the Sheriff, within the Sheriff Court House, Linlithgow, on the 8th day of June 1906, at half-past twelve o'clock afternoon.

JAMES CRAIG, C.A., Trustee.

A PETITION having been presented to the Sheriff of the Lothians and Peebles at Edinburgh by Shapland & Petter Limited, Raleigh Works, Barnstaple, for Sequestration of the Estates of Mrs. RACHAEL J. LOCKHART BEGG, 29 Frederick Street, Edinburgh, the Sheriff-Substitute of this date granted Warrant for citing the said Mrs. Rachael J. Lockhart Begg to appear in Court on the seventh day next after citation, to show cause why Sequestration of her Estates should not be awarded; of all which Intimation is hereby given.

STIRLING CRAIG, S.S.C.,
Agent for Petitioners.

140 Princes Street, Edinburgh,
20th November 1905.

A PETITION having been presented to the Sheriff of the Lothians and Peebles at Edinburgh, by Stirling Craig, Mandatary of the deceased Mrs. ANN KENNEDY or WEST, 28 Warrender Park Terrace, Edinburgh, acting under Trust Deed for Creditors, for Sequestration of her Estates, the Sheriff-Substitute of this date granted Warrant for citing her successors to appear in Court if within Scotland within seven days, if furth thereof within twenty-one days after citation, to show cause why Sequestration of her Estates should not be granted; of which Intimation is given.

STIRLING CRAIG.

140 Princes Street, Edinburgh,
20th November 1905.

A PETITION having been presented to the Lord Ordinary officiating on the Bills, at the instance of John Stewart, Plumber, Nos. 70 and 72 Merchiston Avenue, Edinburgh, for Sequestration of the Estates of HARRY DOWNIE DONALD, No. 21 Dublin Street, Edinburgh, his Lordship of this date granted Warrant for citing the said Harry Downie Donald 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.

PETER CAMPBELL, Solicitor,
143 Princes Street, Edinburgh, Agent.

Edinburgh, 23rd November 1905.

THE Estates of PATRICK INKSON SMITH, Coaf Merchant, &c., Great Western Road, Buckpool, Buckie, were Sequestered on the 23rd day of November 1905, by the Sheriff of Aberdeen, Kincardine, and Banff at Banff.

The first Deliverance is dated the 23rd day of November 1905.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Saturday the 2nd day of December 1905, within the Cluny Hotel, Buckie.

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 23rd March 1906.

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

JOHN L. M'NAUGHTON, Solicitor, Buckie,
Agent.

Buckie, 23rd November 1905.

THE Estates of L. MEYER & COMPANY, 20 Paterson Street, Glasgow, and Louis Meyer, sole Partner thereof, and as an Individual, were Sequestered on the 23rd day of November 1905, by the Sheriff of the County of Lanark.

The first Deliverance is dated the 23rd day of November 1905.

The Meeting to elect the Trustee and Commissioners is to be held at eleven o'clock forenoon, on Monday the 4th day of December 1905, 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 1906.

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

STEWART M'NICOLL,
83 West Regent Street, Glasgow, Agent.

THE Estates of PATRICK JOHN ABBOT, Farmer, carrying on business and residing at Arrats Mill, near Brechin, were Sequestered on the 23rd day of November 1905, by the Sheriff of the County of Forfar.

The first Deliverance is dated the 23rd day of November 1905.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Tuesday the 5th day of December 1905, within Lamb's Hotel, Reform Street, in 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 the 23rd day of March 1906.

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

JAMES ALLISON, Solicitor,
61 Reform Street, Dundee, Agent.

SEQUESTRATION of CLARK & BEATSON, Iron-mongers, Edinburgh, and of George Philp and the deceased George Beatson, the Individual Partners thereof.

JAMES DAWSON, of Messrs. James Dawson & Company, Brushmakers, Dalkeith, and William Archibald George Graham, of Messrs. Mould & Tod, Printers, Edinburgh, have been elected Commissioners, in room of Robert Kennedy Mitchell and John Wightman, deceased.

ROBT. COCKBURN MILLAR, C.A., Trustee.

30 York Place, Edinburgh,
24th November 1905.

SEQUESTRATION of WILLIAM MITCHELL & SONS, Fireclay and Cement Merchants, East Dock Street, Dundee, and of William Mitchell senior, George Mitchell, and John Mitchell, all Fireclay and Cement Merchants, East Dock Street, Dundee, the Individual Partners of said Firm of William Mitchell & Sons, as such Partners, and as Individuals.

GEORGE RORIE, Chartered Accountant, Dundee, has been elected Trustee on the Estates; and James Guild, Brick and Tile Manufacturer, Glamis, Gavin Waddell, Rothes Lime Works, Leslie, and Andrew Thom, Joiner, St. Andrews, have been elected Commissioners. The Examination of the Bankrupts will take place in the Sheriff Court House, Dundee, on Friday the 1st day of December next, at eleven o'clock forenoon. The Creditors will meet in Lamb's Hotel, Reform Street, Dundee, on Monday the 11th day of December 1905, at twelve o'clock noon.

GEORGE RORIE, C.A., Trustee.

Dundee, 22nd November 1905.

SEQUESTRATION of MASSES A. & J. WILKIE, Boot Warehouse, 33 Market Street, Greenock, and Agnes Wilkie and Janet Wilkie, both residing at No. 13 Lynedoch Street, Greenock, the Individual Partners of said Firm, as Partners thereof, and as Individuals.

WILLIAM DICKIE, Accountant, 128 Hope Street, Glasgow, has been elected Trustee on the Estates; and James Martin, 48 King Street, City, Glasgow, William Jamieson Logie, 12 and 20 Ingram Street, Glasgow, and George Maitland, 26 Oswald Street, Glasgow, have been elected Commissioners. The Examination of the Bankrupts will take place within the Sheriff Court House, Greenock, on Wednesday the 29th day of November 1905, at twelve o'clock noon. The Creditors will meet within the Chambers of William Dickie, 128 Hope Street, Glasgow, upon Tuesday the 12th day of December 1905, at twelve o'clock noon.

WILLIAM DICKIE, Trustee.

128 Hope Street, Glasgow,
21st November 1905.

SEQUESTRATION of WILLIAM SLATER, Fisherman,
121 Main Street, Buckie.

ALLEXANDER BREMNER HENDRY, Solicitor, Buckie, has been elected Trustee on the Estate; and Alexander Sutherland, Sailmaker, Buckie, John Charles, jr., Law-Clerk, Buckie, and Charles Malcolm, retired Shipmaster, Buckie, have been elected Commissioners. The Examination of the Bankrupt will take place in the Sheriff Court House, Banff, on Tuesday the 28th November 1905, at twelve o'clock noon. The Creditors will meet in the Writing Chambers of the Trustee at Buckie, upon Monday the 4th day of December 1905, at twelve o'clock noon.

A. B. HENDRY, Trustee.

Buckie, 22nd November 1905.

AS Trustee on the Sequestered Estate of the Late DAVID FARQUHARSON, Tea and Coffee Merchant, No. 15 High Street, Perth, I hereby call a Meeting of the Creditors in the Sequestration, to be held within No. 10 Blackfriars Street, Perth, on Monday, 18th December 1905, at eleven o'clock forenoon, to consider as to an application for my discharge as Trustee.

JOHN LITTLE, Trustee.

24th November 1905.

AS Trustee on the Sequestered Estate of JAMES DISTON, Cabinetmaker, Markinch, I hereby call a Meeting of the Creditors in the Sequestration, to be held within the Royal Bank of Scotland, Markinch, on Monday the 18th day of December 1905, at three o'clock afternoon, to consider as to an application to be made for my discharge as Trustee.

JOHN BALDIE, Trustee.

24th November 1905.

NOTICE.

AS Trustee on the Sequestered Estate of Mrs. ELIZABETH W. REID or MILWRAITH, widow, sometime residing at Eden Villa, Prestwick Road, Ayr, and now at 1 Havannah Place, Newton, Ayr, I hereby call a Meeting of the Creditors, to be held within the Writing Chambers of Messrs. J. M. & J. Watt & Boyd, Solicitors, Winton Buildings, Ayr, on Monday the 18th day of December 1905, at two o'clock afternoon, to consider as to an application to be made for my discharge as Trustee foresaid.

DAVID CRAWFORD, Trustee.

Ayr, 24th November 1905.

TO THE CREDITORS ON

The Sequestrated Estates of ORR BROTHERS, Warehousemen, 1 Ingram Street, Glasgow, and Maurice Michael Orr and William Israel Orr, both Warehousemen there, the Individual Partners of said Firm, as such Partners, and as Individuals.

AS Trustee, I hereby intimate that a General Meeting of the Creditors will be held within the Chambers of Davies, Tait, & Co., Chartered Accountants, 168 St. Vincent Street, Glasgow, on Tuesday the 19th day of December 1905, at twelve o'clock noon, to consider as to an application to be made for my discharge.

WM. COUPER TAIT, Trustee.

Glasgow, 22nd November 1905.

AS Trustee on the Sequestrated Estates of J. & R. THYNE, Nurserymen, Seedsmen, and Florists in Glasgow, and Robert Thyne and James Thyne M'Callum, sole Partners of said Firm, as such, and as Individuals, I hereby intimate that a General Meeting of the Creditors will be held within the Chambers of Davies, Tait, & Co., Chartered Accountants, 168 St. Vincent Street, Glasgow, on Monday the 18th day of December 1905, at twelve o'clock noon, to consider as to an application to be made for the Trustee's discharge.

THOS. GUTHRIE, Trustee.

Glasgow, 22nd November 1905.

SEQUESTRATION of ALEXANDER REID, Carriage Hirer, 32 Devon Street, Glasgow.

AS Trustee on the above Estate, I hereby call a General Meeting of the Creditors, to be held within the Chambers of M'Lay, M'Alister, & M'Gibbon, C.A., 94 Hope Street, Glasgow, on Saturday the 16th day of December 1905, at eleven o'clock forenoon, to consider as to an application to be made for my discharge as Trustee, and to resolve thereon.

JAMES M'LAY, C.A., Trustee.

94 Hope Street, Glasgow,
23rd November 1905.

In the SEQUESTRATION of GEORGE F. WHITE, House Furnisher, 79 Shandwick Place, Edinburgh.

I, GEORGE BIRD, Chartered Accountant in Edinburgh, Trustee on the said Sequestrated Estate, hereby intimate that the Commissioners have audited the account of my intromissions, brought down to 7th November 1905, and that a first Dividend will be paid within the Chambers of Messrs. James Pollard & Bird, C.A., 17 Duke Street, Edinburgh, on 8th January 1906.

GEORGE BIRD, C.A., Trustee.

17 Duke Street, Edinburgh,
23rd November 1905.

SEQUESTRATION of B. & A. ALEXANDER, Farmers, Hilliclay and Stroupster, in the County of Caithness, and of B. Alexander and A. Alexander, the Individual Partners of said Firm, as such Partners, and also as Individuals.

THE Trustee hereby intimates that an account of his intromissions with the funds of the Estate, brought down to 27th October 1905, has been audited by the Commissioners, and that a first Dividend will be paid within the North of Scotland Bank Limited, Wick, on and after 27th December 1905, to those Creditors whose claims have been admitted and ranked by the Trustee.

W. FARQUHARSON, Trustee.

High Street, Wick,
20th November 1905.

AS Trustee on the Sequestrated Estate of MARK JOHNSTON BRYDEN, residing at No. 14 Wilton Road, Edinburgh, I hereby intimate that an account of my intromissions with the funds of the Estate, brought down to 8th November 1905, together with state of the

funds recovered, have been audited by the Commissioners, and that a second Dividend will be paid within the Chambers of Messrs. Romanes & Munro, C.A., 50 Frederick Street, Edinburgh, on the 8th day of January 1906.

CHARLES J. MUNRO, C.A., Trustee.

Edinburgh, 22nd November 1905.

SEQUESTRATION of DAVID BRISBANE, Farmer, West Hartfield, Milliken Park, near Paisley.

I HEREBY intimate that the account of my intromissions with the funds of this Estate for the period ending 10th November 1905, has been audited by the Commissioners, and that they have postponed the declaration of a Dividend until the recurrence of another statutory period.

I have further to intimate that James Young Alexander, Salesman, 19 Hope Street, Glasgow, has been elected a Commissioner in room of James Downie Boyd, deceased.

JNO. A. HOUSTON, Trustee.

173 St. Vincent Street, Glasgow,
22nd November 1905.

TO THE CREDITORS ON

The Sequestrated Estates of PETER FRASER, Licensee of the Theatre Royal and Royalty Theatre Bars, Glasgow, and also of the King's Arms Hotel, Fenwick.

BY virtue of an Order of the Sheriff-Substitute of Lanarkshire, Peter Fraser, above designed, hereby intimates that he has presented a Petition to the Sheriff of Lanarkshire at Glasgow, to be finally discharged of all debts contracted by him before the date of the Sequestration of his Estates, in terms of the Statutes.

ANGUS CAMPBELL & MACKENZIE,
Petitioner's Agents.

59 Bath Street, Glasgow,
21st November 1905.

TO THE CREDITORS ON

The Sequestrated Estates of DAVID MULLAN, sometime Wine and Spirit Merchant, Old Castle Tavern, St. Andrews, now residing at No. 93 Arbroath Road, Dundee.

BY virtue of an Order of the Sheriff-Substitute of Fife and Kinross, David Mullan, above designed, hereby intimates that he has presented a Petition to the Sheriff of Fife and Kinross at Cupar, to be finally discharged of all debts contracted by him before the date of the Sequestration of his Estates, in terms of the Statutes.

BRODIE & BUCHAN, Solicitors,
Agents.

Dundee, 23rd November 1905.

THE Firm of MARSHALL & PEARSON, Iron-mongers, Seedsmen, Saddlers, and General Merchants, Fort-William, of which the Subscribers were the sole Partners, was DISSOLVED of mutual consent, as at 11th September 1905, by the retiral therefrom of the Subscriber James Somerville Pearson.

The Business will be continued at the same address and under the same Firm name by the Subscriber Robert Marshall, who is authorised to collect all sums due to, and will pay all debts due by, the dissolved Firm.

ROBERT MARSHALL.

JAMES DALL, Cashier, County Buildings,
Dunblane,
JAMES C. LAING, Law-Clerk, County
Buildings, Dunblane,
Witnesses to the Signature of Robert
Marshall.

JAMES S. PEARSON.

J. LOGAN MACK, S.S.C., 74 George
Street, Edinburgh,
A. G. H. EMSLIE, Law-Clerk, 74 George
Street, Edinburgh,
Witnesses to the Signature of James
Somerville Pearson.

NOTICE.

All Notices and Advertisements are inserted in the Edinburgh Gazette at the risk of the Advertiser.

SCALE OF CHARGES FOR ALL ADVERTISEMENTS IN THE EDINBURGH GAZETTE.

For	100 words and under...	...	...	...	...	£0	10	0
Above	100 and not exceeding 150	...	...	...	...	0	15	0
"	150 " "	200	...	...	...	1	0	0
"	200 " "	250	...	...	...	1	5	0
"	250 " "	300	...	...	...	1	10	0
"	300 " "	350	...	...	...	1	15	0
"	350 " "	400	...	...	...	2	0	0
"	400 " "	450	...	...	...	2	5	0
"	450 " "	500	...	...	...	2	10	0
	And 5s. extra for each additional 50 or part of 50 words.							
	For each copy of the Gazette	9d.	
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The dues paid on withdrawn Advertisements cannot be returned.

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