

COUNTY OF LANARK.

DISTRICT OF THE MIDDLE WARD.

GAS SUPPLY.

NOTICE IS HEREBY GIVEN, in terms of Section 4 of the Lanarkshire Gas Order, 1914, that the DISTRICT COMMITTEE OF THE DISTRICT OF THE MIDDLE WARD OF THE COUNTY OF LANARK at a Special Meeting held in Glasgow on 29th April 1921, ADOPTED THE FOLLOWING RESOLUTION—which Resolution was confirmed by the County Council of the County of Lanark at a Special Meeting held on 3rd August 1921, namely:—That the Burghs Gas Supply (Scotland) Act, 1876, as amended by the Burghs Gas Supply (Scotland) Act, 1893 (and as the said Acts are modified by the Lanarkshire Gas Order Confirmation Act, 1914, and the Lanarkshire County Council (Water, &c.) Order Confirmation Act, 1917), be adopted in and applied to the Cleland and Omoa Special Lighting District and to the following area within the jurisdiction of the District Committee adjacent to the said Special Lighting District, viz. :—

Commencing at a point in the eastern boundary of the Cleland and Omoa Special Lighting District in the centre line of the stream flowing southwards through Rattler Strip Plantation distant 98 yards or thereby from the point where said stream meets the southern boundary of the Hill of Murdostoun and Foulburn Highway, measured in a south-westerly direction along the centre line of said stream; thence in a south-westerly direction along the centre of said stream flowing through Rattler Strip Plantation to a point in range of a straight line drawn between the point where the centre of the Swinstie Burn cuts the centre of the Cleland Branch Extension line of the Caledonian Railway and the Bench Mark 490.8 in the eastern boundary of Enclosure No. 699 on the Ordnance Survey Map of the Parish of Shotts (published in 1912); thence westwards in a straight line to said bench mark in the eastern boundary of said Enclosure No. 699; thence westwards in a straight line to the point where the centre of the Swinstie Burn cuts the centre of the Cleland Branch Extension line of the Caledonian Railway; thence generally south-westwards and southwards along the centre of the Swinstie Burn to the centre of the South Calder Water; thence in a straight line in a westerly direction to the point where the western boundary of Enclosure No. 53 on said Ordnance Map meets the eastern boundary of Enclosure No. 49, distant 160 yards or thereby northwards from the south-west corner of said Enclosure No. 53, measured along the western boundary of said enclosure; thence continuing westwards in the same straight line to the centre of the Tillan Burn; thence generally in a south-westerly direction along the centre of the Tillan Burn to the centre of the South Calder Water; thence generally north-westwards, southwards, and westwards along the centre of the South Calder Water to the centre of the stream flowing southwards through Enclosure No. 126 on the Ordnance Survey Map of the Parish of Bothwell (published in 1912); thence in a northerly direction along the centre of the said stream flowing southwards through Enclosures Nos. 126, 217, and 211 on said Ordnance Map of the Parish of Bothwell to the southern boundary of the Chapelknowe Highway; thence in a straight line across said highway to the south-east corner of Enclosure No. 219 on said last-mentioned Ordnance Map; thence north-eastwards along the eastern boundary of said Enclosure No. 219 to a point distant 13 yards or thereby south-westwards from the north-east corner thereof, measured along said eastern boundary of said Enclosure No. 219; thence north-eastwards in a straight line to a point in the western boundary of the Cleland Branch Extension line of the Caledonian Railway, distant 67 yards or thereby north-westwards from the south-east corner of Enclosure No. 89 on said Ordnance Map of the Parish of Bothwell, measured along the eastern boundary of said enclosure; thence north-eastwards in a straight line to the north-east corner of Enclosure No. 82 on said map; thence generally south-eastwards along the southern boundary of the Edinburgh and Glasgow Section of the Caledonian Railway to the western boundary of the Cleland and Omoa Special Lighting District near Omoa Cottage; thence generally in an easterly direction along the western and southern boundaries of the Cleland and Omoa Special Lighting District to the point of commencement.

All as the said Special Lighting District and adjacent area are shown edged in blue and red respectively on an Ordnance Survey Map docketted and signed by the Chairman of the District Committee as relative to the said Resolution.

The Ordnance Map above referred to may be inspected during business hours at the Office of the Subscriber.

W. E. WHYTE, District Clerk.

District Offices, Hamilton,
9th August 1921.

COUNTY OF LANARK.

DISTRICT OF THE MIDDLE WARD.

GAS SUPPLY.

NOTICE IS HEREBY GIVEN, in terms of Section 4 of the Lanarkshire Gas Order, 1914, that the DISTRICT COMMITTEE OF THE DISTRICT OF THE MIDDLE WARD OF THE COUNTY OF LANARK, at a Special Meeting held in Glasgow on the 29th day of April 1921, ADOPTED THE FOLLOWING RESOLUTION—which Resolution was confirmed by the County Council of the County of Lanark at a Special Meeting held on 3rd August 1921, namely:—That the Burghs Gas Supply (Scotland) Act, 1876, as amended by the Burghs Gas Supply (Scotland) Act, 1893 (and as the said Acts are modified by the Lanarkshire Gas Order Confirmation Act, 1914, and the Lanarkshire County Council (Water, &c.) Order Confirmation Act, 1917), be adopted in and applied to the Holytown, New Stevenston, and Carfin Special Lighting District and to the following areas within the jurisdiction of the District Committee adjacent to the said Special Lighting District, viz. :—

AREA No. 1.

Commencing at the point where the northern boundary of the Holytown, New Stevenston, and Carfin Special Lighting District meets the western boundary of Enclosure No. 1099 on the Ordnance Survey Map of the Parish of Bothwell (published in 1912), being distant 310 yards or thereby southwards from the northmost corner of said enclosure, measured along the said western boundary thereof; thence north-eastwards in a straight line to the point in the western boundary of the Bo'ness Highway, where a line drawn 234 yards or thereby distant from and parallel to the northern boundary of the Edinburgh Highway cuts said western boundary of the Bo'ness Road; thence north-eastwards along a line 234 yards or thereby distant from and parallel to the northern boundary of the Edinburgh Highway to the north-west boundary of Enclosure No. 1473 on said Ordnance Map; thence south-eastwards in a straight line to the north-west corner of Enclosure No. 299 on the Ordnance Survey Map of the Parish of Shotts (published in 1912); thence south-eastwards along the western boundary of said enclosure to the south-west corner thereof; thence south-westwards for a distance of 236 yards or thereby along the northern boundaries of Enclosures Nos. 298A and 278 on said last-mentioned Ordnance Map; thence south-westwards along a line 234 yards or thereby distant from and parallel to the southern boundary of the Edinburgh Highway to the western boundary of Enclosure No. 1355B on the said before-mentioned Ordnance Map of the Parish of Bothwell; thence south-westwards in a straight line to the south-east corner of Enclosure No. 1515 on the said Ordnance Survey Map of the Parish of Bothwell; thence south-westwards along the southern boundaries of Enclosures Nos. 1515 and 1517 on said Ordnance Map of the Parish of Bothwell to the eastern boundary of the Holytown, New Stevenston, and Carfin Special Lighting District; thence following the eastern and northern boundaries of the Holytown, New Stevenston, and Carfin Special Lighting District to the point of commencement.

AREA No. 2.

Commencing at the point where the north-western boundary of the Burgh of Motherwell and Wishaw meets the eastern boundary of the main line of the Caledonian Railway at Jerviston Viaduct; thence westwards along the southern boundary of the Parish of Bothwell to the westmost rail of the main line of the Caledonian Railway; thence northwards along the westmost rail of the main line of the Caledonian Railway to the south-western boundary of the Holytown, New Stevenston, and Carfin Special