



The Edinburgh Gazette.

Published by Authority.

TUESDAY, NOVEMBER 18, 1845.

WHITEHALL, November 12, 1845.

THE Queen has been pleased to order a congé d'elire to the Dean and Chapter of the cathedral church of Oxford, empowering them to elect a Bishop of that See, the same being void by the translation of the Honourable and Right Reverend Father in God Doctor Richard Bagot, late Bishop thereof, to the See of Bath and Wells; and Her Majesty has also been pleased to recommend to the said Dean and Chapter, Samuel Wilberforce, Doctor in Divinity, now Dean of the collegiate church of Saint Peter, Westminster, to be by them elected Bishop of the said See of Oxford.

November 5, 1845.

The Queen has been pleased to appoint Edward Turner Boyd Twisleton, Esq. to be the Fourth Poor Law Commissioner.

FOREIGN-OFFICE, November 13, 1845.

The Queen has been pleased to approve of Mr. Frederick J. Bush, as Consul at Hong Kong for the United States of America.

We, the undersigned, two of Her Majesty's Commissioners of Stamps and Taxes, in pursuance of the Act 8th and 9th Victoria, cap. 38, do hereby certify, that we have ascertained that the average amount of bank notes of the Western Bank of Scotland, carrying on the business of bankers, at Glasgow, Dundee, Greenock, Paisley, and divers other places, under the name or title of the Western Bank of Scotland, the Greenock Bank, the Dundee Union Bank, the Paisley Commercial Bank, and the Ayrshire Banking Company, in circulation during a period of one year preceding the 1st day of May 1845, according to the returns made by such bankers, in pursuance of the Act, passed in the fourth and fifth years of the reign of Her present Majesty, intituled, "An Act to make further provision relative to the returns to be made by banks of the amount of their notes in circulation," is three hundred and thirty-seven thousand nine hundred and thirty-eight pounds.—Dated this 11th day of November 1845.

H. L. WICKHAM.
 EDW. SAURIN.

WAR-OFFICE, November 8, 1845.

MEMORANDUM.

Her Majesty has been graciously pleased to approve of the 74th Foot resuming the appellation of the 74th (Highland) Regiment of Foot, and of its being clothed accordingly; that is, to wear the tartan trews, instead of the Oxford mixture; plaid cap, instead of the black chaco; and the plaid scarf, as worn by the 71st Regiment.

The alteration of the dress is to take place on the next issue of clothing, on the 1st of April 1846.

November 14, 1845.

8th Regiment of Foot—Lieutenant John Long Marsden to be Captain, by purchase, vice Malet, who retires. Ensign John Stone to be Lieutenant, by purchase, vice Marsden. Edmund David Lyon, gent. to be Ensign, by purchase, vice Stone.

16th—Edward John Kennedy, M. D. to be Assistant-Surgeon.

18th—Joseph Hamilton Dwyer, A. B. to be Assistant-Surgeon, vice Fraser, who resigns.

44th—William Henry Mansfield, gent. to be Ensign, by purchase, vice Dunkin, who retires.

55th—Thomas Southwell Brown, gent. to be Ensign, without purchase, vice Gordon, promoted.

79th—Lieutenant William M'Call to be Captain, by purchase, vice Douglas, (junior,) who retires. Ensign Oliver Graham to be Lieutenant, by purchase, vice M'Call. Henry Jardine Street, gent. to be Ensign, by purchase, vice Graham.

93d—Ensign Robert Hawthorn Johnston Stewart to be Lieutenant, by purchase, vice Douglas, promoted in the 2d West India Regiment. William Francis Augustus Elliott, gent. to be Ensign, by purchase, vice Stewart.

Rifle Brigade—Augustus Wykeham Clifton, gent. to be Second Lieutenant, by purchase, vice Tining, who retires.

2d West India Regiment—Lieutenant George Douglas, from the 93d Foot, to be Captain, by purchase, vice Nicols, who retires.

Royal Canadian Rifle Regiment—Lieutenant Edward Stopford Claremont to be Captain, by purchase, vice Jones, who retires. Ensign William Henry Kingsmill to be Lieutenant, by purchase, vice Claremont. William Causabon Frenck, gent. to be Ensign, by purchase, vice Kingsmill. All dated November 14, 1845.

BANKRUPTS
 FROM THE LONDON GAZETTE.

BANKRUPTCIES AWARDED.

- John Luke Boorman, of No. 13, New Road, Gravesend, Kent, silversmith, jeweller, and watchmaker.
- John Smith, of No. 3, Crescent, Jewin Street, Cripplegate, London, wholesale hardwareman and agent.
- George Clayton, of No. 1 A, Queen's Place, Queen's Road, Hornsey Road, Holloway, Middlesex, builder.
- David Froeschlen and Simon Price, of No. 19, Dover Street, Piccadilly, Middlesex, tailors.
- William Henry Bond, of Bow Lane, Cheapside, London, ale and beer merchant.
- Thomas Standen, of Pudding Lane, Maidstone, Kent, brewer and beer seller.
- George Davis, of No. 100, Borough, High Street, Southwark, Surrey, saddler and harness maker.
- James Emmins, of No. 3, Princes Road, Notting Hill, Saint Mary Abbot, Kensington, Middlesex, builder and bricklayer.
- Lucy Lang, of No. 33, Charter-house Square, and of No. 11, Charter-house Street, Middlesex, private boarding-house and lodging-house keeper.
- John Newburn, of Oxtou, Woodchurch, Chester, joiner and builder.
- Richard Bentley, of Liverpool, Lancaster, hosier and small ware dealer.
- Henry Lewis, of Birkenhead, Chester, joiner and builder.

GENERAL AVERAGE PRICE OF BRITISH CORN, per QUARTER,
 Received in the Week ended November 8, 1845.

Wheat.	Barley.	Oats.	Rye.	Beans.	Peas.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
59 7 225	35 1-294	25 2-545	135 7-293	45 1-839	44 9-176

AGGREGATE AVERAGE OF SIX WEEKS WHICH GOVERNS DUTY.

Wheat.	Barley.	Oats.	Rye.	Beans.	Peas.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
58 6	32 9	24 5	34 3	43 5	43 9

By Authority of Parliament,
 GEORGE JOYCE,
 Comptroller of Corn Returns.

Board of Trade, Corn Department.

An ACCOUNT of the total Quantities of each kind of Corn, distinguishing Foreign and Colonial, imported into the principal Ports of Great Britain (viz. London, Liverpool, Hull, Newcastle, Bristol, Gloucester, Plymouth, Leith, Glasgow, Dundee, and Perth), with the Quantities entered therein for Home Consumption, the Rates and Amount of Duty thereon, and the Average Prices regulating the Duty, in the Week following the Receipt of the certificate of Average Prices, dated 30th October 1845.

SPECIES.	Quantities Imported into the Ports of Great Britain, enumerated above (being those into which Corn is chiefly Imported.)			Quantities entered for Home Consumption, at the same Ports.			Amount of Duty received thereon.			Average Prices for regulating the Duty.	Rates of Duty per Quarter chargeable in the Week.	
	Foreign.	Colonial.	Total.	Foreign.	Colonial.	Total.	Foreign.	Colonial.	Total.		Foreign.	Colonial.
Entered under Act 6th and 7th Vic. cap. 29.	Qrs. Bush.	Qrs. Bush.	Qrs. Bush.	Qrs. Bush.	Qrs. Bush.	Qrs. Bush.	£ s. d.	£ s. d.	£ s. d.	s. d.	s. d.	s. d.
Wheat and Flour of Canada	—	3023 0	3023 0	—	3142 3	3142 3	—	157 2 3	157 2 3	—	—	1 0
Wheat and Flour	30590 3	—	30590 3	314 5	57 2	371 7	69 16 0	8 12 7	78 8 7	56 2	16 0	3 0
Barley	1811 6	—	1811 6	1735 3	260 4	1995 7	609 18 0	6 10 3	616 8 3	31 4	7 0	0 6
Oats and Oat Meal	1541 3	—	1541 3	2723 1	448 2	3171 3	641 5 4	11 4 2	652 9 6	23 1	5 0	0 6
Rye	—	—	—	—	—	—	—	—	—	33 9	9 6	1 0
Pease	780 1	—	780 1	215 5	—	215 5	16 3 6	—	16 3 6	41 7	1 6	0 6
Beans	1053 7	—	1053 7	2815 7	—	2815 7	127 12 0	—	127 12 0	43 6	1 0	0 6
Indian Corn,	—	—	—	—	—	—	—	—	—	31 4	7 0	0 6
Buck Wheat	0 2	—	0 2	0 2	—	0 2	0 1 9	—	0 1 9	31 4	7 0	0 6
	35777 6	3023 0	38800 6	7804 7	3908 3	11713 2	1464 16 7	183 9 3	1648 5 10			

Inspector-General's Office, Custom-house, London,
13th November 1845.

WILLIAM IRVING.

BANK OF ENGLAND.

An ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Saturday the 8th day of November 1845.

ISSUE DEPARTMENT.

Notes issued.....	£ 27,202,365	Government Debt.....	£ 11,015,100
		Other Securities.....	2,984,900
		Gold Coin and Bullion.....	11,670,074
		Silver Bullion.....	1,532,291
	<u>£27,202,365</u>		<u>£27,202,365</u>

Dated the 13th day of November 1845.

M. MARSHALL, Chief Cashier.

BANKING DEPARTMENT.

Proprietors' Capital.....	£ 14,553,000	Government Securities (including Dead Weight Annuity).....	£ 13,203,138
Rest.....	3,234,595	Other Securities.....	14,234,438
Public Deposits (including Exchequer, Savings Banks, Commissioners of National Debt, and Dividend Accounts).....	5,340,731	Notes.....	5,437,730
Other Deposits.....	9,134,243	Gold and Silver Coin.....	520,583
Seven Day and other Bills.....	1,133,320		
	<u>£33,395,889</u>		<u>£33,395,889</u>

Dated the 13th day of November 1845.

M. MARSHALL, Chief Cashier.

THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR,

The Produce of the British Possessions in AMERICA, Computed from the RETURNS made in the Week ending the 11th day of November 1845, Is *Thirty-Six Shillings and Eight Pence Farthing* per Hundred Weight, Exclusive of the Duties of Customs paid or payable thereon on the IMPORTATION thereof into GREAT BRITAIN :

THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR,

The Produce of the MAURITIUS, Computed as above, and Exclusive of Duty, Is *Thirty-Three Shillings and Ten Pence* per Hundred Weight ;

THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR,

The Produce of the EAST INDIES, Computed as above, and Exclusive of Duty, Is *Thirty-Eight Shillings and Three Pence* per Hundred Weight ;

THE AVERAGE PRICE of the Three foregoing Descriptions of SUGAR, jointly,

Computed as above, and Exclusive of Duty, Is *Thirty-Six Shillings and Five Pence Farthing* per Hundred Weight.

By Authority of Parliament,
HENRY BICKNELL,
Clerk of the Grocers' Company.

Grocers' Hall, November 14, 1845.

EDINBURGH AND GLASGOW
RAILWAY.

NOTICE IS HEREBY GIVEN,

THAT it is intended to apply to Parliament, in the ensuing Session; for an Act or Acts to alter and amend, extend, or enlarge the powers and provisions of the several Acts relating to the Edinburgh and Glasgow Railway, passed respectively in the first and second, the third and fourth, the fifth, the seventh and eighth, and the eighth and ninth years of the reign of her present Majesty, together with an Act relating to the Slamannan Junction Railway, passed in the seventh and eighth years of the reign of her present Majesty; and an Act relating to the Glasgow Junction Railway, passed in the eighth and ninth years of the reign of her present Majesty,—which two said last mentioned Railways respectively now belong to the Edinburgh and Glasgow Railway Company,—by which intended Act or Acts it is proposed to enable the Edinburgh and Glasgow Railway Company to make and maintain the following Railways, or some of them, or some part or parts thereof, with all proper works and conveniences connected therewith, viz. First,—A Railway diverging from and out of the Edinburgh and Glasgow Railway, at or near to Broomhouse, in the parish of Corstorphine, in the county of Edinburgh, and terminating at or near to South Queensferry, in the parish of Queensferry, and to Newhalls, in the parish of Dalmeny, or one of them, both in the county of Linlithgow, and passing from, through, or into the parishes, townships, burghs, or places of Corstorphine, Ratho, Currie, Kirkliston, and Cramond, in the county of Edinburgh, and of Kirkliston, Dalmeny, Queensferry, and South Queensferry, in the county of Linlithgow. Second,—A Railway diverging from and out of the Edinburgh and Glasgow Railway, by two forks, at or near to where the said Railway crosses the River Avon in the parish of Muiravonside, in the county of Stirling, and terminating at or near to Kersie-neuk, in the parish of Airth, in the county of Stirling, and passing from, through, or into the parishes, townships, burghs, or places of Muiravonside, Polmont, Falkirk, Bothkennar, Larbert, Airth, and St Ninian's, in the county of Stirling, and Borrowstouness, in the county of Linlithgow, or some of them. Third,—A Branch Railway diverging from and out of the intended Railway last above described, at or near to Chapelton, in the parish of Borrowstouness, in the county of Linlithgow, and passing from and through and terminating in the same parish and county, at or near to the town and harbour of Borrowstouness. Fourth,—A Branch Railway diverging from and out of the intended Railway secondly above described, at or near to Kerse Mains, in the parish of Falkirk, in the county of Stirling, and terminating at or near the town and harbour of Grangemouth, in the parishes of Falkirk, Bothkennar, and Polmont, in the county of Stirling, or one of them, and passing from, through, or into the parishes, townships, burghs, and places of Falkirk, Bothkennar, and Polmont, in the county of Stirling, or some or one of them. Fifth,—A Branch Railway diverging from and out of the intended Railway secondly above described at or near to Bell's Dyke, in the parish of Airth, in the county of Stirling, and passing from and through, and terminating in

the same parish and county, at or near to Higginsneuk. Sixth,—A Railway diverging from and out of the Edinburgh and Glasgow Railway, at or near to where the said Railway crosses the Edinburgh and Glasgow Union Canal, in the parish of Falkirk, in the county of Stirling, and passing from and through and terminating in the same parish and county, by a junction with the intended Railway secondly above described, at or near to Kerse Mains. Seventh,—A Railway diverging from and out of the intended Railway secondly above described at or near to Powbridge, in the parish of Airth, in the county of Stirling, and terminating by a junction with the line of the Scottish Central Railway at or near to Skeock, in the parish of St Ninian's, in the county of Stirling, and passing from, through, or into the parishes, townships, burghs, or places of Airth and St Ninian's, in the county of Stirling, or one of them. Eighth,—A Railway diverging from and out of the Slamannan Junction Railway, at or near to where the same crosses the Edinburgh and Glasgow Union Canal, in the parish of Muiravonside, in the county of Stirling, and terminating at or near to Gardrum in the parish of Falkirk, in the said county, and passing from, through, or into the parishes, townships, burghs, or places of Muiravonside and Falkirk, in the county of Stirling, or one of them. Ninth,—A Railway diverging from and out of the Edinburgh and Glasgow Railway at or near to Seabegs in the parishes of Falkirk, in the county of Stirling, and terminating at or near to the town of Denny, in the parish of Denny, in the county of Stirling, and passing from, through, or into the parishes, townships, burghs, or places of Falkirk, Dunipace, and Denny, in the county of Stirling, or some of them. Tenth,—A Railway diverging from and out of the Edinburgh and Glasgow Railway, at or near to the Croy station thereof, in the parishes of Cumbernauld and Kirkintilloch, in the county of Dumbarton, or one of them, and terminating by a junction with the Monkland and Kirkintilloch Railway, at or near to Garnqueen Loch, in the parishes of New Monkland and Cadder, in the county of Lanark, or one of them, and passing from, through, or into the parishes, townships, burghs, or places of Cumbernauld and Kirkintilloch, in the county of Dumbarton, and of New Monkland and Cadder, in the county of Lanark, or some of them. Eleventh,—A Railway diverging from and out of the Edinburgh and Glasgow Railway, at or near to the Springvale, in the parish of Glasgow or Inner High Church parish of Glasgow, in the county of Lanark, and terminating at or near to the village of Callander, in the parish of Callander, in the county of Perth, and passing from, through, or into the parishes, townships, burghs, or places of Glasgow, Inner High Church of Glasgow, Barony of Glasgow, and Cadder, in the county of Lanark, of East or New Kilpatrick, in the counties of Dumbarton and Stirling, of Baldernock, Strathblane, Killearn, Balfron, and Drymen, in the county of Stirling, and of Aberfoil, Port-of-Monteith, Kincardine, Kilmadock, and Callander, in the county of Perth, or some of them. Twelfth,—A Branch Railway diverging from and out of the intended Railway last above described at or near to Duntreath Castle, or alternatively at or near to the village of Strathblane, both in the parish of Strathblane, in the county of Stirling, and terminating by a junction with

the line of the branch to Lennoxton of Campsie of the Edinburgh and Glasgow Railway at or near to its proposed termination in the parish of Campsie, in the county of Stirling, and passing from, through, or into the parishes, townships, burghs, or places of Strathblane and Campsie, in the county of Stirling. Thirteenth,—A Branch Railway diverging from and out of the intended Railway eleventhly above described, at or near to Spittal Ballat, in the parish of Drymen, in the county of Stirling, and terminating at or near to the village of Balfron, in the parish of Balfron, in the county of Stirling, and passing from, through, or into the said parishes of Drymen and Balfron, both in the county of Stirling. Fourteenth,—A Railway diverging from and out of the branch line of the Glasgow Junction Railway, called the Branch to the Cut of Junction Canal, at or near to Gourlay's Distillery, in the Barony parish of Glasgow, in the county of Lanark, and passing from and through and terminating in the same parish and county, upon the Quay of Port-Dundas Basin, at or near to the Glasgow Distillery. Fifteenth,—A Railway diverging from and out of the line of the Glasgow Junction Railway, at or near to where Regent Street intersects Wellington Street of Blythswood, in the Barony parish of Glasgow, in the county of Lanark, and passing from and through, and terminating in the same parish and county, at or near to Blythswoodholm. Sixteenth,—A Railway diverging from and out of the line of the Glasgow Junction Railway, at or near to where the same is authorised to cross Main-Street of Anderston in the Barony Parish of Glasgow, in the county of Lanark, and terminating at or near to the slip dock near Kelvinhaugh, in the said parish and county, and passing from, through, or into the parishes, townships, burghs, or places of Glasgow, Barony of Glasgow, and Anderston, or some of them, all in the county of Lanark. Seventeenth,—A Railway diverging from and out of the line of the Glasgow Junction Railway, at or near to Napier's Dock in the Barony Parish of Glasgow, in the county of Lanark, and terminating at or near to the Slip Dock near Kelvinhaugh in the said parish and county, and passing from, through, or into the parishes, townships, burghs, or places of Glasgow, Barony of Glasgow, and Anderston, in the county of Lanark, or some of them. Eighteenth,—A Railway diverging from and out of the line of the Glasgow Junction Railway, at or near to its termination at Hyde Park Street, in the Barony Parish of Glasgow, in the county of Lanark, and terminating at or near to the north end of Glasgow Bridge, in the parish of St George's of Glasgow, in the county of Lanark, and passing from, through, or into the parishes, townships, burghs, or places of Glasgow, Barony of Glasgow, St George's of Glasgow, and Anderston, or some of them, all in the county of Lanark: And it is intended by the said Act or Acts to authorise the alteration of so much of the line of the said Glasgow Junction Railway as lies between Regent-Street and Douglas-Street, of Blythswood, in the city of Glasgow, and the abandonment of the said line as at present authorised to be made between the said Streets, and the formation, by the Edinburgh and Glasgow Railway Company, of a new line of Railway in lieu thereof, from or from near the north termination of Wellington-Street of Glasgow, in the Barony

Parish of Glasgow, in the county of Lanark, through and terminating within the said parish by a junction with the line of the said Glasgow Junction Railway, at or near to Douglas-Street of Blythiswood.

And Notice is hereby given, That it is proposed by the said Act or Acts to enable the Edinburgh and Glasgow Railway Company to purchase and take, or to lease and to maintain and work the Ferry over the River Forth, between Kersie Neuk, in the parish of Airth, in the county of Stirling, and the town of Alloa, in the parish of Alloa, in the county of Clackmannan, and the Ferry over the River Forth, between Higgin's Neuk, in the parish of Airth, in the county of Stirling, and the town of Kincardine, in the parish of Tulliallan, in the county of Perth, or one of them, and also to purchase and take, or to lease the Harbour of Borrowstouness, and the tolls, rates, and duties leviable by the trustees of such harbour, or some part or parts thereof; or to purchase or procure an exemption from such tolls, rates, or duties, and to enter into such other agreements with the said trustees for facilitating the improvement of the said harbour, or its use for the purposes of the said Railways and works as shall be mutually approved of, and to enable the said trustees to make and complete such sale, lease, or agreement: and with that object to alter and amend, extend or enlarge, and in part repeal the powers and provisions of an Act relating to the said Harbour passed in the seventh year of the reign of her present Majesty, and to alter the tolls, rates, and duties, thereby authorised to be levied.

And Notice is hereby further given, That plans and sections describing the line or situation and levels of the said intended Railways, and also describing the lands to be taken and used for the purposes aforesaid, together with books of reference to such plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year, in the office of the principal Sheriff-Clerk of the county of Edinburgh, at Edinburgh; in the office of the principal Sheriff-Clerk of the county of Linlithgow, at Linlithgow; in the offices of the principal Sheriff-Clerk of the county of Stirling, at Stirling, and also at Falkirk; in the office of the principal Sheriff-Clerk of the county of Clackmannan, at Alloa; in the offices of the principal Sheriff-Clerk of the county of Perth, at Perth, and also at Dunblane; in the office of the principal Sheriff-Clerk of the county of Dumbarton, at Dumbarton; and in the office of the principal Sheriff-Clerk of the county of Lanark, at Glasgow; and that a copy of so much of the said plans, sections, and books of reference, as relates to each parish and royal burgh, in or through which the said Railways are intended to be made or altered, will be deposited on or before the thirty-first day of December next, with the Schoolmaster, or if there be no Schoolmaster, then with the Session-Clerk of each such parish, at their respective dwelling-places, and with the clerks to the royal burghs of South Queensferry, Stirling, and Glasgow, at their offices in South Queensferry, Stirling, and Glasgow, respectively.

And Notice is hereby further given, That it is proposed by the said Act or Acts to en-

able the Edinburgh and Glasgow Railway Company to acquire compulsorily lands and houses for the purposes aforesaid, and to levy tolls, rates, and duties, on and for the use of the said Railways, ferries, and works, and to alter the existing tolls, rates, and duties, authorised to be levied by the said recited Acts, or any of them, and to confer, vary, or take away exemptions from the payment of such tolls, rates, and duties, and to vary, alter, or extinguish all existing rights and privileges which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and power is also proposed to be taken by the said Act or Acts to divert, alter, or stop up temporarily or permanently, within the parishes, townships, burghs, or places aforesaid, all turnpike and other roads, streets, railways, tramways, canals, rivers, streams, and water-courses, which it may be necessary to interfere with in the construction or alteration of the said intended Railways, ferries, and works.

And Notice is hereby further given, that it is proposed by the said Act or Acts to take power to divert and alter, and permanently to shut up and appropriate the sites of certain streets or lanes, or intended streets or lanes, situated within the parishes of Barony of Glasgow, Saint George's of Glasgow, and Saint David's of Glasgow, which will be shown upon the said plans, as intended to be so diverted and altered, or shut up and appropriated.

And Notice is hereby given, that it is intended by the said Act or Acts to exempt the traffic passing along the said intended Railways or any of them, or any part or parts thereof, from all customs or duties leviable, or claimed to be leviable, by the Magistrates of the burgh of Linlithgow in respect of animals or goods entering or passing through the said burgh, or passing over the river Avon, under and by virtue of certain Acts relating to such customs or duties, and to the said burgh, passed by the Parliament of Scotland in the reigns of his Majesty James the Sixth, of his Majesty Charles the Second, and of his Majesty James the Seventh of Scotland, or under and by virtue of certain charters and deeds following thereon, and also to exempt the said traffic from all other customs leviable or claimed to be leviable by any other corporation or person in respect of animals or goods entering into or passing through any town, or over any river, on the line of the said intended Railways, and with the above objects, or otherwise to alter, fix, or limit such customs or duties, and to vary, extend, or repeal the powers and provisions of the Acts relating to the burgh of Linlithgow, and the customs and duties leviable there, herein before recited.

And Notice is hereby further given, that it is proposed by the said Act or Acts to unite and amalgamate or incorporate with the Edinburgh and Glasgow Railway Company, the following Railway Companies, or some of them, viz.—The Scottish Central Railway Company; the Monkland and Kirkintilloch Railway Company; the Ballochney Railway Company; and the Slamannan Railway Company; or alternatively to take power to the said last mentioned Companies, or some of them, to unite and amalgamate or incorporate with the Edinburgh and Glasgow Railway

Company, or to sell or lease to such Company their respective undertakings, and to enable the Edinburgh and Glasgow Railway Company to unite and amalgamate or incorporate with the said Companies or some of them, or accept a sale or lease of the said respective undertakings, or some of them, and to empower the said respective Railway Companies, or some of them, and the Edinburgh and Glasgow Railway Company, to enter into agreements with each other, fixing the terms upon which such amalgamation, sale, or lease shall take place, and upon which the traffic on the said Railways shall be conducted, and for the above purposes to alter and amend, extend or enlarge, and in part repeal the powers and provisions of the several Acts hereinafter recited, and to alter the tolls, rates, and duties thereby authorised to be levied, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and duties, and other rights and privileges, viz. the Acts relating to the Scottish Central Railway passed in the eighth and ninth years of her present Majesty—the Acts relating to the said Monkland and Kirkintilloch Railway, passed respectively in the fifth year of the reign of his late Majesty George the Fourth, in the third and fourth years of the reign of his late Majesty William the Fourth, and in the second and third, sixth and seventh, and eighth and ninth years of the reign of Her present Majesty—the Acts relating to the said Ballochney Railway, passed in the seventh year of the reign of His late Majesty George the Fourth, the fifth and sixth years of the reign of His late Majesty William the Fourth, and the second and third and the sixth and seventh years of the reign of Her present Majesty—the Acts relating to the said Slamannan Railway, passed in the fifth and sixth years of the reign of His late Majesty William the Fourth, and in the first, and the second and third years of the reign of Her present Majesty;—and an Act entitled “An Act to alter, amend, enlarge, and in part repeal the Acts relating to the Wishaw and Coltness Railway,” passed in the seventh and eighth years of the reign of Her present Majesty, so far as such Act relates to the Monkland and Kirkintilloch Railway.

BANNATYNES & KIRKWOOD, Glasgow.

W. O. & W. HUNT, 10, Whitehall, Westminster.

Glasgow, 17th Oct. 1845.

ARDROSSAN AND JOHNSTONE RAILWAY.

NOTICE IS HEREBY GIVEN, That application is intended to be made to Parliament in the ensuing Session for an Act or Acts to alter, amend, enlarge, or repeal in whole or in part the following Acts or some of them, that is to say, an Act passed in the forty-sixth year of the reign of his Majesty King George the Third, intituled “An Act for making and maintaining a Navigable Canal from the Harbour of Ardrrossan in the county of Ayr to Tradestown near Glasgow in the county of Lanark, and a collateral cut from the said Canal to the coal works at Hurler in the county of Renfrew;” another Act passed in the seventh and eighth years of the reign

of his late Majesty King George the Fourth, intituled "An Act to amend an Act of the forty-sixth year of the reign of his late Majesty incorporating the Glasgow, Paisley, and Ardrossan Canal Company, and to empower the said Company to form a Railway from Johnstone in the county of Renfrew to Ardrossan in the county of Ayr and certain Branch Railways communicating therewith;" and another Act passed in the third year of the reign of her present Majesty, intituled "An Act for separating the management of the Ardrossan and Johnstone Railway from the management of the Glasgow, Paisley, and Johnstone Canal, for incorporating the proprietors thereof, for doubling and improving the said Railway, and for other purposes relating thereto:" in which Act or Acts so to be applied for, power is intended to be taken to enable the Ardrossan Railway Company, otherwise the Ardrossan and Johnstone Railway Company, incorporated by the said Acts, or some or one of them, to sell, dispose of, and make over all their estate, right, title, and interest in and to the said Ardrossan Railway, otherwise the Ardrossan and Johnstone Railway, and all and singular the branches thereof, and the works and conveniences connected therewith, and the lands in or upon which the same respectively are made, and all their other property and effects, and all the powers and privileges now vested in them, to a Company to be incorporated by Parliament for making a Railway from Croft-head in the parish of Neilston in the county of Renfrew, to the town of Kilmarnock in the county of Ayr, with certain Branch Railways diverging out of the main line of the said Railway, and out of some of the said Branch Railways, which proposed Railway is intended to be called the "Glasgow, Kilmarnock, and Ardrossan Railway," or to any other Company or person or persons duly authorized to that effect, and to enable the said proposed Railway Company to purchase, accept, and take the same, and to exercise all the powers and privileges now vested in the said Ardrossan Railway Company, otherwise the Ardrossan and Johnstone Railway Company, and to consolidate and unite the said Ardrossan Railway, otherwise the Ardrossan and Johnstone Railway, and the branches and works thereof respectively, with the said intended Railway, and to enable the said intended Railway Company to levy and receive the tolls, rates, and duties now payable on or in respect of the said Ardrossan Railway, otherwise the Ardrossan and Johnstone Railway, and branches and works respectively, and to exercise all or any of the rights and privileges relating thereto, and if necessary to alter, vary, and increase such tolls, rates, and duties, and to dissolve the said Ardrossan Railway Company, otherwise the Ardrossan and Johnstone Railway Company.

THE STIRLINGSHIRE
MIDLAND JUNCTION RAILWAY.

NOTICE IS HEREBY GIVEN, That application is intended to be made to Parliament in next Session, for leave to bring in a Bill or Bills for making and maintaining a Railway or Railways, and all proper works and conveniences connected therewith, from the Edinburgh and Glasgow Railway, at or near the Polmont Station of the said Railway, in the parish of Polmont, or at or near Causewayend in the parish of Muiravonside, to, and to communicate with, the Scottish Central Railway, at a point in the parish of Larbert or the parish of Falkirk, near to the Village of Larbert; with a Branch Railway from the main line to Carron Iron Works; and another Branch Railway from the main line to Falkirk Iron Works; which Railway and Branch Railways, and the works to be connected therewith, will be situate in, or will pass from, through, or into, the several parishes of Polmont, Falkirk, Larbert and Muiravonside, or some of them, in the county of Stirling.

AND NOTICE IS ALSO GIVEN, that plans and sections, describing the lines and levels of the said intended works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands and property, will, on or before the 30th day of November next, be deposited for public inspection in the offices in Stirling and Falkirk respectively, of the principal Sheriff-Clerk of the County of Stirling; and that a copy of as much of the said plans, sections, and books of reference, respectively, as relates to each of the parishes before specified, will, on or before the 31st day of December next, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each of such parishes, respectively, at the place of abode of such Schoolmaster or Session-Clerk.

AND NOTICE IS FURTHER GIVEN, that it is intended to take power to deviate, in the construction of the said Railways and works, from the lines delineated on the said plans intended to be deposited as aforesaid, to such an extent as will be defined on the plans; and also, to alter and divert such highways, turnpike or other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters and watercourses, as it may be necessary or expedient to alter or divert, for the purpose of making and maintaining, or more conveniently making and maintaining or using the said Railways or any of the works connected therewith.

AND NOTICE IS ALSO GIVEN, that it is intended to incorporate a company for the purpose of making, maintaining, working, and using the said Railways and the works connected therewith, and for other purposes in relation thereto, with powers to such company for the compulsory purchase of lands, houses, and other property; and it is intended to vary or extinguish all existing rights and privileges connected with the lands, houses, and property so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said Railways and works, and to confer other rights and privileges: As also, with powers to the company to be so incorporated, to levy tolls, rates, and duties on, and for the use of, the said Railways and works, and for the conveyance of passengers and

goods; and it is intended to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto: As also, with powers to the said company to enter into and carry into execution with any companies or corporations, or any commissioners, road-trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper, for the making or maintaining the said intended Railways and works, and for the use of the same; as also with power to the said company to make and carry into effect, arrangements for leasing or selling the said Railways and works, or any portion thereof, to any other company or corporation, upon such terms as may be mutually agreed upon.

RUSSEL & AITKEN, Falkirk.
ARCHIBALD GRAHAM MONCREIFF & WEEMS,
30, Great George Street, Westminster.

Dated the 18th day of October, 1845.

EDINBURGH AND PERTH
RAILWAY.

NOTICE IS HEREBY GIVEN, That it is intended to apply to Parliament in the next ensuing Session for leave to bring in a Bill or Bills for making and maintaining a Railway, with Branches, as after mentioned, together with such Stations, Roads of Communication, and other Works and Conveniences, as may be necessary and proper for the construction and use of the same; which Railway is to commence at a point on the Edinburgh and Glasgow Railway, at or near to Broomhouse, in the parish of Corstorphine, and county of Edinburgh, thence proceeding to one or other of the following points, or to any intermediate point or pier between them, on the south shore of the Frith of Forth, near to South Queensferry, videlicet,—To a point at or near to a pier called Port Edgar, to the westward of South Queensferry, or to a point at or near to a pier to the eastward of South Queensferry, called Long Craig Pier, all in the parish of Dalmeny and parish and royal burgh of South Queensferry, in the county of Linlithgow; and to cross the said Frith by Steam Bridges, Steam Boats, or otherwise, to one or other of the following points, or to any intermediate point or pier between them, on the north shore thereof, at or near to North Queensferry, videlicet,—To a point at or near to the rock or island called Long Craig Island, to the westward of North Queensferry, or to a point at or near to a place called Carlin-Nose, to the eastward of North Queensferry, all in the parishes of Dunfermline and Inverkeithing, in the county of Fife; and from one or other of the said points on the north shore of the said Frith, the said Railway is to proceed by the town and royal burgh of Dunfermline to a point at or near to Cowdenbeath Inn, in the parish of Beath in the county of Fife; thence proceeding by divergent lines, one on the east side of Lochleven, and the other on the west side thereof, passing by the towns of Kinross and Milnathort; which divergent lines again unite at a point at or near to Outhillmuir, on the north side of Lochleven, in the parish of Orwell, comprehending the *quoad sacra* division or district of Milnathort, in the county of Kinross; thence proceeding in a northerly direction, and terminating either by a Junction with the Scottish Central Railway leading to the city of Perth, at a point thereof at or near to a house called

CAMPBELL & TENNENTS, 40, George Square, Glasgow.

G. H. LANG, 37, Great George Street, Westminster.

Glasgow, 18th October 1845.

Hilltown or Hilton, in the parish of Forteviot, in the county of Perth, or terminating at or near the city or royal burgh of Perth, in the West Kirk parish of Perth, or in the East Kirk parish of Perth, and county of Perth; and which Railway, with the divergent lines aforesaid, is to be made and maintained, and to pass from, in, through, or into the several parishes, parts of parishes, towns, townlands, burghs, and extra-parochial and other places following, or some of them, or part of them, videlicet,—The parishes of Corstorphine, Currie, and Ratho, in the county of Edinburgh; the parish of Kirkliston, in the counties of Linlithgow and Edinburgh; the parish of Dalmeny, and the parish and royal burgh of South Queensferry, in the county of Linlithgow; the royal burgh and parish of Dunfermline, comprehending the *quoad sacra* divisions or districts of St Andrews and North Church; the parishes of Inverkeithing, Dalgety, Aberdour, Beath, Auchtertool, Auchterderran, and Ballingry, in the county of Fife; the parishes of Portnoak, Cleish, Kinross, and Orwell, comprehending the *quoad sacra* division or district of Milnathort, in the county of Kinross; the parishes of Strathmiglo, in the county of Fife; Abernethy, in the counties of Fife and Perth; Arngask, in the counties of Fife, Kinross, and Perth; Dron, Dunbarney, Forgandenny, Forteviot, and East Kirk parish of Perth and West Kirk parish of Perth, comprehending the *quoad sacra* divisions or districts of Saint Stephens and Saint Leonards, in the county of Perth.—Together with Branches diverging from or out of the said intended Main Railway, as follows, viz.—*First*, A Branch Railway diverging from or out of the point of Junction at or near to Broomhouse aforesaid, on the Edinburgh and Glasgow Railway, and passing from, in, through, or into the parishes of Corstorphine, Currie, Colinton, and Saint Cuthberts, in the county of Edinburgh; and terminating at a point on the Caledonian Railway, at or near to the village of Slateford, in the parishes of Colinton and Saint Cuthberts, or one of them, in the county of Edinburgh: *Second*, A Branch Railway diverging from or out of the said intended Main Railway at or near to the toll-bar on the north shore of the Frith of Forth, next to North Queensferry, in the county of Fife, and terminating by a Junction with the Halbeath Railway at or near to the town or royal burgh of Inverkeithing; which second Branch will be made and maintained from, in, through, or into the parish of Dunfermline, and parish and royal burgh of Inverkeithing, in the county of Fife: *Third*, A Branch Railway diverging from or out of the said intended Main Railway at or near to East Cartmore, in the parishes of Auchterderran and Ballingry, in the county of Fife, and terminating at a point on the Edinburgh and Northern Railway at or near to a place called Thornton in the parish of Markinch, comprehending the *quoad sacra* divisions or districts of Thornton and Milton, in the county of Fife; which third Branch will be made and maintained from, in, through, or into the parishes of Ballingry, Auchterderran, Kinglassie, Dysart, and Markinch, in the county of Fife, or some of them or part of them; which parishes of Dysart and Markinch comprehend the *quoad sacra* divisions or districts of Pathhead and Thornton and Milton respectively. *Fourth*, Another Branch Railway diverging from or out of the said intended Main Railway at or near to a

place called Beins Neuk, in the parishes of Arngask, in the counties of Fife, Kinross, and Perth, and Abernethy, in the counties of Fife and Perth, and Dron, in the county of Perth, passing in, from, through, or into the parishes of Arngask, in the counties of Fife, Kinross, and Perth, Abernethy, in the counties of Fife and Perth, Dron and Rhynd, in the county of Perth, and the parish and royal burgh of Newburgh, in the county of Fife, or some of them, or part of them, and terminating by a junction with the Edinburgh and Northern Railway at a point to the westward of the town and royal burgh of Newburgh, in the parishes of Abernethy, in the counties of Perth and Fife, and Newburgh, in the county of Fife; together with a divergent Line from the said last-mentioned Branch at a point near to Abernethy, in the parishes of Abernethy and Dron aforesaid, and also terminating by a junction with the Edinburgh and Northern Railway at or near to East Rhynd, in the parish of Rhynd, in the county of Perth.

And it is also intended in the said Bill or Bills to take powers to erect, construct, and maintain such piers and harbours and such wharfs, staiths, and landing-places and stations in or upon the Frith of Forth at or near to South Queensferry aforesaid, on the south shore of the said Frith of Forth, and at or near to North Queensferry aforesaid, on the north shore of the said Frith of Forth, with such accesses thereto and such other Works and conveniences therewith connected as may be necessary and proper for the construction and use of the said Railway and Ferry: As Also, to extend, enlarge, and improve the piers at present existing on both sides of the said Frith of Forth within the limits of the said Ferry of Queensferry; such piers, harbours, wharfs, staiths, landing-places, and stations so to be constructed or improved, and other Works therewith connected, on the south shore of the said Frith of Forth, being to be situated in the said parish of Dalmeny, and parish and royal burgh of South Queensferry and county of Linlithgow; and such piers, harbours, wharfs, staiths, landing-places, stations, and other works therewith connected on the north shore of the said Frith of Forth being to be situated in the said parishes of Dunfermline and Inverkeithing, in the county of Fife: And it is intended to take powers in the said Bill or Bills to deviate in constructing the said Railway and Branches, piers, harbours, and other works and conveniences from the Line or Lines thereof laid down on the maps or plans to such extent as will be defined on the said maps or plans thereof, to be deposited as after mentioned.

And Notice is also hereby given, That it is intended to take powers in the said Bill or Bills to alter, vary, and divert the lines, levels, and inclinations of turnpike roads, highways, streets, tramroads, railroads, paths, passages, or other roads, piers, rivers, brooks, streams, waters, water-courses, mill-leads, mill and other ponds where requisite for the construction of the said Railway and Branches, piers, and harbours, and other Works and conveniences in the said several parishes, townships, and extra-parochial or other places as aforesaid, or some of them, and that to such an extent as will be shewn on the said maps or plans to be deposited as after-mentioned: And it is also intended to take power in the said Bill or Bills for the compulsory purchase of lands, houses, and other heritages, and for the levy-

ing of tolls, rates, and duties on and for the use of the said intended Railway and Branch Railways, piers, harbours, steam-bridges, steam-boats, or other means of crossing the said Frith of Forth, and Works and conveniences, and to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto. And it is further intended to take power in the said Bill or Bills to vary or extinguish all rights or privileges which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges. And it is also intended by the said Bill or Bills to incorporate a Company for carrying into effect the said undertakings; with power to enter into arrangements and agreements with other companies, or any commissioners, trustees, or other bodies or persons for the construction and working of the said Railway and Branch Railways, and of the said piers, harbours, and conveniences, or any part or parts thereof, or for the use of the same or any part or parts thereof, or for leasing or accepting a lease or leases of the same or any part or parts thereof, on such terms and conditions as have been or may be mutually agreed upon or provided for, or may be sanctioned by Parliament: And it is also intended by the said Bill or Bills to alter, amend, or repeal the following Acts in so far as relates to the tolls, rates, and duties authorized to be levied by them, or any of them, videlicet, An Act passed in the 8th and 9th years of the reign of her present Majesty, intituled, "An Act for making a Railway from Carlisle to Edinburgh and Glasgow, to be called 'The Caledonian Railway,'" and also an Act passed in the 1st and 2d years of the reign of her present Majesty, intituled, "An Act for making a Railway from Edinburgh to Glasgow, to be called 'The Edinburgh and Glasgow Railway,'" and also an Act passed in the 8th and 9th years of her present Majesty, intituled, "An Act for making a Railway to be called 'The Scottish Central Railway.'"

And Notice is also hereby given, That it is intended by the said Bill or Bills to take powers to the trustees acting under the authority of the Acts of Parliament herein after recited, and to the said Company to be incorporated as aforesaid, to contract and agree in regard to the said works upon such terms and conditions as may be mutually arranged between them, or may be sanctioned by Parliament: And it is also intended by such Bill or Bills to confer upon the said Company, upon such terms and conditions as may be agreed upon between the said trustees and the said Company, or as may be sanctioned by Parliament, under a lease to be granted by the said trustees, or otherwise, the right of ferry vested in the said trustees, and also the rights vested in them in regard to the said piers, harbours, and other works, houses, and offices connected therewith, and accesses thereto, and of levying tolls, rates, and duties thereat, and to discontinue or extinguish the rates and duties at present leviable at the said ferry, under the Acts herein after recited, and to vary or extinguish any exemption from the payment of tolls, rates, and duties, or any other rights or privileges relative thereto: And it is also intended by the said Bill or Bills to alter, vary, amend, or repeal the several Acts herein after recited, or some of them, or such parts thereof as may be necessary—That is to say, an Act of the

Parliament of Scotland made in the third Parliament of King James the Third, intituled "That Ferriers make Brigges," an Act made in the seventh Parliament of King James the Third, intituled "That Ferriers make Brigges and of Fraucht," and an Act made in the fifth Parliament of Queen Mary, intituled "How meikle Fraucht sall be given to Ferriers," in so far as these relate to the said Ferry of Queensferry; an Act passed in the forty-ninth year of the reign of his Majesty King George the Third, intituled "An Act for the improvement of the passage across the Frith of Forth, called the Queensferry;" an Act passed in the fifty-fourth year of the reign of his said Majesty King George the Third, intituled "An Act to enable the trustees appointed by an Act of the forty-ninth year of his present Majesty for the improvement of the passage across the Frith of Forth called the Queensferry to carry the same into execution," and an Act passed in the eleventh year of the reign of his Majesty King George the Fourth, intituled "An Act for the further improvement, and support of the passage across the Frith of Forth called the Queensferry."

And Notice is also hereby given, That duplicate plans and sections describing the lines or situations and levels of the said intended Railway, and branches, piers, and harbours, and the lands, houses, and other premises to be taken for the purposes thereof, together with books of reference thereto, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and other premises respectively, will be deposited for public inspection on or before the 30th day of November next, 1845, in the office in Edinburgh of the principal Sheriff-Clerk of the county of Edinburgh; in the office of the principal Sheriff-Clerk of the county of Linlithgow, at Linlithgow; in the offices of the principal Sheriff-Clerk of the county of Fife, at Cupar and Dunfermline; in the office at Kinross of the principal Sheriff-Clerk of the county of Kinross; and in the office of the principal Sheriff-Clerk of the county of Perth, at Perth; and there will also be deposited, on or before the 31st day of December next, 1845, with the Schoolmaster, if any, and if there be no Schoolmaster, with the Session-Clerk of each of the said several parishes through which the said Railway and branches, piers, harbours, and other works are respectively intended to be made, at their respective residences, and also with the Town-Clerks of the said royal burghs of Queensferry, Inverkeithing, Dunfermline, Newburgh, and Perth, at their respective offices within the said royal burghs respectively, a copy of so much of the said plans, sections, and book or books of reference as relates to each of the said several parishes and royal burghs respectively.

DAVID DOUGLAS, W. S. Edinburgh.
SPOTTISWOODE & ROBERTSON,
Great George Street, Westminster.

Edinburgh, 15th October 1845.

QUEENSFERRY PASSAGE

ACROSS THE

FRITH OF FORTH.

NOTICE IS HEREBY GIVEN, That it is intended in the next ensuing Session of Parliament to apply for leave to bring in a Bill or Bills to enable the Trustees acting

under the authority of the Acts of Parliament herein after mentioned relative to the Ferry across the Frith of Forth, called the Queensferry, to extend the limits of the said Ferry from a point to the eastward of the Long Craig Pier to a point to the westward of Port-Edgar Pier, on the south shore of the Frith of Forth, and from a point to the east of Carlin-Nose to a point to the west of Haughend Pier, on the north shore of the said Frith of Forth, as the same will be shewn and laid down on the plans to be deposited as herein after mentioned. And it is also intended in the said Bill or Bills, to take powers for the compulsory purchase of lands, houses, and other heritages, for the use of the said Ferry and extensions thereof aforesaid. And it is also intended by the said Bill or Bills to enable the said Trustees to enter into arrangements and agreements with a Company formed and to be incorporated for making and maintaining a Railway from Edinburgh to Perth by Queensferry; and to take powers to the said trustees, upon such terms and conditions as shall be agreed upon between them and the Company to be incorporated as aforesaid, or as shall be sanctioned by Parliament, to transfer to the said Company, by lease or otherwise, the said Ferry, with the whole piers, quays, and other works, lands, houses, offices, and other heritages connected therewith, and roads and accesses thereto, and the right of levying tolls, rates, and duties thereat, and to discontinue or extinguish the rates and duties at present leviable at the said Ferry, and to enable the said Company to levy new rates and duties thereat, and to vary or extinguish any exemption from the payment of tolls, rates, and duties, or any other rights or privileges relative thereto; with power also to the said Company to make, execute, erect, and maintain such new piers, quays, harbours, and other works on the south and north shores of the said Frith of Forth as may be necessary or expedient, and as shall be sanctioned by Parliament for the improvement of the said Ferry; such Ferry and intended extension thereof, and piers, quays, harbours, and other works connected therewith, and the lands, houses, and other heritages and premises to be acquired, as aforesaid, being situated respectively in the parish of Dalmeny and parish and royal burgh of South Queensferry, in the county of Linlithgow; and the parishes of Dunfermline and Inverkeithing, in the county of Fife.

And Notice is also hereby given, That it is proposed by the said Bill or Bills to enable the said trustees to sell to the said Company the steam-boat, ferry-boats, and other vessels and boats belonging to them, with their engines, tackle, and furniture, and all other the effects of the said trustees, and to enable the said trustees to apply the same in extinction of the debt of the trust.

And Notice is also hereby given, That for carrying these purposes into effect, it is intended by the said Bill or Bills to alter, amend, and explain, or totally to repeal the powers and provisions of the several Acts of Parliament hereinafter mentioned, that is to say,—an Act of the Parliament of Scotland made in the third Parliament of King James the Third, intituled, "That Ferriers make Brigges;" an Act made in the seventh Parliament of King James the Third, intituled, "That Ferriers make Brigges, and of Fraucht;" and an Act made in the fifth Par-

liament of Queen Mary, intituled, "How Meikle Fraucht sall be given to Ferriers;" in so far as these relate to the said Ferry of Queensferry; an Act passed in the forty-ninth year of the reign of his Majesty King George the Third, intituled, "An Act for the Improvement of the passage across the Frith of Forth, called the Queensferry;" an Act passed in the fifty-fourth year of the reign of his said Majesty King George the Third, intituled "An Act to enable the Trustees appointed by an Act of the forty-ninth year of his present Majesty for the Improvement of the Passage across the Frith of Forth called the Queensferry, to carry the same into execution;" and an Act passed in the eleventh year of the reign of his Majesty King George the Fourth, intituled, "An Act for the further Improvement and Support of the Passage across the Frith of Forth, called the Queensferry."

And Notice is also hereby given, That duplicate plans and sections, describing the lines or situations of the said Ferry, and of the limits thereof, as proposed to be extended, and the lands, houses, and other premises to be taken for the purposes thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other premises, will be deposited for public inspection, on or before the 30th day of November next 1845, in the office of the principal Sheriff-Clerk of the county of Linlithgow, at Linlithgow, and in the offices of the principal Sheriff-Clerk of the county of Fife, at Cupar and Dunfermline: And that, on or before the 31st day of December next 1845, there will also be deposited with the Schoolmaster, if any, or if there be no Schoolmaster, with the Session-Clerk of each of the said several parishes of Dalmeny and South Queensferry, in the county of Linlithgow, and Dunfermline and Inverkeithing, in the county of Fife, in which the said Ferry and proposed Extension thereof, Piers, Quays, Harbours, and other works are situated, at their respective places of residence, and also with the Town-Clerk of the said royal burgh of Queensferry, at his office within the said royal burgh, a copy of so much of the said plans, sections, and books of reference, as relates to each of the said parishes and royal burgh respectively.

DAVID DOUGLAS, W. S. Edinburgh.
SPOTTISWOODE and ROBERTSON,
Westminster.

Edinburgh, 15th October 1845.

NOTICE IS HEREBY GIVEN, THAT application is intended to be made to Parliament in the ensuing Session, for an Act or Acts to alter, amend, and enlarge the powers and provisions of an Act passed in the seventh and eighth years of the reign of her present Majesty, intituled, "An Act for making a Railway from the city of Edinburgh to the town of Berwick-upon Tweed, with a Branch to the town of Haddington;" And of another Act passed in the eighth and ninth years of the reign of her present Majesty, intituled, an Act "To empower the North British Railway Company to purchase the Edinburgh and Dalkeith Railway, and to

alter part of the line of the said Railway, and of the North British Railway, and to construct certain Branch Railways in connexion therewith :” And also to alter, amend, and enlarge the powers and provisions of an Act passed in the eighth and ninth years of the reign of her present Majesty, entitled, “An Act for making a Railway from the Edinburgh and Dalkeith Railway to the town of Hawick :” And to authorise the construction and maintenance, by the North British Railway Company, of the Branch Railways from the said North British Railway, and from the Edinburgh and Hawick Railway, now forming a Branch of the said North British Railway, and of the extension of the said Edinburgh and Hawick Branch Railway, and Branches therefrom, hereinafter mentioned, or of parts of such Branch Railways and extension respectively, together with all proper works, approaches, piers, landing places, and conveniences connected therewith, viz. A Branch Railway diverging from, and out of, the line of the said North British Railway at a point near Bankton, in the parish of Tranent, and county of Haddington, passing through part of, and terminating in the said parish and county, at or near to the village of Tranent : Another Branch Railway, diverging from, and out of, the said Railway, also at a point near Bankton aforesaid, passing from, in, through, or into, the parishes, and extra parochial or other places of Tranent and Prestonpans, in the county of Haddington, and terminating at or near to the harbour of Cockenzie, in the said parish of Tranent : Another Branch Railway, diverging from, and out of, the said Railway at a point at or near Drem, in the parish of Athelstaneford and county of Haddington, and passing from, in, through, or into, the parishes, or extra parochial or other places of Athelstaneford, Dirleton, and North Berwick, in the county of Haddington, or some of them, and terminating at, or near to, the burgh of North Berwick, in the said parish of North Berwick : Another Branch Railway, diverging from and out of the said Railway at a point near to West Reston, in the parish of Coldingham, and county of Berwick, and passing from, in, through, or into, the parishes, and extra parochial or other places of Coldingham, Chirnside, Buncle, Edrom, and Dunse, in the said county of Berwick, or some of them, and terminating at the town of Dunse, in the parish of Dunse : Another Branch Railway, diverging from and out of the Hawick Branch of the said North British Railway, by a forked line at two points at or near to Wester Langlee, in the parish of Melrose, and county of Roxburgh, and passing from, in, through,

or into, the parishes, and extra parochial or other places of Melrose, in the county of Roxburgh, of Galashiels, Yarrow, Stow, and Innerleithen, or some of them, in the county of Selkirk, of Innerleithen, Traquair, Peebles, Manor, Lyne, Stobo, Drummelzier, Glenholm, Broughton, Kilbucho, and Skirling, or some of them, in the county of Peebles, of Culter, Biggar, and Symington, in the county of Lanark, or some of them, and terminating at the line of the proposed Caledonian Railway, by a forked or double Junction at or near to Balgreen, in the parish of Symington : Another Branch Railway diverging from and out of the said Hawick Branch of the North British Railway at or near to Torwoodlee, in the parishes of Stow or Galashiels and county of Selkirk, or one of them, and passing from, in, through, or into, the parishes and extra parochial or other places of Stow, Galashiels, and Innerleithen, in the county of Selkirk, and terminating by a Junction with the said last mentioned and intended Branch Railway near Thornielee in the parish of Innerleithen and county of Selkirk : Another Branch Railway diverging from and out of the said second last mentioned and intended Branch Railway near Rink, in the parish of Galashiels and county of Selkirk, and passing from, in, through, or into, the parishes and extra parochial or other places of Galashiels, in the counties of Selkirk and Roxburgh, and Selkirk, in the county of Selkirk, and terminating near the burgh of Selkirk, in the said parish of Selkirk : Also another Branch Railway diverging from and out of the said Hawick Branch of the North British Railway, at a point near Newton, in the parish of St. Boswells, and county of Roxburgh, and passing from, in, through, or into the several parishes, and extra parochial or other places of St. Boswells, Maxton, Roxburgh, Kelso, and Sprouston, or some of them, county of Roxburgh, and terminating at the town of Kelso, and by a Junction with the line of the Kelso Branch of the proposed Newcastle and Berwick Railway, at or near to Wooden or Mallendene, in the said parish of Kelso, or parish of Sprouston, or terminating at the town of Kelso, or by a junction with the line of the Kelso Branch of the said Newcastle and Berwick Railway as aforesaid : Also another Branch Railway diverging from and out of the said last mentioned and intended Branch Railway to Kelso, at a point near the village of Roxburgh, in the said parish of Roxburgh, and passing from, in, through, or into, the several parishes, and extra parochial or other places of Roxburgh, Eckford, Crailing, and Jedburgh, or some of them, in the county of Roxburgh, and terminating at

or near the burgh of Jedburgh, in the said parish of Jedburgh : Also an extension of the said Hawick Branch of the said North British Railway, from the terminus thereof in the parishes of Wilton or Hawick, in the county of Roxburgh, and passing from, in, through, or into the several parishes, townships, and extra parochial or other places of Wilton, Cavers, and Hawick, or some of them, in the county of Roxburgh, Ewes, Langholm, Canonbie, or some of them, in the county of Dumfries, Kirk Andrews-upon-Esk, Moat, Arthuret, Netherby, Breckon Hill, Longtown, Lyneside, Kirk-linton, West Linton, Rockliff, Churchtown, Kingmoor, Stanwix, Etterby, Stainton, St. Mary's, Caldewgate, Ricker-gate, St. Cuthbert's, Botchergate, English Street, and the city and burgh of Carlisle, or some of them, in the county of Cumberland, and terminating by a junction with the Lancaster and Carlisle Railway, the Newcastle and Carlisle Railway, the Carlisle and Maryport Railway, and the proposed Caledonian Railway, or some or one of them, at or near the intended termination at Carlisle of the said Lancaster and Carlisle Railway, or otherwise at a point at or near to the city of Carlisle, in the said county of Cumberland : Also another Branch Railway diverging from and out of the said intended extension Railway to Carlisle, also at a point near to the church of Canonbie, in the said parish of Canonbie, and county of Dumfries, passing from, in, through, or into the several parishes, townships, and extra parochial or other places of Canonbie, and Graitney, or Gretna, or some of them, in the county of Dumfries, and Kirk Andrews-upon-Esk in the county of Cumberland, and terminating by a junction with the line of the proposed Caledonian Railway at a point near to Springfield, in the said parish of Graitney, or Gretna : Also another Branch Railway diverging from and out of the said intended extension Railway to Carlisle, near Newton, or the church of Canonbie, in the parish of Canonbie, passing through part of, and terminating at the Duke of Buccleuch's collieries in the said parish of Canonbie : And also another Branch diverging from and out of the said intended extension Railway to Carlisle from a point near the Brampton road, in the parish of Arthuret and county of Cumberland, passing from, in, through, or into, the several parishes, townships, and extra parochial or other places of Arthuret, Lyneside, and Longtown, or some of them, in the county of Cumberland, and terminating at a point near the village of Longtown : And it is also intended, by the said Act or Acts, to confirm the purchase of the Leith Branch of the Edinburgh and Dalkeith Railway

by the North British Railway Company, and to repeal, so far as the same may now be in force, the provisions of the several Acts relative to the said Edinburgh and Dalkeith Railway, or the said Leith Branch thereof, passed respectively in the seventh year of the reign of His Majesty King George the Fourth, in the tenth year of the same reign, and in the fourth and fifth years of the reign of King William the Fourth; and to remove the restrictions contained in the said Acts, or any of them, with regard to the use of locomotive engines on the Edinburgh and Dalkeith Railway, or the said Leith Branch thereof, or the rights of wayleave or other rights and privileges affecting the same, and to dissolve the Company of Proprietors of the said Leith Branch, and to vest the powers and privileges of the said Company in the said North British Railway Company, and to take power to alter, vary, and enlarge the line, or part of the line, of the said Leith Branch, within the several parishes, or extra parochial or other places of Libberton, Duddingston, and South Leith, or some of them, in the county of Edinburgh, and to construct a Junction Railway between the said Leith Branch Railway and the North British Railway, at or near to Portobello, in the said parish of Duddingston and county of Edinburgh: And it is further intended, by the said Act or Acts, to authorise an alteration within the parish of Inveresk, and county of Edinburgh, of the line of Railway from Wanton Walls to, or near to the town of Musselburgh, authorised by the Act relating thereto, passed in the last Session, and secondly hereinbefore mentioned, such alteration to commence at a point near to Campie at the town of Fisherrow, in the said parish of Inveresk, and to terminate at a point near to the said town of Musselburgh: It is also farther intended, by the said Act, to take power to the North British Railway Company to acquire by agreement or compulsion, additional property in the parishes of Trinity College, High Church, and Saint Andrews, in the city of Edinburgh, and Canongate and South Leith, or some of them, in the county of Edinburgh, adjoining the terminus of the North British Railway, for the purposes of the said Railway: And it is also intended to take power in the said Act or Acts to deviate, in constructing the said Branch Railways and Extension, and other works above described, from the line or lines thereof, laid down on the map or plans thereof, to be deposited as after mentioned, to such extent as is or will be defined on the said map or plans: And it is also intended to take power in the said Act or Acts for the compulsory purchase of lands and other heritages, and for the levying of tolls,

rates, and duties, on and for the use of the said intended Railways, and other works thereby authorised: And it is also intended to take power to alter, amend, or repeal an Act passed in the eighth and ninth years of the reign of her present Majesty, entitled, "An Act for making a Railway, to be called The Caledonian Railway," in so far as relates to the tolls, rates, and duties, authorised to be levied on said Railway: And it is further intended by the said Act to vary or extinguish all rights or privileges which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges: And it is further intended, by the said Act or Acts, to obtain powers to stop up and to alter, vary, and divert, whether temporarily or permanently, the lines, levels, and inclinations of turnpike-roads, highways, roads, streets, tram-roads, railroads, piers, landing-places, paths, passages, or other roads, rivers, canals, brooks, streams, waters, water-courses, mill and other ponds, where requisite, for the construction of the said Railway and works in the said several parishes, townships, and extra parochial or other places as aforesaid, or any of them: And it is further intended by the said Act or Acts, to enable the said North British Railway to raise a further sum of money, for the purposes of the undertakings belonging to them and other the purposes to be effected by the said intended Act or Acts: And it is further intended, by the said Act or Acts, to enable the said North British Railway Company to purchase or become the lessees of an intended Railway from Edinburgh to Peebles, if the same shall be sanctioned by Parliament, and of any other line or lines of Railway which may be beneficially worked in connection with the said North British Railway, and to enable the proprietors of such Railways or any of them to sell or grant leases thereof to the said Company: And Notice is hereby also given, that maps or plans and sections, describing the lines, or situations and levels of the said intended Branch Railways, extension, and alteration hereinbefore mentioned, and the works connected therewith, and the lands to be taken for the purposes thereof, and also plans of the additional property to be acquired as aforesaid, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited for public inspection, on or before the thirtieth day of November, one thousand eight hundred and forty-five, in the office of the principal Sheriff-Clerk in the city of Edinburgh, for the county of Edinburgh, and for the county of the city of Edin-

burgh; in the office of the principal Sheriff-Clerk in Haddington, for the county of Haddington; in the office of the principal Sheriff-Clerk in Dunse, for the county of Berwick; in the office of the principal Sheriff-Clerk in Selkirk, for the county of Selkirk; in the office of the principal Sheriff-Clerk in Jedburgh, for the county of Roxburgh; in the office of the principal Sheriff-Clerk in Peebles, for the county of Peebles; in the offices in Glasgow, Lanark, and Hamilton, respectively, of the Sheriff-Clerk for the county of Lanark; in the office of the principal Sheriff-Clerk in the town of Dumfries, for the county of Dumfries; and with the Clerk of the Peace for the county of Cumberland, at his office in the city of Carlisle; and that there will also be deposited, on or before the thirty-first day of December, eighteen hundred and forty-five, with the Schoolmaster, if any, and if there be no Schoolmaster, with the Session-Clerk of each of the parishes in Scotland through which the said Branch Railways and Extension are intended to be made, respectively, at their respective residences; and also with the Town-Clerks of the royal burghs of North Berwick, Peebles, Selkirk, Jedburgh, Annan, Musselburgh, Edinburgh, and Canongate, respectively, at their respective offices; and with the Parish-Clerks of these parishes situated in England, respectively, at their respective residences, a copy of so much of the said maps or plans and sections as relates to each of the said several parishes and burghs, together with the books of reference thereto respectively.

DAVID SMITH, Edinburgh,
J. G. WOOD,
Edinburgh, October 1845.

GLASGOW, AIRDRIE, & MONK-
LANDS JUNCTION RAILWAY.

NOTICE IS HEREBY GIVEN,

That it is intended to apply to Parliament in the ensuing Session for an Act to make and maintain a Railway, with all proper works, stations, depots, and other conveniences connected therewith, commencing at a point to the east of the High Street of Glasgow, between Duke Street and Blackfriars Street and Regent Place, Glasgow, or at a point near to the Infantry Barracks, between Gallowgate Street and Duke Street of Glasgow, or at a point on the south side of Duke Street aforesaid, nearly opposite to the Bridewell or North Prison of Glasgow, or at some or one or other of them, and to terminate at or near to Broomknoll Quarry, at or near to the town or burgh of Airdrie, or at or near Broomknoll Street, in the said town or burgh of Airdrie, where it is intended to join with

the proposed Airdrie and Bathgate Railway, or otherwise at or near to the said town or burgh of Airdrie; With a Branch diverging out of the said main line of Railway, at a point at or near to Whitevale Street, in and near to the eastern extremity of the burgh of Glasgow aforesaid, or at a point at or near to the north side of the village of Camlachie, in the parish of Barony and county of Lanark, and terminating at a point at or near to the east end of the village and lands of Mile-End, or within the said village and lands of Mile-End, in the parish of Barony aforesaid: Also, A Branch Railway diverging out of the said main line of Railway, commencing at a point at or near to Sandyhills, in the parish of Barony aforesaid, or in the parish of Old Monkland, in the said county of Lanark, or one or other of them, crossing the Clyde at or near to Clyde Iron Works, and terminating at or near to lower Eastfield Colliery, in the burgh and parish of Rutherglen, or one or other of them, by a junction with the Clydesdale Junction Railway, or at a point at or in or near to the said burgh of Rutherglen: And which said Railway and Branch Railways and other works are intended to be made in, and will pass from, through, or into the following parishes, townships, town lands, burghs, extra-parochial, and other places, or some of them, viz. Inner High or St Mungo's of Glasgow, College, or Blackfriars' of Glasgow; St John's of Glasgow; St James's of Glasgow; the parish of Barony aforesaid; Old Monkland; New Monkland; royal burgh of Glasgow; and the royal burgh and parish of Rutherglen, all in the county of Lanark; With power to deviate in constructing the said Railway, Branch Railways, and other works from the line or lines thereof, laid down on the plan after-mentioned, to the extent defined on the said plan. And power is also intended to be taken by the said Act to divert or alter within the parishes, townships, town lands, burghs and places aforesaid, the present sites of all turnpikes or other roads, streets, railways, tramways, canals, rivers, streams, and water courses, which it may be necessary to interfere with in the construction of the said intended Railway and Branch Railways and works: And it is also intended to shut up and appropriate such streets or lanes, or intended streets or lanes, within the parishes, burghs, and places aforesaid, as may be shewn on the said plans, as intended to be so shut up and appropriated: And it is also intended by said Act to incorporate a Company for carrying into effect the said Railway and Branch Railways and other works, and to take powers for the compulsory purchase of lands, houses, and other heritages for the

purposes of the said Railway and Branch Railways, Stations, Depots, and Works; and also to levy tolls, rates, and duties on or for the use of the said Railway and Branch Railways and works respectively, and to vary, alter, or extinguish all existing rights and privileges which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; also with power to the said Company to enter into and carry into execution with any other Companies or Corporations, or Commissioners, Road Trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for the making and maintaining of the said intended Railway and Branch Railways, Stations, Depots, and Works, or for the use of the same or of any Railway or Railways or Works communicating therewith, and for the sale or lease of all or any portion of the said intended Railway or Branches and Works; and in particular, with power to the Company so to be incorporated to enter into bargains, agreements, or arrangements with the Edinburgh and Glasgow Railway Company, the Slamannan Railway Company, the Ballochney Railway Company, and the Monkland and Kirkintilloch Railway Company, or some or one of them, for the sale or lease of the said Railway, Branches and Works to such Companies or Company, or for an amalgamation of the said intended Railway, Branches and Works, with the several Railways or Railway belonging to such Companies or Company, or for the construction and using of the said intended Railway, Branches, and Works, by such Companies or Company, and that on such terms and conditions as may be agreed on by and between the Company so to be incorporated, and such other Companies or Company, and to enable such other Companies or Company to make and complete such purchase, lease, or amalgamation, and such other arrangements as aforesaid; and also to empower the said Edinburgh and Glasgow Railway Company, Slamannan Railway Company, Ballochney Railway Company, and Monkland and Kirkintilloch Railway Company, or one or more of them, to raise or contribute funds towards the construction, maintenance, and use of the said undertaking, and to take shares therein, or otherwise to guarantee a certain amount of interest or profit on the capital, and with such objects, or otherwise to alter or amend, enlarge or repeal, so far as may be necessary, the Acts relating to the Edinburgh and Glasgow Railway, passed in the First and Second, the Third and Fourth, the Fifth, the Seventh and Eighth and Ninth years of the reign of her present Majesty; also the several Acts relating

to, and concerning, the said Slamannan Railway respectively, passed in the Sixth year of the reign of his Majesty King William the Fourth, and in the First and Third years of the reign of her present Majesty; the several Acts relating to, and concerning, the Ballochney Railway respectively, passed in the Seventh year of the reign of his late Majesty George the Fourth, the fifth and sixth years of the reign of his late Majesty William the Fourth, the Second and Third years of the reign of her present Majesty; and of the Sixth and Seventh years of the reign of her said Majesty; and of the several Acts relating to the said Monkland and Kirkintilloch Railway respectively, passed in the Fifth year of the reign of his late Majesty George the Fourth, and in the Third and Fourth years of the reign of his late Majesty William the Fourth, and in the Second and Third years of the reign of her present Majesty Victoria, and of the Sixth and Seventh years of the reign of her present Majesty, and of the Eighth and Ninth years of the reign of her present Majesty; and the several Acts therein recited.

And Notice is hereby given, that Duplicate Plans and Sections, describing the line or situation and levels of the said intended Railway, Branch Railways, and other works, and the lands, houses, and other heritages to be taken and used for the purposes thereof or otherwise, with a Book of Reference to such Plans, containing the names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of such lands, houses, and other heritages, will be deposited on or before the 30th day of November, in the present year, in the offices of the principal Sheriff-Clerk for the county of Lanark at Glasgow, Hamilton, and Lanark, respectively: and that a copy of so much of the plan, sections, and Books of Reference as relates to each parish and royal burgh in or through which the said Railway and Branch Railways and works are intended to be made, will, on or before the 31st day of December next, be deposited as follows, that is to say, so far as relates to each of the said parishes, with the Schoolmaster, if any; and if there be no Schoolmaster, with the Session-Clerk of each such parish, at the place of abode of each such Schoolmaster or Session-Clerk respectively: and so far as relates to the said royal burghs of Glasgow and Rutherglen, with the Town-Clerks of said burghs at their offices in said burghs respectively.

KNOX & FINDLAY, Glasgow,
DEANS, DUNLOP, & HOPE, Fludyer Street,
Westminster, Solicitors for the Bill.

Glasgow, 15th October, 1845.

AIRDRIE AND BATHGATE JUNCTION RAILWAY.

NOTICE is hereby given, that application is intended to be made in the ensuing Session of Parliament, for leave to bring in a Bill or Bills, for making and maintaining a Railway or Railways, with all proper works and conveniences therewith connected, to be called the "Airdrie and Bathgate Junction Railway," to commence in, or at, or near to the town or burgh of Airdrie, in the parish of New or East Monkland, in the county of Lanark, and to terminate in, or at, or near to the town or burgh of Bathgate, in the county of Linlithgow; together with a Branch Railway, and all proper works and conveniences connected therewith, to diverge from the said intended main line of Railway, at, or near to a place called North Rigg, in the parish of Bertram Shotts, commonly called Shotts, in the county of Lanark, and to terminate at or near to the village of Whitburn, in the parish of Whitburn, in the county of Linlithgow; together with an extension or continuation of such branch line to a point at or near to the village of Blackburn, in the parish of Livingstone, in the said county of Linlithgow; which intended Railway, Branch, and continuation thereof, and works, will be situate in, or will pass from, through, or into the several parishes and places following, or some of them, respectively, viz. the town or burgh of Airdrie, the parishes of New or East Monkland, Bertram Shotts, commonly called Shotts, Torphichen, Bathgate, Whitburn, Livingstone, and the town or burgh of Bathgate, all in the counties of Lanark and Linlithgow, respectively. And it is intended to take power to authorise the Junction of the said intended Railway or Railways, and works, with a proposed Railway to be called the Glasgow, Airdrie, and Monkland Junction Railway, and another proposed Railway to be called the Airdrie and Coatbridge Railway, both at a point or points at or near to the town or burgh of Airdrie aforesaid; and also a Junction with another proposed Railway, called the Edinburgh and Bathgate Railway, at a point in, at or near to the town or burgh of Bathgate aforesaid; and also to form Junctions with such other projected or existing Railways as it may be found expedient to join; such intended Junctions being all within the parishes and places aforesaid, or some of them. And it is intended to take powers in the said Bill or Bills, to deviate in constructing the said intended Railway or Railways, and Branch, extension or continuation thereof, and other works, from the line or lines laid down on the maps or plans thereof, to be deposited as after-

mentioned, to such extent as is, or shall be defined on the said plans: And it is also intended, by the said Bill or Bills, to take powers for altering and diverting such highways, turnpike, and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, water-courses, and inclinations or gradients thereof, as it may be necessary or expedient to alter or divert, lower or raise, for the purpose of making and maintaining, or more conveniently making and maintaining, and using the said Railway or Railways, Branch, continuation thereof, and works and conveniences connected therewith. And it is also intended by the said Bill or Bills to incorporate a Company for making, maintaining, working, and using the said Railway or Railways, Branch, continuation thereof, and works, and for conveying passengers and goods thereon, and on other communicating Railways, and for other purposes; with powers for the compulsory purchase of lands, houses, and other heritages, for the purposes of the said Railway or Railways, extension or continuation thereof, and other works. And it is intended to take powers to vary or extinguish all existing rights and privileges connected with the lands, houses, and other heritages so to be purchased; to confer other rights and privileges in relation thereto; and also to take power to the said intended Company to levy tolls, rates, and duties on, and for the use of the said intended Railway or Railways, Branch, continuation thereof, and works, and for the conveyance of passengers and goods, and other things thereon; to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; and to enter into, and carry into execution with any other Companies or Corporations, or any commissioners, road trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper, for the making and maintaining of the said intended Railway or Railways, Branch, continuations thereof, and works, or for the use, or for the working the same, or any portion thereof; or for amalgamating and incorporating the said intended Railway or Railways, Branch, continuation thereof, and works, or any portion thereof, with such other Companies, Corporations, and others, as may be considered expedient: And it is intended by the said Bill or Bills, to take powers to the Company so to be incorporated, to sell or lease the said Railway or Railways, Branch, continuation thereof, and other works, to the Edinburgh and Glasgow Railway Company, the Scottish Central Railway Company, the Caledonian Railway Company, and the

Clydesdale Junction Railway Company, or one or other of them, on such terms and conditions as may be agreed on, by and between the Company so to be incorporated, and the said several Companies, or any of them, or to enter into such arrangements and agreements with the said several Companies, or one or other of them, as may be deemed expedient for the construction, working, and use of the said Railway or Railways, Branch, and works; and to enable the Company so to be incorporated, and the said other several Companies, incorporated, or to be incorporated, respectively, to purchase, lease, enter into, and complete such agreements accordingly; and so far as may be necessary for such purposes, to alter and amend the several Acts of Parliament relating to the said several Railways, respectively.

And Notice is hereby given, that duplicate maps, or plans and sections, describing the lines or situations and levels of the said intended Railway or Railways, and Branch, continuation thereof, and other works; and the lands, houses, and other heritages which may be taken for the purposes thereof, together with the books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other heritages, respectively, will be deposited for public inspection, on or before the 30th day of November next, in the offices of the principal Sheriff-Clerk of the county of Lanark, at Lanark, Glasgow, and Hamilton, respectively; and in the office of the principal Sheriff-Clerk of the county of Linlithgow, at Linlithgow. And that a copy of so much of the said plans, sections, and books of reference, respectively, as relate to each of the said parishes and towns or burghs, will, on or before the 31st day of December next, be deposited as follows; that is to say, so far as relate to each of the foresaid parishes, with the Schoolmaster, if any, and if there be no Schoolmaster, with the Session-Clerk of each such parish, at the places of abode of such Schoolmaster or Session-Clerk respectively; and so far as relate to the towns or burghs of Airdrie and Bathgate, with the Town-Clerk of each of these towns or burghs, at their offices, in these towns or burghs, respectively.

W. STEELE NISBET, Glasgow.

DEANS, DUNLOP, & HOPE, Westminster.

Dated this 11th October, 1845.

NOTICE IS HEREBY GIVEN,
THAT Application is intended to be made to Parliament in the next Session, for an Act or Acts to vary, alter, amend, and enlarge, the powers and provisions of an Act passed in the first year of the reign of her present Majesty, entitled "An Act for making

and maintaining a Railway from Glasgow to Greenock by Paisley and Port-Glasgow, to be called the Glasgow, Paisley, and Greenock Railway;" and of two other Acts passed in the third and fourth years of the reign of her said Majesty, one thereof entitled "An Act to amend and enlarge the powers and provisions of the Act relating to the Glasgow, Paisley, and Greenock Railway, and to make certain new Branch Railways from the main line in the towns of Greenock and Port-Glasgow, and to make other Works in connection with the said Railway;" and the other thereof entitled "An Act for establishing an improved Ferry between the western part of the parish of Erskine, in the county of Renfrew, and Dumbarton, in the county of Dumbarton;" and also of another Act passed in the fourth year of her said Majesty, entitled "An Act to enable the Glasgow, Paisley, and Greenock Railway Company to raise a further sum of money, and to amend and enlarge the powers and provisions of the Acts relating to the said Railway;" and also of another Act passed in the sixth year of the reign of her said Majesty, entitled "An Act to amend the Acts relating to the Glasgow, Paisley, and Greenock Railway Company, and to grant further powers to the said Company."

And it is also intended by the Act or Acts so to be applied for, to enable the Glasgow, Paisley, and Greenock Railway Company to make and maintain the several Branch Railways hereinafter described, or any of them, with all proper works and conveniences connected therewith, and approaches thereto,—that is to say, a Branch Railway or Branch Railways to diverge out of and from the main line of the said Glasgow, Paisley and Greenock Railway, at a point situated between the rivers Black Cart and Gryffe, in the parish of Kilbarchan and county of Renfrew, and to terminate at or near the village of Bridge of Weir, in the parish of Houston, or in the united parishes of Houston and Killallan, or in the parish of Kilbarchan, all in the county of Renfrew; Also, a Branch Railway or Branch Railways to diverge out of and from the said Branch Railway, above mentioned, at a point situated between the village of Linwood, in the parish of Kilbarchan, and the town of Johnstone, in the said parish of Kilbarchan, or Abbey Parish of Paisley, and to terminate at or near to Johnstone aforesaid, in the Abbey Parish of Paisley, or in the parish of Kilbarchan, both in the county of Renfrew; Also a Branch Railway or Branch Railways to diverge out of and from the said Branch Railway, first above mentioned, in the parish of Kilbarchan aforesaid, and to terminate at or near to the Crossley, otherwise Crosslee Mills, in the parish of Houston, or in the united parishes of Houston and Killallan aforesaid; Also a Branch Railway or Branch Railways to diverge out of and from the said Branch Railway first above mentioned to the Coal Pits at or near Brands-croft, belonging to Sir William Milliken Napier of Milliken, Baronet, all in the said parish of Kilbarchan, and county of Renfrew; Also, to make and maintain a Branch Railway or Branch Railways, to diverge out of and from the main line of the Glasgow, Paisley and Greenock Railway, at a point situated between the property of Mr William Marshall, Tanner, and the Foundry of Messrs Caird and Co., both adjoining the said main line of Railway, and in the East Parish of Greenock, and county of Renfrew, and to terminate at, in, or near, the River or Frith of Clyde; Also a Branch Rail-

way or Branch Railways to diverge out of and from the Joint Line of the Glasgow, Paisley, Kilmarnock, and Ayr, and Glasgow, Paisley, and Greenock Railways, at two several points,—the one upon or near to the Goods Depots at the Glasgow Station of the said Railways, and the other near to the Shields Bridge, and to terminate by a junction with the Polloc and Govan Railway near to the Cavalry Barrack of Glasgow, all in the parishes of Govan and Gorbals, or one of them, and counties of Lanark and Renfrew. And which several Branch Railways and works above mentioned are intended to pass from, in, through, or into, the several parishes and places following, or some of them,—that is to say, the Parish of Kilbarchan, the Abbey Parish of Paisley, the Parish of Houston, or united parishes of Houston and Killallan, Johnstone, and Greenock, Carlsdyke or Crawfordsdyke, and East Parish of Greenock, all in the county of Renfrew, and parishes of Govan and Gorbals, or one of them, and counties of Lanark and Renfrew.

And it is also intended to take power to make and maintain a Pier or Piers, Quay or Breastwork, or Quays or Breastworks, Wharf or Wharfs, in connection with the said Branch Railway or Railways, in the East Parish of Greenock and county of Renfrew, or some of them, with all necessary landing places, depots, approaches, and other conveniences in or near to the River Clyde, at the points aforesaid, or some of them; and to remove, improve, or alter and divert any existing Pier or Piers, Quay or Quays, Breastwork or Breastworks, Wharf or Wharfs, in relation to, or in connection with the said last-mentioned Branch Railway or Railways, or some of them.

And it is also intended to take power to enable the said Glasgow, Paisley, and Greenock Railway Company to raise further Capital, and to contribute or subscribe towards the establishment and maintenance of, or to purchase, or rent and use such other undertakings as they may deem beneficial to their interests, and as may be sanctioned by Parliament.

And it is also intended to take power to deviate in the construction of the said intended several Branch Railways and other works aforesaid, and to alter, vary, or divert the lines and levels of the turnpike and other roads, streets, rivers, and canals in the parishes and places aforesaid, or some of them, to the extent which will be shewn upon the Plans hereinafter referred to. And it is also proposed by the said intended Act or Acts to enable the said Glasgow, Paisley, and Greenock Railway Company to purchase lands and houses and rights of quay, and harbour, and anchorage or other duties or emolument, by compulsion or agreement for the purposes aforesaid, and to levy tolls, rates, and duties, in respect of the said intended several Branch Railways and works respectively, and to confer certain exemptions from payment of such tolls, rates, and duties, or some of them. And it is also intended to authorise the said Glasgow, Paisley, and Greenock Railway Company to enter into and carry into effect arrangements and agreements with other Companies, corporations, or persons, who may be so minded in reference to the construction and maintenance, and using and working of the said intended several Branch Railways and other works connected therewith, or some of them; and also for the selling or leasing thereof to the proprietors of any communicating Railway or Railways, on such terms and conditions as may be agreed on, and to enable

such other Companies, corporations, or persons, to enter into and carry into effect such arrangements and agreements as may be necessary for these or any of these purposes; and also to authorise the raising and providing of such funds as may be necessary for executing the works aforesaid, or any of them.

And it is also intended to vary or extinguish all rights or privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And Notice is hereby given, that plans and sections describing the line and levels of the said proposed Branch Railways and works connected therewith, and the lands, houses, and other property to be taken for the purposes thereof, together with a Book of Reference to such plans containing the names of the owners or reputed owners, lessces or reputed lessees, and occupiers of such lands, and houses, and other property respectively, will be deposited, on or before the 20th day of November next, in the offices of the principal Sheriff-Clerk of the county of Renfrew, at Paisley and Greenock, and in the office of the principal Sheriff-Clerk of the county of Lanark at Glasgow; and that a copy of so much thereof as relates to each of the parishes hereinbefore mentioned, will be deposited on or before the 31st day of December next, with the Schoolmaster, if any, and if there be no Schoolmaster, with the Session-Clerk of each of such Parishes respectively, at their respective residences.

Dated this 17th day of October 1845.

JAMES TURNER, Church Place, Greenock.
G. H. LANG, Great George Street, Westminster.

CALEDONIAN RAILWAY.

BRANCHES TO GRANTON, LEITH, AND QUEENSFERRY, AND JUNCTION WITH THE EDINBURGH AND GLASGOW RAILWAY, AND UNION CANAL, &c.

NOTICE IS HEREBY GIVEN,
That application is intended to be made to Parliament, in next Session, for leave to bring in a Bill or Bills, to alter, amend, and enlarge the powers and provisions of the Caledonian Railway Act 1845; and to enable the Caledonian Railway Company to make and maintain the following Branch Railways, and all proper works and conveniences connected therewith;—That is to say, a Branch Railway from the Line of the Edinburgh Branch of the Caledonian Railway, at a point near North Merchiston, to or near the Pier at Granton, belonging to his Grace the Duke of Buccleuch; a Branch Railway from the said last mentioned Branch Railway, at a point about a quarter of a mile south-west of the said Granton Pier, to communicate with the Edinburgh, Leith, and Granton Railway at or near Wardie Burn; a Branch Railway from the said Edinburgh, Leith, and Granton Railway, at a point near Trinity, to the Town and Harbour of Leith, at a point near the Docks of Leith; a Branch Railway from the said Caledonian Railway, at or near Bellfield, to Port Edgar Pier, or Long Craig Pier, near Queensferry, or a point on the Frith of Forth



between these places, or to a point on the intended Edinburgh and Perth Railway, at or near Craigbrae or Scotstown; a Branch Railway from the said Caledonian Railway, at or near Gorgie Mains, to communicate with the Edinburgh and Glasgow Railway near the west end of the present station of the said Railway at Edinburgh; and another Branch Railway from the said Caledonian Railway, at a point at or near North Merchiston, to the Edinburgh and Glasgow Union Canal, at a point about two hundred and fifty yards distant from the said Railway, at the foresaid point,—which Railways and Works will be situate in, or pass from, through, or into the parishes of St Cuthbert's, Cramond, North Leith, Kirknewton, Ratho, and Kirkliston, or some of them, in the county of Edinburgh, and in the parishes of Kirkliston, Dalmeny, and Queensferry, or some of them, in the county of Linlithgow. AND NOTICE IS ALSO GIVEN, That plans and sections, describing the lines and levels of the said intended works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the 30th day of November next, be deposited, for public inspection, in the office, in Edinburgh, of the Principal Sheriff-Clerk of the county of Edinburgh, and in the office in Linlithgow of the Principal Sheriff-Clerk of the county of Linlithgow; and that a copy of as much of the said plans, sections, and books of reference respectively, as relates to each of the parishes before specified, will, on or before the 31st day of December next, be deposited, for public inspection, with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each of such parishes respectively, at the place of abode of such Schoolmaster or Session-Clerk. AND NOTICE IS FURTHER GIVEN, That it is intended to take power to deviate in the construction of the said Railways and Works, from the lines delineated on the plans intended to be deposited as aforesaid, to such an extent as will be defined on the said plans; and also to alter and divert such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, feeders, waters, and water-courses, as it may be necessary or expedient to alter or divert, for the purpose of making and maintaining, or more conveniently making and maintaining or using the said Railways, or any of the works or conveniences connected therewith. AND NOTICE IS ALSO GIVEN, That it is intended to take power to the Caledonian Railway Company for the

compulsory purchase of lands, houses, and other property; and it is intended to vary or extinguish all existing rights and privileges connected with the lands, houses, and property so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said Railways or Works, and to confer other rights and privileges; as also with power to the Caledonian Railway Company to levy tolls, rates, and duties on and for the use of the said Railways and works, and for the conveyance of passengers and goods; and it is intended to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto, and in relation to the said intended Railways and works; and for the purposes aforesaid, or some of them, or for other purposes, it is intended to give powers to the Caledonian Railway Company to raise a further sum of money by the creation of New Stock or otherwise; and it is intended, so far as necessary for any of the purposes aforesaid, to alter and amend the several Acts relating to and concerning the Edinburgh and Glasgow Railway, passed in the second, fourth, fifth, and eighth years of the reign of her present Majesty, and the several Acts relating to and concerning the said Edinburgh, Leith, and Granton Railway, formerly styled the Edinburgh, Leith, and Newhaven Railway, passed in the seventh year of the reign of his Majesty King William the Fourth, and the third and eighth years of the reign of her present Majesty.

Dated this 18th day of October 1845.

HOPE & OLIPHANT, W. S. Edinburgh.
ARCH GRAHAME, MONCREIFF & WEEMS,
30, Great George Street, Westminster.

CALEDONIAN RAILWAY.

CLYDESDALE JUNCTION RAILWAY AMALGAMATION, &c.

NOTICE IS HEREBY GIVEN, THAT application is intended to be made to Parliament, in next Session, for leave to bring in a Bill to alter, amend, and enlarge the Caledonian Railway Act 1845, and to amalgamate the Clydesdale Junction Railway, and the Polloc and Govan Railway, and the whole works attached thereto and connected therewith, with the Caledonian Railway, and to transfer to the Caledonian Railway Company, and vest in them, the said Undertakings, and the whole powers and privileges of the Clydesdale Junction Railway Company, and the Polloc and Govan Railway Company, in relation thereto respectively; as also to dissolve the Clydesdale Junction Railway Company, and the Polloc and Govan

Railway Company, and to alter and amend, and partially or wholly to repeal the Clydesdale Junction Railway Act 1845, and several Acts of Parliament relating to and concerning the said Polloc and Govan Railway, passed in the eleventh year of the reign of his Majesty King George the Fourth, the second year of the reign of his Majesty King William the Fourth, and the first year of the reign of her present Majesty, respectively; as also to vary or extinguish certain existing rights and privileges in relation to the said Clydesdale Junction Railway, and Polloc and Govan Railway respectively, and to confer other rights and privileges in relation thereto; as also to enable the Caledonian Railway Company to deviate the main line and levels of the Clydesdale Junction Railway, in the parishes of Rutherglen and Cambuslang, and royal burgh of Rutherglen, or some of them, from a point near to Eastfield, in the parish of Rutherglen, to a point near to Park Farm, in the parish of Cambuslang; as also to deviate the line of the Motherwell Branch of the Clydesdale Junction Railway, in the parishes of Dalziel and Hamilton, from a point in the parish of Dalziel, near to North Motherwell, to a point near to the village of Motherwell, in the parish of Dalziel or of Hamilton, all in the county of Lanark.

And Notice is further given, that plans and sections describing the lines and levels of the foresaid proposed deviations, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and property, will, on or before the 30th day of November next, be deposited for public inspection in the offices in Glasgow, Hamilton, and Lanark, respectively, of the principal Sheriff-Clerk of the county of Lanark, and that a copy of as much of the said plans, sections, and books of reference, respectively, as relates to each of the parishes, and to the royal burgh, before specified, will, on or before the 31st day of December next, be deposited for public inspection, with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such parish, at the place of abode of such Schoolmaster or Session-Clerk, and with the Town Clerk of the said royal burgh, at his office in Rutherglen, and also at his Chambers in West George Street, Glasgow; and it is intended to take powers by the said Bill to deviate in the construction of the said works from the lines delineated on the plans intended to be deposited as aforesaid, to such an ex-

tent as will be defined on the said plans; and to alter and divert such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water courses, as it may be necessary or expedient to alter or divert for the purpose of making, maintaining and using, or more conveniently making, maintaining and using the works before set forth, or any portion thereof, or any of the conveniences connected therewith; and it is further intended by the said Bill to confer powers on the Caledonian Railway Company for the compulsory purchase of lands and houses, and to vary or extinguish all existing rights and privileges connected with the lands and houses to be so purchased, or which would in any manner impede or interfere with the construction of the several works before set forth, or any of them, or with the maintenance or use thereof, and to confer other rights and privileges.

And Notice is further given, that it is intended by the said Bill to alter and vary the tolls, rates and duties, authorised to be levied by the before-mentioned Acts, relating to and concerning the said Clydesdale Junction Railway, and Polloc and Govan Railway, respectively, or partially or wholly to repeal the said tolls, rates, and duties, and to enable the Caledonian Railway Company to levy the same, or certain other tolls, rates, and duties, upon and for the use of the said Clydesdale Junction Railway, and Polloc and Govan Railway, and works connected therewith, respectively, and upon and for the use of the deviations and works before set forth, and for the conveyance of passengers and goods, and to vary or extinguish all exemptions from payment of tolls, rates, and duties, authorised to be levied upon and for the use of the Clydesdale Junction Railway, and Polloc and Govan Railway, and works connected therewith, and other rights and privileges in relation thereto; and to confer certain exemptions from payment of the tolls, rates and duties to be granted by the said intended Bill, and certain other rights and privileges in relation thereto; and it is intended by the said Bill to take power to the Caledonian Railway Company to raise a further sum of money, by the creation of new stock, or otherwise, for the purposes aforesaid, or some of them, and for other purposes connected with the said Railways.

Dated this 17th day of October 1845.

HOPE & OLIPHANT, W. S. Edinburgh.

ALEX. GRAHAME, Glasgow.

ARCH. GRAHAME, MONCREIFF, & WEEMS,
30, Great George Street, Westminster, Parliamentary Agents.

CALEDONIAN RAILWAY.

GLASGOW TERMINI AND DUNDYVAN
AND CASTLECARY JUNCTIONS, &c.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament, in next Session, for leave to bring in a Bill or Bills for the purposes following, or some of them:—That is to say, to alter, amend and enlarge the powers and provisions of the Caledonian Railway Act, 1845, and to enable the Caledonian Railway Company to make and maintain the following Branch Railways, in connection with the Polloc and Govan Railway, and proper works and conveniences attached thereto, viz:—A Branch from the said Polloc and Govan Railway, at a point at or near Govan Iron Works, to a point at or near Clyde Terrace, in the barony of Gorbals, and from thence across the river Clyde, to a point at or near or adjoining to Dunlop Street and Argyll Street, in the city of Glasgow; a Branch from the said Polloc and Govan Railway, at a point at or near the archway whereby the said Railway is carried under the turnpike roads leading from Glasgow to Pollokshaws, to and to join the said first-mentioned proposed Branch, at a point at or near Gallowknow, or Gushetfauld; a Branch from the said first-mentioned proposed Branch, at a point at, upon or near to Gushetfauld, to and to join the joint line of the Glasgow, Paisley and Greenock, and the Glasgow, Paisley, Kilmarnock and Ayr Railways, at a point at or near Shields Bridge, or between Shields Bridge and West Street of Tradeston; a Branch from the said first-mentioned proposed Branch, at a point at or near Gallowknow, to and to join the said last-mentioned proposed Branch, at a point near Eglinton Street; a Branch from the said Polloc and Govan Railway, at a point at or near the Glasgow Gas Light Company's works in Tradeston, to and to join the said joint line of the Glasgow, Paisley and Greenock, and the Glasgow, Paisley, Kilmarnock and Ayr Railways, at a point at or near Shields Bridge, or between Shields Bridge and West Street of Tradeston; and a Branch from the Polloc and Govan Railway, at a point at or near the western end of Cook Street of Tradeston, to the river Clyde, on or near the lands of Windmillcroft; and to take and acquire certain lands, houses and other property, near to or adjoining the lines of the said Branch Railways, and also upon and adjoining the said Polloc and Govan Railway, at, upon, or near to West Street of Tradeston, the Cavalry Barracks, Port-Eglinton and Windmillcroft, for the purpose of forming and maintaining depots, stations and

other conveniences; as also to take down and re-erect in a more convenient manner, the aqueduct bridge by which the Glasgow, Paisley and Ardrossan Canal is carried over the said Polloc and Govan Railway; as also to alter the levels of the said Polloc and Govan Railway, between the said aqueduct and the river Clyde, and to construct and maintain roads of communication across the said portion of the said Railway, by means of bridges and approaches thereto, in the lines or intended lines of Nelson Street, Melville Street and Cook Street of Tradeston, or some of them; as also to carry the turnpike road, leading from Glasgow by Parkhouse to Three-Mile-House and Renfrew, over the said Polloc and Govan Railway, by means of a bridge and approaches thereto; which intended Branch Railways and other works, and lands, houses and other property to be taken for depots, stations and other conveniences, all before set forth, are or will be situate in, or pass from, through, or into the royal burgh of Glasgow, and the parishes of Govan, Gorbals, and St Enoch's of Glasgow, or some of them, in the counties of Lanark and Renfrew; as also to make and maintain a Branch Railway, with proper works and conveniences attached thereto and connected therewith, from the main line of the Clydesdale Junction Railway, at or near to Balloch Mill, in the parish of Rutherglen, to and to join the Glasgow, Garnkirk and Coatbridge Railway, at a point near to Dundyvan Iron Works, in the parish of Old Monkland; and also two Branch Railways, with proper works and conveniences attached thereto, from the said last-mentioned proposed Branch, the one from a point at or near Langloan, to and to join the Glasgow, Garnkirk and Coatbridge Railway, at a point at or near to Coatbridge, both in the parish of Old Monkland, and the other from a point at or near to Dykehead, in the parish of Old Monkland, to and to join the Castlecary Branch of the Caledonian Railway, at or near to Glenboig, in the parish of New Monkland; which intended Branch Railway and Branches therefrom, and works connected therewith, last before mentioned, will be situate in, or will pass from, through, or into the several parishes of Rutherglen, Old Monkland, New Monkland, and Cadder, and the royal burgh of Rutherglen, or some of them, all in the county of Lanark.

And Notice is further given, That plans and sections, describing the lines and levels of the foresaid several intended works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed

owners, lessees, or reputed lessees, and occupiers of such lands and property, will, on or before the 30th day of November next, be deposited for public inspection, in the offices in Glasgow, Hamilton, and Lanark, respectively, of the principal Sheriff-Clerk of the county of Lanark, and in the office, at Paisley, of the principal Sheriff Clerk of the county of Renfrew, and that a copy of as much of the said plans, sections, and books of reference, respectively, as relates to the royal burghs of Glasgow and Rutherglen, and to each of the parishes before specified, will, on or before the 31st day of December next, be deposited, for public inspection, with the Town-Clerks of the said burgh of Glasgow, at their office in Glasgow, with the Town-Clerk of the said burgh of Rutherglen, at his office in Rutherglen, and also at his chambers in West George Street, Glasgow, and with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of each such parish at the place of abode of such Schoolmaster or Session-Clerk: And it is intended to take power by the said Bill or Bills, to deviate in the construction of the said Branch Railways, and other works before set forth, from the lines delineated on the plans intended to be deposited as aforesaid, to such an extent as will be defined on the said plans; and to alter and divert such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters and water-courses, as it may be necessary or expedient to alter or divert for the purpose of making, maintaining and using, or more conveniently making, maintaining and using the said several works before set forth, or any portion thereof, or any of the conveniences connected therewith: And it is further intended by the said Bill or Bills to confer powers on the Caledonian Railway Company for the compulsory purchase of lands and houses, and to vary or extinguish all existing rights and privileges connected with the lands and houses to be so purchased, or which would in any manner impede or interfere with the construction of the several works before set forth, or any of them, or with the maintenance or use thereof, and to confer other rights and privileges.

And Notice is further given, That it is intended by the said Bill or Bills, to enable the Caledonian Railway Company to raise a further sum of money, by the creation of new stock, or otherwise, for the purposes aforesaid, or some of them, and other purposes; and also to enable the Caledonian Railway Company to levy tolls, rates and duties, upon and for the use of the several intended Branch Railways, and other works before set forth, and for the conveyance of passen-

gers and goods, and to confer certain exemptions from payment of the tolls, rates and duties, to be granted by the said intended Bill or Bills, and certain other rights and privileges in relation thereto, and in relation to the said intended Branch Railways and other works; as also to alter the tolls, rates and duties authorised to be levied on the said Clydesdale Junction Railway and Polloc and Govan Railway, and to vary or extinguish certain exemptions from the payment of the same, and certain rights and privileges in relation thereto, and in relation to the last mentioned two Railways, and to confer certain exemptions from the payment of the said last mentioned tolls, rates, and duties, and certain rights and privileges in relation thereto, and in relation to the said Clydesdale Junction Railway and Polloc and Govan Railway.

And Notice is also given, That it is intended by the said Bill or Bills to alter and amend, for the purposes before set forth, some of the powers and provisions of the Acts of Parliament following: That is to say, the Clydesdale Junction Railway Act, 1845; the Glasgow, Barrhead and Neilston Direct Railway Act, 1845; the several Acts relating to and concerning the Polloc and Govan Railway, passed in the eleventh year of the reign of His Majesty King George the Fourth, the second year of the reign of His Majesty King William the Fourth, and the first year of the reign of Her present Majesty, respectively; the Acts relating to and concerning the foresaid Glasgow, Paisley and Ardrossan Canal, passed in the forty-sixth year of the reign of His Majesty King George the Third, and eighth year of the reign of His Majesty King George the Fourth; the Act relating to and concerning the turnpike road leading from the west side of the entry to the New or Jamaica Street Bridge of Glasgow, by or near Parkhouse, to the east end of the bridge at Renfrew, passed in the 3d year of the reign of Her present Majesty; the Act relating to and concerning the turnpike road leading from the south end of the New Bridge of Glasgow, by or near Parkhouse, to Three-Mile House, in the county of Lanark, passed in the 6th year of the reign of Her present Majesty; the several Acts relating to and concerning the Navigation of the River Clyde and the Harbour of Glasgow, passed in the 32d year of the reign of His Majesty King George the Second, the 10th and 49th years of the reign of His Majesty King George the Third, the 6th year of the reign of His Majesty King George the Fourth, and the 4th year of the reign of Her present Majesty, respectively; and the Act relating to and concerning

the Bridges over the Clyde at Glasgow, passed in the last session of Parliament.

Dated this Seventeenth day of October 1845.

HOPE & OLIPHANT, W.S. Edinburgh.

ALEX. GRAHAME, Glasgow.

ARCH. GRAHAME, MONCREIFF & WEEMS,
30, Great George Street, Westminster, Parli-
mentary Agents.

CALEDONIAN RAILWAY.

PURCHASE OF GLASGOW, GARNKIRK AND COATBRIDGE RAILWAY, AND JUNCTIONS WITH CASTLEBARY BRANCH, AND WITH AIRDRIE, &c.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament, in next Session, for leave to bring in a Bill or Bills to alter, amend, and enlarge the powers and provisions of the Caledonian Railway Act, 1845, and to authorise and effect the sale to, and the purchase by, the Caledonian Railway Company of the Glasgow Garnkirk and Coatbridge Railway, and whole works connected therewith, and to transfer to and vest in the Caledonian Railway Company the said Glasgow, Garnkirk, and Coatbridge Railway, and the works connected therewith, and the powers and privileges, and whole property and estate, of the Company of Proprietors thereof; and to alter, amend, and repeal certain of the powers and provisions of the several Acts relating to and concerning the said Glasgow, Garnkirk, and Coatbridge Railway (which was originally styled the Garnkirk and Glasgow Railway), passed in the seventh, eighth, and eleventh years of the reign of his Majesty King George the Fourth, and second, eighth, and ninth years of the reign of her present Majesty, respectively; And it is intended, by the said Bill or Bills, to alter the tolls, rates, and duties, granted by the Acts before mentioned relating to and concerning the said Glasgow, Garnkirk, and Coatbridge Railway, or some of them, or to repeal the said tolls, rates, and duties, and to enable the Caledonian Railway Company to levy the same, or certain other tolls, rates, and duties, for and in respect of the use of the said Glasgow, Garnkirk, and Coatbridge Railway, and the works connected therewith, and for the conveyance of passengers and goods thereon; as also to vary or extinguish all exemptions from the payment of tolls, rates, and duties, at present leviable upon, and for the use of, the said Glasgow, Garnkirk, and Coatbridge Railway, and the works connected therewith, and certain rights and privileges relating to the said Railway, and works connected therewith; as also to confer certain exemptions from payment of the tolls, rates, and duties, to be granted by the said intended Bill or Bills, and certain rights and privileges in relation thereto, and in relation to the said Glasgow, Garnkirk,

and Coatbridge Railway, and works connected therewith.

And it is also intended by the said Bill or Bills to authorise and empower the Caledonian Railway Company to enter into and accept of a lease of an intended Railway, proposed to be called the Caledonian and Dumbartonshire Junction Railway, to lead from the Glasgow, Garnkirk, and Coatbridge Railway, at Glasgow, to Dumbarton and to Helensburgh, with a Branch to Milngavie.

And it is further intended by the said Bill or Bills to enable the Caledonian Railway Company to sell and transfer to the Monkland and Kirkintilloch Railway Company, a portion adjoining to their line of the Castlecary Branch of the Caledonian Railway, in the parishes of Old Monkland, New Monkland, and Cadder, or some of them, upon such terms as have been or may be mutually agreed upon.

And it is further intended by the said Bill or Bills to enable the Caledonian Railway Company to make and maintain a Branch Railway, with proper works and conveniences connected therewith, and attached thereto, from a point on the said Glasgow, Garnkirk, and Coatbridge Railway, near Gartcosh, in the parish of Cadder, to and to join the Castlecary Branch of the Caledonian Railway, near Glenboig, in the parish of New Monkland: as also another Branch Railway, with proper works connected therewith, from the line of the Glasgow, Garnkirk, and Coatbridge Railway, at a point at or near to Dundivan, in the parish of Old Monkland, to a point in or near to the town of Airdrie, in the parish of New Monkland; which Branch Railways and works will be situate in, or will pass from, through, or into the parishes of Cadder, Old Monkland, and New Monkland, or some of them, in the county of Lanark.

And Notice is further given, That plans and sections describing the lines and levels of the said Branch Railways, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the 30th day of November next, be deposited for public inspection in the offices in Glasgow, Hamilton, and Lanark, respectively, of the principal Sheriff-Clerk of the county of Lanark; and that a copy of as much of the said plans, sections, and books of reference, respectively, as relates to each of the parishes before specified; will, on or before the 31st day of December next, be deposited for public inspection with the Schoolmaster, or if

there be no Schoolmaster, with the Session-Clerk of each such parish, at the place of abode of such Schoolmaster or Session-Clerk; and it is intended by the said Bill or Bills, to take powers to deviate in the construction of such Branch Railways and works from the lines delineated on the plans intended to be deposited as aforesaid, to such an extent as will be defined on the said plans; and to alter and divert such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as it may be necessary or expedient to alter or divert, for the purposes of making, maintaining, and using, or more conveniently making, maintaining, and using the said Branch Railways and works, or any portion thereof, or any of the conveniences connected therewith; and it is further intended by the said Bill or Bills to confer powers on the Caledonian Railway Company for the compulsory purchase of lands and houses, and to vary or extinguish all existing rights and privileges connected with the lands and houses to be so purchased, or which would in any manner impede or interfere with the construction of the said Branch Railways and works, or any of them, or with the maintenance or use thereof, and to confer other rights and privileges; and also to enable the Caledonian Railway Company to levy tolls, rates, and duties, on and for the use of the said Branch Railways and works, and for the conveyance of passengers and goods, and to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto, and in relation to the said intended Branch Railways and works; as also to enable the Caledonian Railway Company to raise an additional sum of money by the creation of new stock, or otherwise, for the purposes aforesaid, or some of them, and for other purposes connected with the said Railways.

Dated this 17th day of October 1845.

HOPE & OLIPHANT, W.S. Edinburgh.

ALEX. GRAHAME, Glasgow.

ARCH. GRAHAME, MONCREIFF, & WEEMS,
30, Great George Street, Westminster,
Parliamentary Agents.

CALEDONIAN RAILWAY.

DUMFRIES AND LANGHOLM BRANCHES AND CARLISLE DEVIATION.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament, in next Session, for leave to bring in a Bill or Bills, to alter, amend and enlarge the powers and provisions of the Caledonian Railway Act, 1845, and to enable the Caledonian Railway Company to deviate the main line of the said Caledonian Railway, from a point at or near the south side of the River Eden, to a point at or near to the point

where the Lancaster and Carlisle Railway is to cross the line of the Carlisle and Newcastle Railway, with all proper works and conveniences connected therewith; which deviation line and the works connected therewith will be situate in, or will pass from, through, or into the townships of Caldewgate, Rickergate, Saint Mary within the liberties of the city of Carlisle, Abbey Street, Botchergate, and English Street, and parishes of St. Mary's, Carlisle, and Saint Cuthbert's, Carlisle, and city and borough of Carlisle, in the county of Cumberland; as also to enable the Caledonian Railway Company to make and maintain the following Branch Railways, and proper works and conveniences connected therewith: that is to say, a Branch Railway from the main line of the Caledonian Railway, at a point at or near to Dalmakeddar, in the parish of Applegarth, to the burgh of Dumfries; a Branch Railway from the main line of the Caledonian Railway at or near to the village of Springfield, in the parish of Gretna, by, or near, or through the burgh of Annan, to the said burgh of Dumfries; a Branch Railway from the intended Branch Railway last before described, at a point at, or near, or within the burgh of Annan aforesaid, to the Port of Annan; and a Branch Railway from the main line of the Caledonian Railway, at or near the village of Springfield aforesaid, in the parish of Gretna, to a point at or near Langholm, in the parish of Langholm: Which intended Branch Railways, and works connected therewith, will be situate in, or will pass from, through, or into the royal burghs, parishes and townships following, or some of them: that is to say, the royal burghs of Annan, Dumfries and Lochmaben, and the parishes of Gretna, Dornock, Annan, Cummertrees, Dalton, Ruthwell, Mousewald, Thorwald, Dumfries, including St. Michael's of Dumfries and New Church of Dumfries, Applegarth, Johnstone, Kirkmichael, Tinwald, Canobie and Langholm, all in the county of Dumfries, and the parish of Kirk-Andrew's-upon-Esk, and the townships of Kirk-Andrew's-Middle, Kirk-Andrew's-Nether, and Moat, in the county of Cumberland; And Notice is also given, that plans and sections, describing the lines and levels of the foresaid intended works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the 30th day of November next, be deposited for public inspection at the office, in Carlisle, of the Clerk of the Peace for the county of Cumberland, and in the office, in Dumfries, of the principal Sheriff-Clerk of the county of Dumfries; and that a copy of as much of the said plans, sections and books of reference, respectively, as relates to each of the parishes and royal burghs before specified, will, on or before the 31st day of December next, be deposited for public inspection as follows; that is to say, so far as relates to each of such of the said parishes as are situate in the county of Cumberland, with the Parish Clerk of each of the said parishes respectively, at the place of abode of such Parish Clerk; in so far as relates to each of such of the said parishes as are situate in the county of Dumfries, with the Schoolmaster, and if there be no School-

master, with the Session Clerk of each such parish, at the place of abode of such Schoolmaster or Session Clerk; and so far as relates to the royal burghs of Annan, Dumfries and Lochmaben, with the respective Town Clerks of the said burghs, at their respective offices in these burghs: And Notice is further Given, that it is intended by the said Bill or Bills to take power to deviate in the construction of the several works, before set forth, from the lines delineated on the said plans intended to be deposited as aforesaid, to such an extent as will be defined on the said plans; and also to alter and divert such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters and water-courses, as it may be necessary or expedient to alter or divert for the purpose of making, maintaining, and using, or more conveniently making, maintaining, and using, the several works before set forth, or any portion thereof, or any of the conveniences connected therewith.

And Notice is also Given, that it is intended by the said Bill or Bills to take powers to the Caledonian Railway Company for the compulsory purchase of lands and houses, and it is intended to vary or extinguish all existing rights and privileges connected with the lands and houses to be so purchased, or which would in any manner impede or interfere with the construction of the several works before set forth, or any of them, or with the maintenance or use thereof, and to confer other rights and privileges; and also with powers to the Caledonian Railway Company to levy tolls, rates and duties, on and for the use of the said deviation Railway, Branch Railways, and other works before set forth; and it is intended by the said Bill or Bills, to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; And for the purposes aforesaid it is intended to take power to the Caledonian Railway Company to raise an additional sum of money by the creation of new stock or otherwise: And it is further intended by the said Bill or Bills to empower and authorise the Magistrates and Town Councils of the royal burghs of Dumfries, Annan and Lochmaben, respectively, to make and carry into effect such arrangements with the Caledonian Railway Company as may be mutually agreed upon in relation to the dues and customs leviable by the said Magistrates and Town Councils upon goods, cattle, matters, and things passing upon the said intended Branch Railways, or on the main line of the Caledonian Railway, from, into or through the said royal burghs, respectively, and to lease such dues and customs to the said Company, or to compound the same for the payment of a fixed or annual sum, and with power to the said Company to make and carry into effect such arrangements.

HOPE & OLIPHANT, W. S. Edinburgh.
G. G. MOUNSEY, Carlisle.
JOHN JACKSON, Dumfries.
ARCH. GRAHAM, MONCREIFF & WEEMS,
30, Great George Street, Westminster.

CALEDONIAN EXTENSION RAILWAY.

NOTICE IS HEREBY GIVEN,
THAT Application is intended to be made to Parliament in the next Session, for leave to bring in a Bill or Bills for making and maintaining the Railways after mentioned,

with all proper works and conveniences attached thereto, or connected therewith,—that is to say, In the first place, a Railway from a point at or near Kelso, in the county of Roxburgh, in connection with the intended Kelso Branch of the Newcastle and Berwick Railway, to the Main Line of the Caledonian Railway, at a point at or near to Thankerton or Symington in the county of Lanark; and, In the second place, a Railway from a point at or near to the Town and Harbour of Ayr, or Newton-on-Ayr, in the county of Ayr, to the Main Line of the Caledonian Railway, at or near to Ravenstruther, in the county of Lanark; as also, for making and maintaining the following Branch Railways, and all proper works and conveniences connected therewith,—that is to say, a Branch from the intended Main Line first above described, at a point at or near to the village of Roxburgh to or near to the Town of Hawick, with a Side Branch therefrom, at a point at or near Mounthooly, to the Burgh of Jedburgh, in the county of Roxburgh; or instead of the Branch and side Branch last before described, a Branch from the terminus at Kelso of the Kelso Branch of the Newcastle and Berwick Railway, to or near to the Town of Hawick aforesaid, with a Side Branch therefrom at a point at or near Mounthooly aforesaid, to the Burgh of Jedburgh aforesaid; a Branch from the said Main Line first above described, at or near to Rinkbridge, or Tweed-pontage bridge, to the Burgh of Selkirk, in the county of Selkirk; a Branch from the said Main Line, first above described, at or near to the Junction of the Gala Water and River Tweed, to the Town of Galashiels, in the counties of Selkirk and Roxburgh; a Branch from the said Main Line, in the second place above described, at a point near to Carnacoup, to the Main Line of the Caledonian Railway, at a point at or near to Coldchapel, in the county of Lanark; and a Branch Railway from the said Main Line, in the second place above described, at or near to Fauldhouse, to the Hamilton Branch of the Clydesdale Junction Railway, at or near to Rosebank, in the county of Lanark—which Railways, and the works and conveniences connected therewith, will be situate in, or pass from, through, or into the several parishes and Burghs following, or some of them,—that is to say, Kelso, Sprouston, Ednam, Roxburgh, Eckford, Crailing, or Crailing and Nisbet, Jedburgh, Ancrum, Bedrule, Cavers, Minto, Wilton, Hawick, Kirkton, Makerstoun, Smailholm, Maxton, Mertoun, Nenthorn, Earlstoun, St Boswells, or Lessuddeh, Bowden, Melrose, Galashiels, or Galashiels and Lindean, Selkirk, Stow, Yarrow, Innerleithen, Traquair, Manor, Peebles, Lyne, or Lyne and Meggat, Stobo, Drumelzier, the united parish of Broughton, Glenholm and Kilbucho, Skirling, Biggar, Culter, Symington, Covington, or Covington and Thankerton, Libberton, or Libberton and Quothquan, Carstairs, Lanark, Petinain, Carmichael, Lesmahagow, Douglas, Muirkirk, Auchinleck, Cumnock, or Old Cumnock, Sorn, Mauchline, Tarbolton, Stair, Ochiltree, Coylton, St Quivox or St Evox, Ayr, or Ayr and Alloway, Newton-on-Ayr, Crawfordjohn, Wiston and Robertson, Lamington and Wandell, Crawford, Stonehouse, Dalsersf, Hamilton, and Blantyre, or some of them, all in the counties of Roxburgh, Berwick, Selkirk, Peebles, Lanark and Ayr. And Notice is Also Given, that Plans and Sections, describing the lines and levels of the said intended Railways and works, and the lands and property which may be re-

quired to be taken for the purposes thereof, together with Books of Reference to such Plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the *thirtieth* day of November next, be deposited, for public inspection, as follows—that is to say, in the office at Jedburgh of the principal Sheriff-Clerk of the county of Roxburgh; in the office at Dunse of the principal Sheriff-Clerk of the county of Berwick; in the office at Selkirk of the principal Sheriff-Clerk of the county of Selkirk; in the office at Peebles, of the principal Sheriff-Clerk of the county of Peebles; in the offices at Glasgow, Lanark and Hamilton respectively, of the principal Sheriff-Clerk of the county of Lanark; and in the office at Ayr of the principal Sheriff-Clerk of the county of Ayr; and that a copy of as much of the said Plans, Sections, and Books of Reference respectively, as relates to each of the parishes before specified, will, on or before the *thirty-first* day of December next, be deposited, for public inspection, with the Schoolmaster, or if there should be no Schoolmaster, with the Session-Clerk of each of such parishes respectively, at the place of abode of such Schoolmaster or Session-Clerk, so far as relates to the Royal Burghs of Jedburgh, Selkirk, Peebles, Lanark, and Ayr, with the Town-Clerks of these Burghs, at their offices in these towns respectively. And Notice is Further Given, that it is intended, by the said Bill or Bills, to take powers to deviate in the construction of the said Railways and works, from the lines delineated on the said plans intended to be deposited as aforesaid, to such an extent as will be defined on the said plans; and also, to alter and divert such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters and watercourses, as it may be necessary or expedient to alter or divert, for the purpose of making and maintaining, or more conveniently making and maintaining or using the said Railway or Railways, or any of the works or conveniences connected therewith.

And Notice is Also Given that it is intended by the said Bill or Bills to incorporate a Company for the purpose of making, maintaining, working and using the said Railways and works, and for conveying passengers and goods on the said Railways, and on other communicating Railways, and for other purposes; with powers for the compulsory purchase of lands and houses; and it is intended to vary or extinguish all existing rights and privileges connected with the lands and houses so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said Railways and works, and to confer other rights and privileges; and also with powers to the said Company to levy tolls, rates, and duties on and for the use of the said Railways and works, and for the conveyance of passengers and goods as aforesaid; and it is intended by the said Bill or Bills to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto, and in relation to the said intended Railways; as also with powers to the said Company to enter into, and carry into execution with any other Companies or Corporations, or any Commissioners, Road Trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for the making and maintaining the said intended Railways and works, or for the use of the same, or

of any Railway or Railways communicating therewith, or for the sale or lease of any portion of the said intended Railways and works, or of any Railway communicating therewith :

And it is further intended by the said Bill or Bills, to take power to, and authorise the Magistrates and Town-Councils of the Royal Burghs of Jedburgh, Selkirk, Peebles, Lanark and Ayr, respectively, or the barons or superiors of any burghs of barony or regality through which the said Railway or Branch Railways may pass, to make and carry into effect such arrangements with the Company, to be incorporated by the said Bill or Bills, or with any other Company to which the said intended Railways may be leased, or with which they, or any of them, may be amalgamated, as may be mutually agreed upon, in relation to the dues and customs leviable by such Magistrates and Town-Councils, or by any such barons or superiors of such burghs of barony or regality, upon goods, cattle, matters, and things, passing upon the said intended Railways, from, through, or into the said Royal burghs or burghs of barony or regality respectively, and to lease such dues and customs to the said Company, or to compound the same for the payment of a fixed or annual sum ; and with power to the said Company to make and carry into effect such arrangements.

Dated this 18th day of October 1845.

HOPE & OLIPHANT, W. S., Edinburgh.
JOHN MARR, Writer, Lanark.
ARCH. GRAHAME, MONCRIEFF, & WEEMS,
30, Great George Street, Westminster.

HAMILTON GAS.

NOTICE is hereby given, that application is intended to be made to Parliament in next Session, for leave to bring in a Bill to incorporate a Company for supplying and lighting the Town of Hamilton and suburbs thereof, and places adjacent thereto, with Gas, within the parishes of Hamilton, Dalziel, and Bothwell, or some of them, and county of Lanark, and of supplying the Inhabitants thereof with Gas; and to enable the said Company to acquire and hold lands, houses, and other heritable subjects, and to lay mains and pipes in the several streets, roads, lanes, alleys, and places in the said Town and suburbs thereof, and places adjacent thereto; and to raise, levy, and collect rents, rates, and duties, for the use of the Gas to be supplied by the said Company; and to grant certain exemptions from payment of such rents, rates, and duties, and other rights and privileges in relation thereto; as also, for obtaining all such other powers, rights, and privileges, as may be required or necessary for carrying into effect the purposes aforesaid.

Dated this 1st day of November 1845.

D. H. ROBERTSON, Hamilton.
ARCH. GRAHAME, MONCRIEFF & WEEMS,
30 Great George's Street, Westminster.

KILMARNOCK and TROON RAILWAY.

NOTICE IS HEREBY GIVEN, THAT it is intended to apply to Parliament in the ensuing Session, for an Act or Acts to alter, amend, extend, or enlarge the powers and provisions of the several Acts relating to the Kilmarnock & Troon Railway, passed in the forty-eighth year of the reign of his Majesty George the Third, in the seventh year of the reign of his Majesty William the Fourth, or in the first year of the reign of her

present Majesty, and of the several Acts relating to the Glasgow, Paisley, Kilmarnock, & Ayr Railway, passed in the first, the third and fourth, the fifth, and the eighth and ninth years of the reign of her present Majesty, by which intended Act or Acts it is proposed to enable the Kilmarnock & Troon Railway Company to sell and convey, or to let on lease, their Railway to the Glasgow, Paisley, Kilmarnock, & Ayr Railway Company, and to grant such lease either for a limited term of years, or in perpetuity, and either for a fixed or fluctuating rent, or on a guarantee of interest or profits, or on such other terms as may be agreed on between them and the Glasgow, Paisley, Kilmarnock, & Ayr Railway Company, and to enable the Glasgow, Paisley, Kilmarnock, & Ayr Railway Company to purchase and buy the Kilmarnock & Troon Railway, or to accept of a lease thereof, and to enable the said respective Companies to enter into, complete, and carry into effect an agreement with the above-mentioned objects, or some of them, and such other agreements or arrangements in reference to the Kilmarnock & Troon Railway, and to the maintenance thereof, and to the traffic thereon, or which may pass over the said Railway, and over the Glasgow, Paisley, Kilmarnock, & Ayr Railway, or one of them, or over some part or parts thereof, as may be mutually approved of by the said respective companies, or as may be fixed by Parliament.

And Notice is hereby further given, that it is proposed by the said Act or Acts, to authorise the alteration of so much of the Kilmarnock and Troon Railway as lies between a point at or near to Limekilns, and a point at or near to Girtridge Mill, both in the parish of Dundonald, in the county of Ayr; and of so much of the said Railway as lies between a point at or near to Cockhill in the parish of Dundonald, in the county of Ayr, and a point at or near to Gatehead, in the parish of Kilmaurs, in the county of Ayr; and the abandonment and disposal of such portions of the Kilmarnock and Troon Railway as may be thus rendered unnecessary; and to enable the Glasgow, Paisley, Kilmarnock, & Ayr Railway Company to make and maintain new lines of Railway in lieu of the portions of Railway so abandoned, which new lines of Railway will commence and terminate at the respective points before mentioned, and will pass from, through, or into the parishes, townships, burghs, or places of Dundonald and Kilmaurs in the county of Ayr, or one of them.

And Notice is also given, that it is proposed by the said Act or Acts to authorise the abandonment and disposal of so much of the Kilmarnock and Troon Railway as lies in the parish of Dundonald, in the county of Ayr, between the Glasgow, Paisley, Kilmarnock, & Ayr Railway and the harbour of Troon, or of some part or parts thereof, and to enable the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company to relay and to form into an edge Railway, and otherwise to alter and improve, and thereafter to maintain and use, or allow the use with Locomotive Engines only, of the portions of the Kilmarnock and Troon Railway which shall not be abandoned as aforesaid, or some part or parts thereof; which Kilmarnock and Troon Railway, with the alterations or improvements thereon, is or will be situated or made in the parishes, townships, burghs, or places of Kilmarnock or Low Church parish of Kilmarnock,

Kilmaurs, and Dundonald in the county of Ayr, or some of them.

And Notice is farther given, that it is proposed by the said Act or Acts to enable the Glasgow, Paisley, Kilmarnock, & Ayr Railway Company to make and maintain the following Railways, or some of them, or some part or parts thereof, viz.—First, a Railway diverging from and out of the Kilmarnock & Troon Railway, at or near to Thirdpart, in the parish of Kilmaurs, or of Kilmarnock, or Low Church parish of Kilmarnock, in the county of Ayr, and terminating at or near to Treesbanks, in the parish of Riccarton, in the county of Ayr, and passing from, through, or into the parishes, townships, burghs, or places of Kilmaurs and Kilmarnock, or Low Church parish of Kilmarnock, and Riccarton, in the county of Ayr, or some of them. Second, A branch Railway diverging from and out of the intended Railway above described, at or near to Arrathill, in the parish of Riccarton, in the county of Ayr, and terminating at or near to East Whitehill, in the parish of Symington, in the county of Ayr, and passing from, through, or into the parishes, townships, burghs, or places of Riccarton, Dundonald, and Symington, in the county of Ayr, or some of them. Third, A Railway diverging from and out of the Kilmarnock & Troon Railway, at or near to Thirdpart, aforesaid, and terminating at or near to Muirhouse Colliery, in the parish of Kilmaurs, or Kilmarnock, or Low Church parish of Kilmarnock in the county of Ayr, and passing from, through, or into the parishes, townships, burghs, or places of Kilmaurs and Kilmarnock, or Low Church parish of Kilmarnock, in the county of Ayr, or some of them.

And Notice is hereby given, that plans and sections describing the line or situation and levels of the said Railways and intended alterations or improvements, and also describing the lands to be taken and used for the purposes aforesaid, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year in the office of the principal Sheriff-Clerk of the county of Ayr, at Ayr, and that a copy of so much of the said plans, sections, and books of reference, as relates to each parish in or through which the said Railways and intended alterations or improvements are proposed to be made, will be deposited on or before the thirty-first day of December next, with the Schoolmaster, or if there be no Schoolmaster, then with the Session-Clerk of each such parish, at their respective dwelling-places.

And Notice is hereby given, that it is proposed by the said Act, or Acts, to enable the Glasgow, Paisley, Kilmarnock, & Ayr Railway Company to acquire compulsorily lands and houses for the purposes aforesaid, and to levy tolls, rates, and duties, on and for the use of the said Railway and works; and it is also proposed by the said Act or Acts to alter the existing tolls, rates, and duties, authorised to be levied by the said recited Acts, or any of them, on and for the use of the Kilmarnock & Troon Railway, and of the Glasgow, Paisley, Kilmarnock, and Ayr Railway, and to confer, vary, or take away exemptions from the payment of such tolls, rates, and duties, and to vary, alter, or extinguish all existing rights and privileges which would in any man-

ner interfere with the objects aforesaid, and to confer other rights and privileges: And power is also proposed to be taken by the said Act, or Acts, to divert, alter, or stop up within the parishes, townships, burghs, or places aforesaid, all turnpike and other roads, streets, railways, tramways, canals, rivers, streams, and watercourses, which it may be necessary to interfere with in the construction, or alteration and improvement, of the said Railways and works.

WALKER & MELVILLE, W.S. Edinburgh.
RICHARDSON & CONNELL, Fludyer Street,
Westminster.

17th October 1845.

GLASGOW UNION ARCADE.

NOTICE is hereby given, that it is intended to apply to Parliament, in the next Session, for leave to bring in a Bill or Bills to incorporate a Company, with the usual powers and privileges, or with power to such Company to sue and be sued in name of their Manager, or any Director or Proprietor, or officer thereof, for the time being, or to authorize and empower certain Commissioners to be thereby appointed, with power to them to sue and be sued in the name of their Clerk, or other officer, to form, erect, and construct an ARCADE, or covered Street, or way, in the city, burgh, or town of Glasgow, to be called the UNION ARCADE, which said Arcade, or covered Street, or way, will commence at or near the south side of Argyle-street, and will pass or be carried in a straight line, or nearly a straight line, to the north side of Howard Street, and from the south side of Howard Street through and across Fox Street or Fox Lane, to the north side of Great Clyde Street, all in the said city, burgh, or town of Glasgow; the southern termination of the said undertaking being, or intended to be, opposite, or nearly opposite, to the present wooden bridge across the river Clyde opposite to Portland Street of Laurieston, or opposite or nearly opposite to the iron or suspension bridge proposed to be erected for foot passengers at or near to the site of the said wooden bridge across the said river Clyde, under and by virtue of the powers and authorities contained in an Act passed in the 8th and 9th year of the reign of her present Majesty, all in the line, and through the lands, grounds, and other heritages delineated on the plan, and described in the book of reference to be deposited as hereinafter mentioned; with power to pull down and remove all houses, tenements, and other erections, in the line of the said intended Arcade, or covered street, or way, openings, branches, communications, and continuations, as aftermentioned, to divert, alter, stop up, and inclose or widen, and improve such parts of the present streets, courts, alleys, wynds, ways, or passages, and void ground, as will form entrances

into, or will communicate with the said intended Arcade, or covered street, or way, or as shall be necessary to be stopped up and inclosed, or widened or improved, and to raise or lower the ground of any streets or ways which shall communicate with the said intended Arcade, or covered street, or way, and to make such alterations in the levels, drains, and sewerage, roadways, footways, and pavements of such streets and ways as may require such alterations, and to make, form, construct, and complete such openings, branches, communications, and continuations, to and from the said Arcade, or covered street, or way, and works therewith connected in, to, through, and from the streets, squares, lanes, closes, wynds, and other places adjacent, as shall be deemed necessary at or near the points marked or delineated on the said plan, with power to deviate in constructing the said Arcade and other works, as aforesaid, from the line laid down on the said plan, to such an extent as may be shown or defined thereon; with power also to erect, construct, build, and complete, on the line of the said Arcade, openings, branches, communications, and continuations thereof, as aforesaid, shops, houses, warehouses, tenements, buildings, erections, conveniences, and others as aforesaid, and to maintain, repair, watch, light, and cleanse the same; and so far as necessary for these purposes to alter and amend or to repeal the powers and provisions of an Act passed in the sixth and seventh year of the reign of her present Majesty, entitled "An Act to consolidate, amend, and extend the provisions of several Acts for the better paving, watching, lighting, and cleansing, and for regulating the Police of the city of Glasgow, and adjoining districts; and also for managing the statute labour of the said city, and for other purposes in relation thereto;" which said Arcade, openings, branches, communications, and continuations thereof, with the ground, shops, houses, warehouses, tenements, buildings, conveniences, and other works connected therewith, intended to be made and erected as aforesaid, and the lands, grounds, houses, and other buildings and heritages intended to be taken and acquired, are, or will be, situated in the parish of Glasgow, or in the parish of Saint Enoch of Glasgow, into which part of the parish of Glasgow has been subdivided, and in the *quoad sacra* district or division called Stockwell, portion of the said parishes, or one or other of them, all in the said city, burgh, or town of Glasgow, and in the county of Lanark. And it is also intended by the said Bill or Bills to take power to raise money for effecting the said objects by the creation of shares, or some other

mode to be thereby provided; also to take power for the compulsory purchase of lands and houses, and other property, to vary, alter, or extinguish and make void, all existing rights, privileges, and enjoyments of way, light, or other rights or servitudes, over, upon, affecting, or in relation to, the said lands, heritages, lanes, wynds, streets, squares, and others, in or near the line or site of the said Arcade, and openings, branches, communications and continuations thereof, and others, and to confer certain new exemptions, rights, and privileges, in relation thereto. And it is also intended by the said Bill or Bills, to take power to the said company or commissioners to sell, feu, let on lease, or otherwise dispose of the said ground, land, and other heritages, after the same have been acquired, in order that the said Arcade or covered street or way, and the houses, shops, and other erections on the sites and terminations thereof, may be erected, constructed, and finished by others. And it is also intended by the said Bill, or Bills, to take power to alter the line or situation and site of the intended iron or suspension bridge for foot passengers authorised to be erected as a substitute for the present temporary wooden bridge across the river Clyde from Maxwell Street, in the said city, to Portland Street of Laurieston, by an Act passed in the 8th and 9th year of the reign of her present Majesty, entitled "An Act for consolidating the management of the bridges over the Clyde at Glasgow: for rebuilding the bridge over the said river opposite Stockwell Street, in the city of Glasgow: for erecting a temporary bridge for the use of the public: for erecting across the said river an iron bridge for foot passengers, on the existing bridge opposite to Portland Street of Laurieston being taken down, and other purposes," and to empower the trustees acting in the execution of the said Act to erect such iron or suspension bridge opposite to, and in the line of, the said intended Arcade, or covered street, or way, and in or near the line or site of the present temporary wooden bridge, according to a plan thereof, and of the lands and heritages whereon the same will be situated, to be deposited as hereinafter mentioned, and to deviate to the extent shown on the said plan, and with that view to alter and amend the powers and provisions of the said Act, so far as necessary, which proposed iron or suspension bridge, when so altered and constructed as aforesaid, will be situated, erected, and completed in the parish of Glasgow, or Saint Enoch aforesaid, in the parishes of Govan or Gorbals, or in the *quoad sacra* portions or divisions of the said parishes of Govan or Gorbals, named Laurieston, Hutcheson-

town, Kirkfield, and Kingston, or one or other of them.

And Notice is hereby farther given, that duplicate plans of the said Arcade, or covered street, or way, openings, branches, communications, and continuations thereof, and other works, as aforesaid, and of the said iron or suspension bridge, and the lands, houses, and other heritages, in, upon, and through which the same are intended to be made, with a book of reference thereto respectively, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other heritages, showing all the deviations, will be deposited for public inspection, in the office in Glasgow of the principal Sheriff-clerk for the county of Lanark, on or before the 30th day of November next, and that duplicate plans and books of reference thereto, will also be deposited in the office of the Town-clerks of the said city, burgh, or town of Glasgow, there, and with the Schoolmaster, or if there be no Schoolmaster, with the Session-clerk of each of the said parishes, at their respective residences, or offices, on or before the 31st day of December next.

D. & J. WILKIE, Glasgow.
RICHARDSON & CONNELL, Fludyer Street,
Westminster.
Glasgow, 16th October, 1845.

DUNDEE and ARBROATH RAILWAY EXTENSION.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament in the next Session, for leave to bring in a Bill or Bills to authorize the Dundee and Arbroath Railway Company to make and maintain a Railway to lead out of the Dundee and Arbroath Railway at a point thereon, at or near to Geordie's Burn, in the parishes of Arbirlot and St. Vigean, or one or other of them, in the county of Forfar; and to terminate at another point on the Arbroath and Forfar Railway, and by a junction therewith at or near to Almerie Closs, in the parish of St. Vigean in the said county of Forfar, so as to form a connection between the said Dundee and Arbroath and Arbroath and Forfar Railways, and also to authorize the said Dundee and Arbroath Railway Company to construct all approaches, conveniences, and other works in connexion with such intended Railway as may be necessary, which said intended Railway, works, and conveniences, are to be made, and maintained from, in, through, or into the parishes, townships, townlands, or extra-parochial places following—namely, the parishes of Arbirlot and St. Vigean, and the parish and royal burgh of Aberbrothock or Arbroath,

in the county of Forfar, or some of them, which parishes or some of them comprehend the parishes or divisions *quoad sacra* of Abbey, Ladyloan, and Inverbrothock. And Notice is also given, that it is also intended to take powers by the said Bill or Bills to abandon, or relinquish so much of the said Dundee and Arbroath Railway as will be rendered unnecessary by the construction of the said intended Railway, works, and conveniences, being so much of the said Dundee and Arbroath Railway within the parishes of Arbirlot and St. Vigean, and the parish and royal burgh of Aberbrothock or Arbroath, as extends between the said point on the said Dundee and Arbroath Railway, at or near to Geordie's Burn, in the said parish of Arbirlot and St. Vigean, or one or other of them, and the harbour of Aberbrothock or Arbroath, or at or near thereto, in the parish or royal burgh of Aberbrothock or Arbroath. And Notice is also given, that it is also intended by the said Bill or Bills to take power to the said Dundee and Arbroath Railway Company to make and maintain another Railway from a point at or near to Broughty Castle, in the parishes of Caputh and Monifieth, or one or other of them, and proceed from thence by two Branches to the Dundee and Arbroath Railway—one branch of which will join the said Railway at a point at or near to the Broughty Ferry station of the said Railway, and the other of the said branches will join the said Dundee and Arbroath Railway at a point thereon at or near to Barnhill, both in the parish of Monifieth; and also to authorize the said Dundee and Arbroath Railway to construct all approaches, conveniences, and other works in connexion with said intended Railway as may be necessary; which said intended Railway, works, and conveniences, are to be made and maintained from, in, through, or into the parishes, townships, townlands, or other parochial places, following, or some of them, viz. —the parishes of Caputh and Monifieth, (the said parish of Monifieth comprehending the parish or district *quoad sacra* of Broughty Ferry,) all in the county of Forfar, or part of the said parish of Caputh, situated in the said county of Forfar; and it is also intended by the said Bill or Bills to apply for powers to deviate from the line or lines of the said intended Railways to such an extent as will be defined on the plans thereof to be deposited as aftermentioned, and for powers to cross, alter, stop up, or divert such turnpike roads, streets, highways, sewers, pipes, aqueducts, rivers, streams, and railways within the said parishes, townlands, townships, burgh or extra-parochial places aforesaid, as it may be necessary to cross, alter, stop up,

or divert for the purposes of the said intended Railways, works, and conveniences respectively. And Notice is also given, that it is intended by the said Bill or Bills to obtain powers for the compulsory purchase of the lands, houses, and other heritages, necessary for the purposes aforesaid, and also powers to levy tolls, rates, and duties, in respect of the use of the said intended Railways, works, and conveniences, and to confer exemptions from payment of tolls, rates, and duties, and to vary or extinguish all existing rights and privileges connected with the lands, houses and other heritages proposed to be purchased, or which would in any manner interfere with the objects aforesaid or any of them, and to confer other rights and privileges. And Notice is also given, that it is intended by the said Bill or Bills to authorize the sale of so much of the said Dundee and Arbroath Railway, as it is intended to abandon or relinquish, as before mentioned, together with the lands upon which the same is situated, and all estate, property, right, or privilege therein, and all the works and conveniences connected therewith, to any person or persons, body or bodies, willing to purchase the same, and to enable such person or persons, body or bodies to purchase or acquire the same, or any part thereof. And Notice is also given, that it is intended by the said Bill or Bills to enable the said Dundee and Arbroath Railway Company to enter into and complete arrangements with any other Railway Companies for the hire, or lease, or working, and to authorize the hiring, leasing, or working, by the said Dundee and Arbroath Railway Company, of any line of Railway which it may be considered advisable to hire, lease, or work, and to enable such other companies, or any of them, to grant any such lease, and, generally, to enable the said Dundee and Arbroath Railway Company, and other Railway Companies, bodies, or persons, to enter into and carry into effect, either jointly or severally, and either mutually or with any other parties, such further and other arrangements and agreements in the matters aforesaid, or any of them, as may be expedient and proper. And Notice is also given, that in carrying into effect the several purposes before mentioned, and for other purposes, in relation to the said Dundee and Arbroath Railway, and the Company thereof, or some of them, it is intended by the said Bill or Bills to alter, amend, extend, and enlarge the powers and provisions of the following Acts of Parliament relating to the said Dundee and Arbroath Railway and Company, viz. :—An Act passed in the Session of Parliament holden in the 6th year of the reign of his late Majesty King William the Fourth, entitled 'An Act for mak-

ing and maintaining a Railway from the royal burgh of Dundee, in the county of Forfar, to the royal burgh of Arbroath, in the same county; and another Act passed in the Session of Parliament holden in the fifth year of the reign of her present Majesty Queen Victoria, entitled, 'An Act for enabling the Dundee and Arbroath Railway Company to raise a further sum of money; and to amend the provisions of the Act relating to the said Railway;' and to increase the capital stock of the said Dundee and Arbroath Railway Company, and to provide for the distribution thereof in such way as may be most expedient and proper, and to enable the said Company to borrow a further sum of money, and to alter the tolls, rates, and duties granted by the said recited Acts, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and duties, and other rights and privileges. And Notice is also given, that on or before the 30th day of November next, 1845, duplicate plans and sections of the said intended Railways and works, describing the lines, situations, and levels thereof, together with a book of reference to such plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of the lands, houses, and other heritages intended to be taken for the purposes thereof, will be deposited for public inspection, in the office of the principal Sheriff-clerk of the county of Forfar, in Forfar; and also at the office of the principal Sheriff clerk of the county of Perth, in Perth; and that on or before the 31st day of December next, 1845, copies of so much of the said plans and sections, and book of reference as respectively relates to each of the said several parishes within which the said Railways and works are intended to be made and maintained, will be deposited, also for public inspection, with the Schoolmaster, and if there be no Schoolmaster, then with the Session-clerk of each such parish respectively, at his place of abode, and that on or before the said 31st day of December next, a copy of so much of the said plans, sections, and book of reference as relates to the royal burgh of Aberbrothock or Arbroath, will be deposited, also for public inspection, with the Town-clerk of the said royal burgh, at his office, within the said royal burgh.

SHIELL & SMALL, Dundee, Secretaries.

G. & T. W. WEBSTER, 26, Great George Street, Westminster.

Dated, Dundee the Eighth day of October 1845.

THE SCOTTISH NORTH-WESTERN RAILWAY.

NOTICE IS HEREBY GIVEN, THAT application is intended to be made to Parliament, in the next Session, for leave to bring in a Bill or

Bills for making and maintaining the Railway and Branch Railways following, or some of them, or some part or parts thereof, with all proper works and conveniences connected therewith respectively; that is to say, first, a Main Line of Railway commencing by a junction with the Dundee and Perth Railway (now being executed), at a place thereon at or near to Invergowrie, in the united parishes of Liff, Logie, Benvie, and Invergowrie, and county of Forfar, and proceeding from thence to or near to the city of Dunkeld, in the county of Perth, or to some intermediate point, and terminating by a forked termination, one Branch of which terminating at, in, or near to the city of Dunkeld, in the parish of Caputh, and the united parishes of Dunkeld and Dowally, or one or other of them; and the other Branch terminating at, in, or near to Little Dunkeld, in the parish of Little Dunkeld, or the united parishes of Little Dunkeld and Laganallachy, all in the county of Perth; and with the said works and conveniences to be made and maintained from, in, through, or into the parishes, townships, townlands, and extra parochial places following, or some of them; that is to say, the united parishes of Liff, Logie, Benvie, and Invergowrie, and Lundie and Foulis, and the parishes of Kettins, and Coupar Angus, in the county of Forfar (or so much of the said united parishes of Lundie and Foulis and of the parish of Coupar Angus as is situated in the said county of Forfar); and the parishes of Longforfan, and Foulis, or Foulis Easter (part of the united parishes of Lundie and Foulis, or so much of the said parish of Foulis, or Foulis Easter, as is situated in Perthshire), the parishes of Abernyte, Collace, Cargill, and Coupar Angus (or so much of the said parish of Coupar Angus as is situated in the county of Perth), the parish of Kinclaven, and the united parishes of Lethendy and Kinloch, the parishes of Blairgowrie, Rattray, Auchtergaven, Caputh, Redgorton, the united parishes of Dunkeld and Dowally, and city of Dunkeld, and the parish of Little Dunkeld, or the united parishes of Little Dunkeld and Laganallachy, in the county of Perth; which parishes, or some of them, comprehend the parishes or divisions, *quoad sacra*, of Lochee in the county of Forfar, and Stanley in the county of Perth: Second, a Branch Railway to diverge out of the said Main Line of Railway at a point at or near to Meiklour, in the parish of Caputh, or at a point at or near to East Hatton, in the parish of Cargill and county of Perth, and to terminate at, in, or near to Blairgowrie in the parishes of Blairgowrie or Rattray, or one or other of them, or at some intermediate point, and with the works and

conveniences connected therewith, to be made and maintained from, in, through, or into the parishes, townships, townlands, and extra parochial places following, or some of them; that is to say, the parishes of Cargill, Kinclaven, and Caputh, and the united parishes of Lethendy and Kinloch, the parishes of Coupar Angus (so far as situated in Perthshire) Blairgowrie, and Rattray, all in the county of Perth; Third, Another Branch Railway to diverge out of the said Main Line of Railway, at a point thereon at or near to the village of Caputh, and parish of Caputh, in the county of Perth, and to terminate at, in, or near to Stanley in the parish of Auchtergaven, and the parish of Redgorton, or one or other of them, in the county of Perth, or at some intermediate point, or by a junction with the Scottish Midland Junction Railway, near to Stanley aforesaid, and with the works and conveniences connected therewith, to be made and maintained from, in, through, or into the parishes, townships, townlands, and extra parochial places following, or some of them; that is to say, the parishes of Caputh, Kinclaven, Auchtergaven, and Redgorton, in the county of Perth; And Fourth, Another Branch Railway, to diverge out of the said Main Line of Railway at a point thereon near to Invergowrie, and to terminate at, in, or near to the village of Lochee, both in the said united parishes of Liff, Logie, Benvie, and Invergowrie, and county of Forfar, or at some intermediate point, and with the works and conveniences connected therewith, to be made and maintained from, in, through, or into the parishes, townships, townlands, and extra parochial places following, or some of them; that is to say, the said united parishes of Liff, Logie, Benvie, and Invergowrie, and county of Forfar.

And Notice is further given, That it is intended by the said Bill or Bills, to take powers to deviate from the line of the said intended Railway and Branch Railways, as laid down on the plans thereof, to be deposited as after mentioned, to such an extent as will be defined thereon. And Notice is further given, That it is intended, by the said Bill or Bills, to incorporate a Company for the purpose of making, maintaining, and working and using the said intended Railway and Branch Railways works and conveniences, or so much of them as may be applied for in, or mentioned in, the said Bills, and for other purposes of the said Company; and it is also intended by the said Bill or Bills, to obtain powers for the compulsory purchase of lands, houses, and other heritages necessary for such purposes, and to levy tolls, rates, and duties, for, or in respect of, the use of the said intended Railway and Branch Rail-

ways, works and conveniences, and for or in respect of the conveyance of passengers, animals, and goods thereon, and to grant and confer exemptions from payment of tolls, rates, and duties, and to vary or extinguish all rights or privileges in any manner connected with the lands, houses, or other heritages so intended to be taken for the purposes of the said Railway and Branch Railways, works and conveniences, or which would in any manner impede or interfere with the construction, maintenance, and use of the same, and to confer other rights and privileges; and also to obtain powers to cross, divert, or stop up all such streets, turnpike roads, parish roads, and other highways, paths, passages, streams, waters, water courses, lochs or lakes, canals, navigations, and railways, within the several counties, burgh, city, towns, parishes, townships, townlands, and extra parochial or other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of such intended Railway and Branch Railways, works and conveniences.

And Notice is also given, That it is further proposed to take powers by the said intended Bill or Bills, to enable the Company thereby to be Incorporated, to sell or let and transfer the said intended Railway and Branch Railways, works, and conveniences respectively, or any of them, or any part thereof, and all or any of the powers of the said Company, in connection therewith, to the Dundee and Perth Railway Company, or any other Railway Company, corporations or persons, and to enable such last mentioned Companies, corporations, or persons, or any of them, to purchase, or rent, or to construct, or to work and use the said intended Railway and Branch Railways, works, and conveniences respectively, or any of them, or any part of them, and to exercise such powers, or any of them, (whether with relation to the levying of tolls, rates, and duties, or otherwise), and to raise and contribute funds towards the making, maintaining, working, and using of such Railway, Branch Railways, works and conveniences respectively, or any of them, or any part of them, or to guarantee to the said Company so to be Incorporated, such interest or profit on their outlay as may be agreed upon, and to enter into and carry into effect any such further and other arrangements and agreements, either jointly or severally, and either mutually or with any other parties with reference to the said intended Railway and Branch Railways, as may be expedient and proper; and with such objects, or some of them, or otherwise, to alter, amend, extend, and enlarge the powers and provisions of the Act relating to the said Dundee and Perth Railway Company, passed in the

Session of Parliament holden in the 8th and 9th years of the reign of her Majesty, Queen Victoria, entitled, 'An Act for making a Railway from the royal burgh of Dundee, in the county of Forfar, to the royal burgh or city of Perth, in the county of Perth, to be called 'The Dundee and Perth Railway;' and to alter the tolls, rates and duties granted by the said Act, to confer, vary, or extinguish exemptions from payment of the said tolls, rates, and duties and other rights and privileges.

And Notice is hereby farther given, That duplicate plans and sections, describing the lines, levels, and situations of the said intended Railway, Branch Railways, and works, and the lands in or through which they are to be made and maintained, or through which every communication to or from the same is to be made, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees and occupiers, of such lands respectively, will be deposited for public inspection, on or before the thirtieth day of November, eighteen hundred and forty-five, in the office of the principal Sheriff Clerk of the county of Forfar, in Forfar, and also in his office in Dundee; and in the office of the principal Sheriff Clerk of the county of Perth, in Perth; and that a copy of so much of the said plans, sections, and books of reference as respectively relates to the several parishes, and *quoad sacra* parts thereof, through which the said intended Railway, Branch Railways, and works are intended to be made, will be deposited, on or before the 31st day of December next, eighteen hundred and forty-five, also for public inspection with the Schoolmaster, if any, and if there be no Schoolmaster, then with the Session Clerk of each of the said several parishes, at their respective residences; and that a copy of so much of the said plans, and sections, and books of reference as respectively relates to the royal burgh of Dundee and city of Dundee will be deposited, on or before the said 31st day of December next, also for public inspection, with the Town Clerks of the said royal burgh of Dundee and city of Dundee, at the respective offices of such Town Clerks, within the said royal burgh of Dundee and city of Dundee respectively.

SHTELL & SMALL, Dundee.

G. & T. W. WEBSTER, 26, Great George Street, Westminster.

Dated Dundee, this 17th day of October 1845.

NOTICE IS HEREBY GIVEN,
THAT application is intended to be made to Parliament, in the next Session, for leave to bring in a Bill or Bills for making and maintaining the Railway following, with all proper works and conveniences connected therewith; that is to say, a line of Railway commencing by a junction with the Dundee and

Arbroath Railway at a place thereon, at or near to Broughty Ferry, in the parishes of Dundee and Monifieth, or one or other of them, in the county of Forfar, and proceeding from thence to, or near to the parish and royal burgh of Forfar, in the county of Forfar, or at some intermediate point, and with the works and conveniences connected therewith, to be made and maintained from, in, through, or into the parishes, townships, townlands, and extra parochial places following, or some of them—that is to say, the parish and royal burgh of Dundee, the parishes of Monifieth, Murroes, Monikie, Inverarity, Tealing, Kinnettles, Guthrie, Dunnichen, and Forfar, all in the county of Forfar.

And Notice is Further Given, That it is intended by the said Bill or Bills, to take powers to deviate from the line of the said intended Railway as laid down on the plans thereof, to be deposited as after mentioned, to such an extent as will be defined thereon.

And Notice is Further Given, That it is intended, by the said Bill or Bills, to incorporate a Company for the purpose of making, maintaining, and working and using the said intended Railway, works and conveniences, or so much of them as may be applied for in, or mentioned in, the said Bill or Bills, and for other purposes of the said Company; and it is also intended by the said Bill or Bills, to obtain powers for the compulsory purchase of lands, houses, and other heritages necessary for such purposes, and to levy tolls, rates, and duties, for, or in respect of the use of the said intended Railway, works, and conveniences, and for or in respect of the conveyance of passengers, animals, and goods thereon, and to grant and confer exemptions from payment of tolls, rates, and duties, and to vary or extinguish all rights or privileges in any manner connected with the lands, houses, or other heritages so intended to be taken for the purposes of the said Railway, works and conveniences, or which would in any manner impede or interfere with the construction, maintenance, and use of the same, and to confer other rights and privileges; and also to obtain powers to cross, divert, or stop up all such streets, turnpike roads, parish roads, and other highways, paths, passages, streams, waters, water courses, lochs or lakes, canals, navigations, and railways, within the several counties, burgh, towns, parishes, townships, townlands, and extra parochial or other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of such intended Railway, works and conveniences.

And Notice is also Given, That it is further proposed to take powers by the said intended Bill or Bills, to enable the Company thereby to be incorporated, to sell or let and transfer the said intended Railway works, and conveniences respectively, or any of them, or any part thereof, and all or any of the powers of the said Company, in connection therewith, to any other Railway Company, corporations or persons, and to enable such last mentioned companies, corporations, or persons, or any of them, to purchase or rent, or to construct, or to work and use the said intended Railway, works, and conveniences, or any of them, or any part of them, and to exercise such powers, or any of them, (whether with relation to the levying of tolls, rates, and duties, or otherwise), and to raise and contribute funds towards the making, maintaining, working, and using of such Railway, works and conveni-

ences respectively, or any of them, or any part of them, or to guarantee to the said Company so to be incorporated, such interest or profit on their outlay as may be agreed upon, and to enter into and carry into effect any such further and other arrangements and agreements, either jointly or severally, and either mutually or with any other parties with reference to the said intended Railway as may be expedient and proper.

And Notice is hereby Farther Given, That duplicate plans and sections, describing the lines, levels, and situations of the said intended Railway and works, and the lands in or through which they are to be made and maintained, or through which every communication to or from the same is to be made, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees and occupiers, of such lands respectively, will be deposited for public inspection, on or before the thirtieth day of November, eighteen hundred and forty-five, in the office of the principal Sheriff Clerk of the county of Forfar, in Forfar, and also in his office in Dundee; and that a copy of so much of the said plans, sections, and books of reference as respectively relates to the several parishes through which the said intended Railway and works are intended to be made, will be deposited, on or before the 31st day of December next, eighteen hundred and forty-five, also for public inspection, with the Schoolmaster, if any, and if there be no Schoolmaster, then with the Session Clerk of each of the said several parishes, at their respective residences; and that a copy of so much of the said plans, and sections, and books of reference as respectively relates to the royal burgh of Forfar, will be deposited, on or before the said 31st day of December next, also for public inspection, with the Town Clerk of the said royal burgh of Forfar, at the office of such Town Clerk, within the said royal burgh of Forfar.

Dated Dundee, this 17th day of October 1845.

STRATHMORE JUNCTION RAILWAY.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament in the next Session, for leave to bring in a Bill or Bills, to alter, amend, extend, and enlarge the powers and provisions of the Acts relating to "The Dundee and Newtyle Railway," and the Company thereof, viz. an Act passed in the Session of Parliament, holden in the seventh year of the reign of his Majesty King George the Fourth, entitled, 'An Act for making a Railway from the royal burgh and Port of Dundee, in the county of Forfar, to Newtyle, in the said county; and another Act passed in the Session of Parliament holden in the eleventh year of the reign of his Majesty King George the Fourth, and the first year of the reign of his late Majesty King William the Fourth, entitled, 'An Act to amend an Act for making a Railway from Dundee to Newtyle,' and another Act passed in the Session of Parliament holden in the sixth and seventh years of the reign of his late Majesty King Wil-

liam the Fourth, entitled, 'An Act to amend the Acts for making a Railway from Dundee to Newtyle, in the county of Forfar.'

And Notice is also given, That it is intended by the said Bill or Bills, to apply for powers in part to alter or vary the line of Railway, by the said recited Acts authorized to be made, by making and maintaining the following alterations thereon, and deviations therefrom, viz.:

First, An alteration on, and deviation from, the said line of Railway, from a point thereon at or near to the Hospital Ward of Dundee, in the parish and royal burgh of Dundee, in the county of Forfar, to another point on the said line of Railway, at or near to the north side of the hill called the Law of Dundee, in the said parish of Dundee, and the united parishes of Mains and Strathmartine, or some one or more of them—such alterations and deviations being to be made and maintained from, in, through, or into the parishes, townships, townlands, and extra parochial places following, or some of them—that is to say, the parish of Dundee, or Saint Mary's parish of Dundee, Saint Paul's parish of Dundee, Saint Clement's parish of Dundee, Greyfriars parish of Dundee, Saint John's parish of Dundee and St David's parish of Dundee, (including in such parish or parishes the *quoad sacra* parishes or districts therewith connected, of Saint Peter's, Saint Andrew's, Hilltown, Chapelshade, Willison, Wallacetown, Gaelic Church, and Dudhope), and the united parishes of Mains and Strathmartine, all in the county of Forfar. *Second*, An alteration on, and deviation from, the said line of Railway, from a point thereon, at or near to the Water of Dighty, in the united parishes of Mains and Strathmartine, the united parishes of Liff, Logie, Benvie, and Invergowrie, and the parish of Auchterhouse, or some one or more of them, to another point thereon, at or near to the moss of Auchterhouse, in the said parish of Auchterhouse, such alterations and deviations being to be made and maintained from, through, or into the parishes, townships, townlands, and extra parochial places following, or some of them;—that is to say, the united parishes of Mains and Strathmartine, the united parishes of Liff, Logie, Benvie and Invergowrie, and the parishes of Auchterhouse and Tealing, or some of them, all in the county of Forfar, and the parish of Caputh, or part of it situated in the county of Forfar. *Third*, An alteration on, and deviation from, the said line of Railway, from a point thereon, at or near to Millhole, to another point thereon, at or near to the station of the said Railway, at Newtyle, both in the parish of Newtyle and in the county of Forfar, such alterations and deviations being to

be made and maintained from, in, through, or into the parishes, townships, townlands, and extra parochial places following, that is to say, the parish of Newtyle, in the county of Forfar.

Fourth, An alteration on and deviation from the said line of Railway, from a point thereon at or near to the Baldovan Station on said Railway, to another point thereon at or near to the Baldragon Station on the said Railway, both in the united parishes of Mains and Strathmartine, such alterations and deviations being to be made and maintained from, in, through, or into the parishes, townships, townlands, or extra parochial places following, viz. the united parishes of Mains and Strathmartine, in the county of Forfar.

And Notice is also given That it is also intended, by the said Bill or Bills, to take power to abandon or relinquish so much of the said Dundee and Newtyle Railway as extends between the points before mentioned, or such part or parts thereof as will be rendered unnecessary by the construction of the said alterations, variations, or deviations.

And Notice is further given, That it is intended by the said Bill or Bills, to take powers to deviate from the line of the said Railway, and alterations on and deviations from the same, as laid down on the plans thereof, to be deposited as after mentioned, to such an extent as will be defined thereon. And Notice is further given, That it is intended, by the said Bill or Bills, to incorporate a Company for the purpose of making, maintaining, and working and using the said Dundee and Newtyle Railway, and alterations on, and deviations from, the same, and works and conveniences, and for conveying passengers, animals, and goods on the same, and for other purposes of the said Company; and it is also intended by the said Bill or Bills, to obtain powers for the compulsory purchase of lands, houses, and other heritages necessary for such purposes, and to levy tolls, rates, and duties, for, or in respect of, the use of the said Railway, and alterations on and deviations from the same, and works and conveniences, and for or in respect of the conveyance of passengers, animals, and goods thereon, and to grant and confer exemptions from payment of tolls, rates, and duties, and to vary or extinguish all rights or privileges in any manner connected with the lands, houses, or other heritages so intended to be taken for the purposes of the said Railway, and alterations on and deviations from the same, and works and conveniences, or which would in any manner impede or interfere with the construction, maintenance, and use of the same, and to confer other rights and privileges; and also to obtain

powers to cross, divert, or stop up all such streets, turnpike roads, parish roads, and other highways, paths, passages, streams, waters, water-courses, lochs or lakes, canals, navigations, and railways, within the several counties, burghs, towns, parishes, townships, townlands, and extra parochial or other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of such Railway, and alterations on, and deviations from the same, and works and conveniences.

And Notice is also given, That it is further proposed to take powers by the said intended Bill or Bills, to enable the said Dundee and Newtyle Railway Company, incorporated by the before recited statutes, and the Company to be incorporated by the said Bill or Bills, or either of them, to sell or let and transfer the said Dundee and Newtyle Railway, either as the same at present exists, or with the alterations on, and deviations from, the same, and works and conveniences respectively, or any of them, or any part thereof, and all or any of the powers of the said Companies, in connection therewith, to the Dundee and Perth Railway Company, or any other Railway Company, corporations or persons, and to enable such last mentioned Companies, corporations, or persons, or any of them, to purchase, or rent, or to construct, or to work and use the said Railway, and alterations on and deviations from the same, and works and conveniences respectively, or any of them, or any part of them, and to exercise such powers or any of them (whether with relation to the levying of tolls, rates, and duties, or otherwise), and to raise and contribute funds towards the making, maintaining, working, and using of such Railway, and alterations on and deviations from the same, and works and conveniences respectively, or any of them, or any part of them, or to guarantee to the said Dundee and Newtyle Railway Company, or to the said Company so to be incorporated, such interest or profit on their outlay as may be agreed upon, and to enter into and carry into effect any such further and other arrangements and agreements, either jointly or severally, and either mutually or with any other parties with reference to the said Railway, and alterations on and deviations from the same, as may be expedient and proper; and with such objects, or some of them, or otherwise, to alter, amend, and enlarge the powers and provisions of the Act relating to the said Dundee and Perth Railway Company, passed in the Session of Parliament holden in the 8th and 9th years of the reign of her Majesty Queen Victoria, entitled, "An Act for making a Railway from the royal burgh of Dun-

dee, in the county of Forfar, to the royal burgh or city of Perth, in the county of Perth, to be called the Dundee and Perth Railway;" and to alter the tolls, rates, and duties granted by the said Act, to confer, vary, or extinguish exemptions from payment of the said tolls, rates, and duties, and other rights and privileges.

And Notice is hereby farther given, That duplicate plans and sections, describing the lines, levels, and situations of the said Railway, alterations, and deviations, and works, and the lands in or through which they are to be made and maintained, or through which every communication to or from the same is to be made, together with books of reference to such plans respectively, containing the names of the owners, or reputed owners, lessees, or reputed lessees and occupiers, of such lands respectively, will be deposited for public inspection, on or before the thirtieth day of November, eighteen hundred and forty-five, in the office of the principal Sheriff-Clerk of the county of Forfar, in Forfar, and also in his office in Dundee; and in the office of the principal Sheriff-Clerk of the county of Perth, in Perth; and that a copy of so much of the said plans, sections, and books of reference as respectively relates to the several parishes, and *quoad sacra* parts thereof through which the said alterations, and deviations, and works, are intended to be made, will be deposited, on or before the 31st day of December next, eighteen hundred and forty-five, also for public inspection with the Schoolmaster, if any, and if there be no Schoolmaster, then with the Session-Clerk of each of the said several parishes, at their respective residences; and that a copy of so much of the said plans, and sections, and books of reference as relates to the royal burgh of Dundee, will be deposited, on or before the said 31st day of December next, also for public inspection, with the Town-Clerk or Town-Clerks of the said royal burgh of Dundee, at his or their respective offices within the royal burgh of Dundee.

SHIELL & SMALL, Dundee.
G. & T. WEBSTER, 26, Great George Street, Westminster.

Dated Dundee, this 17th day of October 1845.

DUNDEE AND PERTH RAILWAY.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament, in the next Session, for leave to bring in a Bill or Bills, to alter, amend, extend, and enlarge the powers and provisions of the Act relating to the Dundee and Perth Railway, and the Company thereof, passed in the Session of Parliament holden in the 8th and 9th years of the reign of her present Majesty, Queen Victoria, entitled, "An Act for making a Railway from the Royal Burgh of

Dundee, in the County of Forfar, to the Royal Burgh or City of Perth, in the County of Perth, to be called 'The Dundee and Perth Railway.'"

And Notice is also given, That it is intended, by the said Bill or Bills, to apply for powers in part to alter, or vary, and extend the Line of Railway, by the said recited Act authorized to be made:—First, By making and maintaining a deviation therefrom, at a point thereon, at or near to Inehyra, in the parish of Kinnoull, and county of Perth, to another point on the said Railway, at or near to the East Lodge or Gate of Kinfauns Park, in the parish of Kinfauns, and county of Perth—such alterations, variations, or deviations being to be made and maintained from, in, through, or into the parishes, townships, townlands, and extra-parochial places following, or some of them—namely, the parishes of Kinfauns and Kinnoull, in the county of Perth. Second, By making and maintaining a deviation from the said Line of Railway, at a point thereon, at or near to Lairwell, in the parish of Kinfauns, in the county of Perth, and passing over the Willowgate of the River Tay, and the main branch or stream of the said River, to another point at, in, or near to the South Inch of Perth, in the West Church parish of Perth, and county of Perth, such alterations, variations, or deviations being to be made and maintained from, in, through, or into the parishes, townships, townlands, and extra-parochial places following, or some of them, viz.—the parishes of Kinfauns, Kinnoull, the East Church parish of Perth, the Middle Church parish of Perth, the West Church parish of Perth, and Saint Paul's Church parish of Perth, or the parish and city or royal burgh of Perth, in the county of Perth.

And Notice is also given, That it is also intended to take power, by the said Bill or Bills, to abandon or relinquish so much of the said Dundee and Perth Railway as will be rendered unnecessary by the construction of the said alterations, variations, or deviations, being so much of the said Railway within the said parishes as would have extended between the several points above mentioned, or near thereto.

And Notice is also given, That it is intended, by the said Bill or Bills, to apply for powers for making and maintaining a Railway, works, and conveniences, or an extension of the said Line of Railway, authorized to be made by the said recited Act, from, at, or near to the said South Inch of Perth, in the West Church parish of Perth, and county of Perth, to, or near to the Penitentiary of Perth, in the East Church parish of Perth, and county of Perth, such Railway, works, and conveniences, and extension, being to be made and maintained from, in, through, or into the parishes, townships, townlands, or extra-parochial places following, or some of them—that is to say, the East Church parish of Perth, the Middle Church parish of Perth, the West Church parish of Perth, and Saint Paul's Church parish of Perth, or the parish and city or royal burgh of Perth, in the county of Perth—which parishes, before mentioned, or some of them, comprehend the parishes or districts, *quoad sacra*, of Saint, Leonard's, Saint Stephen's, and Kinnoull Street.

And Notice is also given, That it is intended, by the said Bill or Bills, to take powers to deviate from the line of the said alterations, variations, or deviations, and Railway or ex-



tension, as laid down on the plans thereof, to be deposited, as after mentioned, to such an extent as will be defined thereon.

And Notice is also given, That it is intended, by the said Bill or Bills, to make provision for extending the powers of the said recited Act to the said alterations, variations, or deviations, and Railway or extension, whether for the purpose of making, working, using, or leasing the same, and to levy tolls, rates, and duties on or for the use of the same, or otherwise, or to obtain new powers in relation thereto, and to obtain powers for the compulsory purchase of the lands, houses, or other heritages necessary for making and maintaining the same, together with all necessary powers in the matters aforesaid, and if it shall be considered expedient, to obtain powers for altering the tolls, rates, and duties authorized to be levied by the said recited Act, and to take such altered tolls, rates, and duties on the said Railway, and on the said variations, alterations, or deviations thereof, and Railway or extension.

And Notice is also given, That it is intended, by the said Bill or Bills, to confer exemptions from payment of tolls, rates, and duties, and to vary or extinguish all rights or privileges in any manner connected with the lands, houses, or other heritages so to be compulsorily taken, or which would in any manner impede or interfere with the construction or use of the said variations, alterations, or deviations, and Railway or extension, and to confer other rights and privileges: Also, to obtain powers for crossing, diverting, altering, or stopping up all such turnpike, parish, or other roads, or highways, streams, waters, or navigations within the said parishes as it may be necessary to cross, divert, alter, or stop up, for the purposes of such intended variations, alterations, or deviations, and Railway or extension.

And Notice is also given, That it is intended, by the said Bill or Bills, to authorize the said Dundee and Perth Railway Company to increase the capital stock of the said Company, and to borrow a further sum of money for the purpose of the works already authorized, or to be authorized, to be constructed by the said Company, or otherwise, for the purposes of the said Company, as may be herein mentioned, or as may be considered necessary.

And Notice is also given, That it is further proposed, by the said Bill or Bills, to enable the said Dundee and Perth Railway Company, in the event of an Act or Acts of Parliament being obtained, to authorize the construction of an intended Railway from or near to Invergowrie to Dunkeld, and of another intended Railway diverging out of the said Dundee and Perth Railway, and crossing the River Tay, and proceeding from thence to the town of Kinross or any of them, to purchase, rent, or to construct, or to work, and use all or any part of such intended Railways and Branches thereof, or any of them, and all or any of the powers to be granted by such Act or Acts of Parliament, or any of them, and to exercise such powers, (whether with relation to the levying of tolls, rates, or duties, or otherwise); and also to raise and contribute funds towards the making and maintaining, working and using of such intended Railways and Branches thereof, or any of them, or any part thereof, or to guarantee to any Company or Companies which may be incorporated for, or authorized

to carry such undertakings into effect, or any of them, such interest or profit on their outlay, as may be agreed upon; and also to enable such last mentioned Company or Companies or any of them, to sell, or let, and transfer the said intended Railways and Branches, or any of them, or any part thereof, or all or any of such powers, to the said Dundee and Perth Railway Company, and to enable the said Dundee and Perth Railway Company, and such Company or Companies, or any of them, to enter into and carry into execution such farther and other arrangements and agreements, either jointly or severally, and either mutually or with any other parties, with relation to the said Railway and intended Railways, or any of them, as may be necessary and expedient.

And Notice is also Given, That it is intended by the said Bill or Bills, to enable the said Dundee and Perth Railway Company to purchase or rent, and work and use the Dundee and Newtyle Railway, and all the works and conveniences connected therewith, made under the powers of the following Acts of Parliament, viz., An Act passed in the Session of Parliament, holden in the seventh year of the reign of his Majesty King George the Fourth, entitled, "An Act for making a Railway from the royal burgh and port of Dundee, in the county of Forfar, to Newtyle, in the said county;" and another Act passed in the session of Parliament holden in the eleventh year of the reign of his Majesty King George the Fourth, and the first year of the reign of his late Majesty King William the Fourth, entitled, "An Act to amend an Act for making a Railway from Dundee to Newtyle;" and another Act passed in the Session of Parliament holden in the sixth and seventh years of the reign of his late Majesty King William the Fourth, entitled an Act to amend the Acts for making a Railway "from Dundee to Newtyle, in the county of Forfar," together with the engines, carriages, and whole plant of such Railway, and to exercise all the powers of such Acts, whether with reference to the levying of tolls, rates, and duties, or otherwise; and in the event of renting the same, to guarantee such amount of interest on the capital or stock of the Dundee and Newtyle Railway Company as may be agreed upon; and to enable the said Dundee and Perth Railway Company to subscribe to the alterations, variations, and completion of such Dundee and Newtyle Railway, and works and conveniences therewith connected, and to take shares therein, or in any Company to be established for that purpose; and to enable the Company incorporated by the said last mentioned Acts, and any other Company to be incorporated for the purposes foresaid, or either of them, to sell, transfer, or lease the said Dundee and Newtyle Railway, either as the same at present exists, or as the same shall be altered and varied, to the said Dundee and Perth Railway Company, and for such purposes, or any of them, to alter, amend, or repeal so much of the said last recited Acts as may be necessary, and to alter the tolls, rates, and duties granted thereby, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, and duties, and other rights and privileges, and generally to enable the said Dundee and Perth Railway Company, and the said Dundee and Newtyle Railway Company, or other Company to be incorpo-

rated as aforesaid, to enter into and complete such further and other arrangements and agreements as may be expedient and proper.

And Notice is also given, that it is intended by the said Bill or Bills to define the terms of Proprietorship and Joint Tenancy, under which the Station or Terminus at the city or royal burgh of Perth shall be made, maintained, or used, and for that purpose to enable the said Dundee and Perth Railway Company, and the Edinburgh and Northern Railway Company, the Scottish Central Railway Company, and the Scottish Midland Railway Company to enter into and complete such arrangements and agreements as may be necessary and expedient in relation thereto, and so far as may be necessary for that purpose to alter and amend the several Acts of Parliament relating to the said Companies, passed in the last Session of Parliament, or any of them.

And Notice is also given, that, on or before the 30th day of November next 1845, duplicate plans and sections of the said intended variations, alterations, or deviations, and railway or extension, describing the lines, situations, and levels of the same, and the lands through which the same are to be made and maintained, with a book of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of the said lands, will be deposited for public inspection in the office of the principal Sheriff-Clerk of the county of Perth, in Perth, and that on or before the 31st day of December next 1845, a copy of so much of the said plans, sections, and book of reference, as relates respectively to the said several parishes, will be deposited, also for public inspection, with the Schoolmaster, and if there be no Schoolmaster, then with the Session Clerk of each such parish at his respective place of abode; and that a copy of so much of the said plans and sections, and books of reference as relates to the royal burgh or city of Perth will be deposited on or before the said 31st day of December next, also for public inspection, with the Town or City Clerks of the said city or royal burgh of Perth, at their office within the said city or royal burgh of Perth.

SHIELL & SMALL, Dundee.
G. & T. W. WEBSTER, 26, Great George Street,
London.

Date: Dundee, the 17th day of October 1845.

DUNDEE NEW GAS LIGHT COMPANY.

NOTICE IS HEREBY GIVEN,
THAT application is intended to be made to Parliament, in the next Session, for an Act or Acts to establish and incorporate a Company for supplying and lighting with Gas the royal burgh or town of Dundee, and the suburbs thereof and places adjacent, situated within and comprehending the parish of Dundee, or Saint Mary's Parish of Dundee, Saint Paul's Parish of Dundee, Saint Clement's Parish of Dundee, Greyfriars' Parish of Dundee, Saint John's Parish of Dundee, and Saint David's Parish of Dundee (including in such parish or parishes the *quoad sacra* parishes or districts therewith connected, of Saint Peter's, Saint Andrews, Hilltown, Chapelshade, Willison's, Wallacetown, Gaelic Church, and Dudhope), the parish of Monifeth (including in such last mentioned parish the *quoad sacra* parish or district of Broughty Ferry), the

united parishes of Mains and Strathmartine and the united parishes of Liff and Benvie, sometimes called the united parishes of Liff, Logie, Benvie, and Invergowrie, and the *quoad sacra* parish or district of Lochee, all in the county of Forfar, and to authorize such Company to make and supply Gas accordingly, for the use of the said royal burgh or town, suburbs thereof, and places adjacent; and to lay, and as often as need be to lift, and again replace, such pipes and mains in the several streets, roads, lanes, alleys, courts, quays, wharfs, and other places within the said royal burgh or town, and suburbs thereof, and places adjacent, as may be necessary; and to lift, and relay, and replace the pavements and causeways of the same; and to levy and collect rents, rates, and duties for the use of the Gas to be made and supplied as aforesaid, and for the use of the meters and other machinery connected therewith; and to confer upon such Company all other necessary and usual powers, rights, and privileges; and to enable such Company to purchase and acquire, by agreement, such lands and heritages as may be necessary for the purposes aforesaid, and also to purchase and acquire the works and other apparatus of any existing Gas Company within the said royal burgh or town, suburbs, and places adjacent, and to enable such existing Gas Company to sell and transfer the same to the said Company so to be incorporated; and in the event of such purchase, to enable such Company so to be incorporated to make and supply Gas at and from the same, for the use of the said royal burgh or town, and suburbs, and places adjacent, and to levy rents, rates, and duties, for the use of the Gas to be supplied from the works of any such existing Company. And it is also intended, by the said Act or Acts, to vary or extinguish all rights or privileges which may impede or interfere with the execution of the purposes aforesaid, and to confer other rights and privileges.

SHIELL & SMALL, Solicitors, Dundee.

Dundee, October 15, 1845.

LANARK, DUMFRIES, AYR, AND GALLOWAY JUNCTION RAILWAY.

NOTICE IS HEREBY GIVEN, That it is intended to make application to Parliament, in the ensuing Session of Parliament, for leave to bring in a Bill or Bills, for making and maintaining the following Railway or Railways, or some part or parts thereof, with all proper works and conveniences therewith connected, to be called the "Lanark, Dumfries, Ayr, and Galloway Junction Railway," or by such other name or names as may be sanctioned by Parliament, to commence in, at, or near to the village or town of Crawford, or in, at, or near to the town or village of Crawfordjohn, in the county of Lanark, and to proceed thence to a point in, at, or near to the burgh of Sanquhar, or in, at, or near to the village of Kirkconnell, both in the county of Dumfries, and to terminate in, at, or near to the town or village of Dalmellington, in the county of Ayr, or at or near to the town or village of Carsphairn, or at or near to the town or village of Dalry, both in the Stewartry of Kirkcudbright: With a Branch Railway, and all proper works and conveniences therewith connected, to diverge from the said intended main line of Railway, in, at or near to the town or burgh of Sanquhar, or in, at or near to the town or village of Kirkconnell, both in the county of Dumfries; and to terminate

in, at or near to the town or village of New Cumnock, in the county of Ayr. Which intended Railway or Railways, branch thereof, and works, will be situated in, or will pass from, through, or into the several parishes and places following, or some of them respectively: namely, the parishes of Crawford and Crawfordjohn, both in the county of Lanark; the burgh of Sanquhar, the parishes of Sanquhar and Kirkconnell, in the county of Dumfries; the parishes of Cumnock or Old Cumnock, or New Cumnock, and of Dalmellington, all in the county of Ayr: and the parishes of Carsphairn and Dalry, both in the Stewartry of Kirkcudbright. And it is intended to take power to authorise the Junction of the said intended Railway or Railways, and works, with a railway called the Caledonian Railway, at a point or points at or near to the towns or villages of Crawford or Crawfordjohn aforesaid; and also a Junction with a proposed railway called the Glasgow, Dumfries, and Carlisle Railway, at a point or points in, at or near to the town or burgh of Sanquhar, or town or village of Kirkconnell, or town or village of New Cumnock, or town or village of Cumnock or Old Cumnock, aforesaid; and also a Junction with another proposed railway, called the Ayr and Dumfries Junction Railway, at a point in, at or near to the town or village of New Cumnock, aforesaid, or town or village of Cumnock or Old Cumnock, aforesaid; and also a Junction with another proposed railway, called the Ayrshire and Galloway Railway, at a point in, at or near to the town or village of Dalmellington, aforesaid; or in, at or near to the town or village of Carsphairn, aforesaid; or in, at or near to the town or village of Dalry, aforesaid; and also a Junction with another proposed railway, called the Sanquhar and Muirkirk Junction Railway, or the Sanquhar, Muirkirk, and Glasgow Railway, at a point in, at or near to the town or burgh of Sanquhar, or town or village of Kirkconnell, or town or village of New Cumnock; or with one or other or all of such railways; and also to form junctions with such other projected or existing railways, as it may be found expedient to join, such intended junctions being all within the parishes and places aforesaid, or some of them. And it is intended to take powers, in the said Bill or Bills, to deviate, in constructing the said intended Railway or Railways, and branch thereof, and other works, from the line or lines laid down on the maps or plans thereof, to be deposited as aftermentioned, to such extent as is or shall be defined on the said plans. And it is also intended, by the said Bill or Bills, to take powers for altering and diverting such highways, turnpike, and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, water-courses, and inclinations or gradients thereof, as it may be necessary or expedient to alter or divert, lower or raise, for the purpose of making and maintaining and using the said Railway or Railways, branch, and works and conveniences connected therewith: And it is also intended, by the said Bill or Bills, to incorporate a Company for making, maintaining, working and using the said Railway or Railways, and branch thereof, and works, and for conveying passengers and goods thereon, and on other communicating railways, and for other purposes; with powers for the compulsory purchase of lands, houses, or other heritages, for the purposes of the said Railway or Railways, branch thereof, and other works. And it is intended to take powers to vary or

extinguish all existing rights and privileges connected with the lands, houses, and other heritages so to be purchased; to confer other rights and privileges in relation thereto, and also to take powers to the said intended Company, to levy tolls, rates, and duties, on and for the use of the said intended Railway or Railways, and branch thereof, and works, and for the conveyance of passengers and goods and other things thereon; to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto, and to enter into and carry into execution with any other companies or corporations, or any commissioners, road trustees, and other bodies or persons—such arrangements and agreements as may be expedient or proper for the making and maintaining of the said intended Railway or Railways, and Branch thereof, and works, or for the use or for the working the same, or any portion thereof, or for amalgamating and incorporating the said intended Railway or Railways, and Branch thereof, and works, or any portion thereof, with such other companies, corporations, and others, as may be considered expedient; And it is intended, by the said Bill or Bills, to take powers to the Company so to be incorporated, to sell or lease the said Railway or Railways or Branch thereof, and other works, to the Caledonian Railway Company, the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, or the following proposed railways—the Caledonian Extension Railway Company, the Sanquhar and Muirkirk Junction Railway Company, or the Sanquhar Muirkirk, and Glasgow Railway Company, the Ayr and Dumfries Junction Railway Company, the Glasgow, Dumfries, and Carlisle Railway Company, and the Ayrshire and Galloway Railway Company, or one or other of them, on such terms and conditions as may be agreed on by and between the Company so to be incorporated, and the said several Companies, or any of them, or to enter into such arrangements and agreements with the said several Companies, or one or other of them, as may be deemed expedient, for the construction, working, and use of the said Railway or Railways, and Branch, and works; and to enable the Company so to be incorporated, and the said other Companies, incorporated or to be incorporated respectively, to purchase, lease, or enter into and complete such agreements accordingly: And, so far as may be necessary for such purposes, to alter and amend the Acts of Parliament relating to the said Caledonian Railway, and Glasgow, Paisley, Kilmarnock, and Ayr Railway Company respectively; and to obtain provisions inserted in the Bill or Bills which may be introduced for authorising the construction of the aforesaid proposed Railways, or either of them. And Notice is hereby given, that duplicates, maps, or plans and sections, describing the lines and situations or levels of the said intended Railway or Railways, and Branch thereof, and other works; and the lands, houses, and other heritages to be taken for the purposes thereof, together with the books of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees and occupiers of such lands, houses, and other heritages respectively, will be deposited for public inspection, on or before the 30th day of November next, in the offices of the principal Sheriff-Clerk of the county of Lanark, at Lanark, Glasgow, and Hamilton respectively; and in the office of the principal Sheriff-Clerk of the county of Ayr, at Ayr; and in the office of the principal Sheriff-Clerk of the county of Dumfries, at

Dumfries; and in the office of the principal Sheriff or Stuart Clerk of the Stewarty of Kirkcudbright, at Kirkcudbright; and that a copy of so much of the said plans, sections, and books of reference, respectively, as relate to each of the said parishes and towns or burghs, will, on or before the 31st day of December next, be deposited as follows; that is to say, so far as relates to each of the fore-said parishes, with the Schoolmaster, if any, and if there be no Schoolmaster, with the Session-Clerk of each such parish, at the places of abode of such Schoolmaster or Session-Clerk respectively: And so far as relates to the town or royal burgh of Sanquhar, with the town-clerk of said town or burgh, at his offices in that town or burgh.

CHAS. & ROBT. BAIRD & MUIRHEAD, Glasgow.
ROBERT CRAWFORD, Dumfries.
DEANS, DUNLOP, & HOPE, Westminster,
Solicitors for the Bill.

Dated this 18th day of October 1845.

GLASGOW, PARTICK, AND DUMBAR- TON DIRECT RAILWAY.

NOTICE IS HEREBY GIVEN, that it is intended to apply to Parliament in the ensuing Session, for an Act to make and maintain a Railway or Railways, with all proper works and conveniences connected therewith, to commence at a point in Blythswood Holm, at or near to Hope Street, in the city of Glasgow, Barony Parish thereof, and county of Lanark, and to terminate at or near to Bowling, in the parish of West or Old Kilpatrick, and county of Dumbar-ton, by a junction with the proposed Caledonian and Dumbar-tonshire Junction Railway, or Edinburgh and Glasgow and Dumbar-tonshire Junction Railway, or one or other of the said proposed Railways, or otherwise, at or near to the royal burgh of Dumbar-ton, and to pass from, in through, or into, the following parishes, royal burgh, and places, or some of them, viz. the Barony Parish of Glasgow, the parishes of Govan, Renfrew, West or Old Kilpatrick and Dumbar-ton, and the royal burgh of Dumbar-ton, in the counties of Lanark, Renfrew, and Dumbar-ton; as also to make and maintain a Branch Railway or Railways, with all proper works and conveniences connected therewith, and approaches thereto, to diverge from and out of the said intended Railway or Railways above described, at or near to Partick, and to terminate at or near to Point House, and to pass from, in, through, or into, the parishes and places of the Barony Parish of Glasgow and parish of Govan, in the counties of Lanark and Renfrew; and it is also intended by the said Act to incorporate a Company for making and maintaining the said Railway or Railways, and other works, and to take power for the compulsory purchase of lands and houses, and to levy tolls, rates, and duties on and for the use of said Railway or Railways and works, and to vary, alter, or extinguish all existing rights and privileges which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and power is also intended to be taken by the said Act, to divert or alter, within the parishes, royal burgh, and places aforesaid, the turnpike and other roads, streets, railways, tramways, water-pipes, gas-pipes, rivers, streams, ferries, canals, sewers, and water-courses, which it may be necessary to interfere with in the construction of the said intended Railway or Railways, and other works. And

it is further proposed by the said intended Act to enable the Company to be thereby incorporated to sell and transfer or to lease the said intended Railway or Railways, and Branch Railways, and other works respectively, or any of them, or any part thereof, and all or any of the powers of the said Company to be thereby incorporated in connection therewith, or in relation thereto, to the Caledonian Railway Company, or the Edinburgh and Glasgow Railway Company, or either of said Companies, and to enable such Companies or either of them to purchase or take in lease the said intended Railway or Railways, and other works respectively, or any of them, or any part thereof, and to exercise such powers or any of them (whether with relation to the levying of tolls, rates, and duties, or otherwise); and also to raise and contribute funds towards the making, maintaining, working, and using of such intended Railway or Railways, and Branch Railways, and works respectively, or any part thereof; or to take shares in the said undertaking; or to guarantee to the said Company to be incorporated by the said Act, such interest or profit on their outlay or capital, as may be agreed upon, and generally to enter into, and carry into effect, such further and other arrangements in reference thereto as may be mutually agreed upon between the said Companies or either of them and the Company to be incorporated as aforesaid, and with such objects or otherwise, to alter and amend, extend, or enlarge the Acts relating to the said Edinburgh and Glasgow Railway, passed in the first and second, third and fourth, the fifth, the seventh and eighth, and the eighth and ninth years of her present Majesty, and the said Caledonian Railway passed in the eighth and ninth year of the reign of her present Majesty.

AND NOTICE IS HEREBY GIVEN, that plans and sections and duplicates thereof, describing the line or situation, and levels of the said intended Railway or Railways, and other works, and the lands to be taken and used for the purposes thereof, together with a book or books of reference to such plans, containing the names of the owners, or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited for public inspection on or before the thirtieth day of November in the present year, in the offices of the Principal Sheriff-Clerk for the county of Lanark, at Glasgow; and of the Principal Sheriff-Clerk for the county of Dumbar-ton, at Dumbar-ton; and of the Principal Sheriff-Clerk for the county of Renfrew, at Paisley; and that a copy of so much of the said plans, sections, and book or books of reference, as relates to each parish or royal burgh, in, or through which the said Railway or Railways and works are intended to be made, will be deposited on or before the thirty-first day of December next, with the Schoolmaster, or if there be no Schoolmaster, then with the Session-Clerk of each such parish, at the respective dwelling-places of each such Schoolmaster or Session-Clerk, and with the Town-Clerk of the royal burgh of Dumbar-ton, at his office in Dumbar-ton.

CAMPBELL & TENNENT'S,
40, George Square, Glasgow.
HENRY MEATON,
57, Miller Street, Glasgow.
G. H. LANG, 37, Great George Street,
Westminster.

Glasgow, 18th October 1845.

NOTICE IS HEREBY GIVEN,

THAT it is intended to apply to Parliament in the ensuing Session, for an Act or Acts to make and maintain a Railway or Railways, with all proper works and conveniences connected therewith, which Railway is to commence by a separation from the Edinburgh and Glasgow Railway, by means of a forked or double junction, at or near to the station or depot of the Edinburgh and Glasgow Railway, at the Haymarket, in the parish of St. George's, in the city, or county of the city, or county of Edinburgh, and the parish of St. Cuthbert's, in the county of Edinburgh, or one of them, and to terminate at or near to the pier and harbour of Granton, in the parish of Cramond, in the said county of Edinburgh, and to pass from, in, through, or into the several parishes, parts of parishes, and extra-parochial or other places following, or some of them, viz. —St. George's, in the city, or county of the city, or county of Edinburgh, Saint Cuthbert's, and Cramond, in the county of Edinburgh, together with an extension of the said Railway, diverging from the main line by means of a forked or double junction, at or near to Granton Hotel and Easter Pilton farm, or one of them, in the said parish of Cramond, and passing from, in, through, or into the several parishes, parts of parishes, extra-parochial, or other places following, or some of them, viz. Cramond, St. Cuthbert's, North Leith, and terminating at or near to the Wet Docks of the harbour or port of Leith, in the parish of North Leith, in the county of Edinburgh: And it is intended to take power in the said Act, to deviate, in constructing the said intended Railway and Extension Railway, from the line or lines thereof laid down on the maps or plans thereof, to be deposited as after mentioned, to such extent as is or will be defined on the said maps or plans: And it is also intended, by the said Act, to incorporate a Company for carrying into effect the said undertaking, and to obtain powers for the compulsory purchase of lands, houses, and others, necessary for the purposes of the said Railway, and Extension Railway, and to levy tolls, rates, and duties on and for the use of the said intended Railway, and Extension Railway, and other works: And it is further intended, by the said Act, to vary or extinguish all rights and privileges in any manner connected with the lands and others proposed to be taken for the purposes of the said intended Railway, and Extension Railway, and to confer other rights and privileges in relation thereto: And it is intended to take power to alter, vary, and divert the lines, levels, and inclinations of turnpike roads, highways, roads, streets, tramroads, railroads, paths, passages, or other roads, rivers, brooks, streams, water-courses, mill and other ponds, where requisite for the construction of the said Railway, Extension Railway, and other works. And Notice is also hereby given, that it is intended, by the said Act or Acts, to take power to enter into, complete, or carry into effect any agreement or arrangements with other companies, bodies, or persons, for the construction, use, and working of the said Railway, and Extension Railway, or the selling or leasing thereof, on such terms and conditions as have been, or may be mutually agreed upon. And Notice is hereby also given, that maps, or plans, and sections, describing the lines or situations, and levels of the said intended Railway, Extension Railway, and other works herein before mentioned, and the lands and others to be taken

for the purposes thereof, together with books of reference thereto, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and others respectively, will be deposited, for public inspection, on or before the 30th day of November 1845, in the office of the principal Sheriff-Clerk in the county of Edinburgh for the said county and county of the city of Edinburgh;—and there will also be deposited, on or before the 31st day of December 1845, with the Schoolmaster, if any, and if there be no Schoolmaster, with the Session-Clerk of each of the said several parishes through which the said Railway, Extension Railway, and other works are intended to be made respectively, at their respective residences, and also with the Town-Clerk of the burgh of Edinburgh, in his office in the city of Edinburgh, a copy of so much of the said maps, or plans, and sections, as relates to each of the said several parishes, and burgh, together with the book of reference thereto respectively.

SMITH & KINNEAR, Solicitors.
Edinburgh, 18th October 1845.

KIRKINTILLOCH AND KILSYTH BRANCH RAILWAY.

NOTICE IS HEREBY GIVEN,

THAT it is intended to apply to Parliament in the ensuing Session, for an Act or Acts for making and maintaining a Branch Railway, with all proper works and conveniences connected therewith, commencing by a junction with the branch line of the Edinburgh and Glasgow Railway, from Garngibber to Lennoxton of Campsie, at or near to Kirkintilloch, in the parish of Kirkintilloch, in the county of Dumbarton, or in the parish of Campsie in the county of Stirling, and terminating in or near to Kilsyth, in the parish of Kilsyth, in the county of Stirling, passing from, through, or into the parishes, townships, burghs, or places of Kirkintilloch in the county of Dumbarton, and Campsie and Kilsyth in the county of Stirling, or some of them.

And Notice is hereby given, That plans and sections, describing the line or situation and levels of the said intended Branch Railway, and the lands to be taken and used for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited on or before the Thirtieth day of November in the present year, in the office of the principal sheriff-clerk for the county of Dumbarton at Dumbarton, and in the offices of the principal sheriff-clerk for the county of Stirling at Stirling and Falkirk; and that a copy of so much of the said plans, sections, and books of reference, as relates to each parish in or through which the said Branch Railway is intended to be made, will be deposited on or before the Thirty-first day of December next, with the schoolmaster, or if there be no schoolmaster, then with the session-clerk of each such parish, at the respective dwelling-places of each such schoolmaster or session-clerk.

And Notice is hereby given, That it is proposed by the said Act or Acts to incorporate a Company for executing the said Branch Railway and other works, and to take power for the compulsory purchase of lands, houses, and other heritages, and to levy tolls, rates, and duties on and for the use of the said

Branch Railway and works, and to vary, alter, or extinguish all existing rights and privileges which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges. And power is also intended to be taken by the said Act or Acts to divert or alter within the parishes, townships, burghs, or places foresaid, all turnpike and other roads, streets, railways, tramways, canals, rivers, streams, and water-courses, which it may be necessary to interfere with in the construction of the said intended Branch Railway and works.

And Notice is farther given, That it is intended by the said Act or Acts to authorise and empower the Edinburgh and Glasgow Railway Company to lease the foresaid intended Branch Railway and works, either for a limited term of years or in perpetuity, and to guarantee a certain amount of interest or profit on the capital expended, or proposed to be expended thereon, or some part thereof, or to subscribe or contribute and hold a certain amount of the capital stock thereof, and generally to enter into and carry into effect such arrangements in reference thereto, and to the working and maintenance thereof, and to the traffic thereon, or which may pass over it, and also over the Edinburgh and Glasgow Railway, or any of the branches thereof, as may be mutually agreed on between the said Edinburgh and Glasgow Railway Company and the Company to be incorporated as aforesaid, or as may be fixed by Parliament, and with such objects, or otherwise to alter and amend, extend, or enlarge the Acts relating to the said Edinburgh and Glasgow Railway, passed in the first and second, the third and fourth, the fifth, the seventh and eighth, and the eighth and ninth years of the reign of her present Majesty.

Glasgow, 18th October 1845.

NOTICE IS HEREBY GIVEN,

THAT it is intended to apply to Parliament, in the ensuing Session, for an Act or Acts to make and maintain a Railway or Railways, with all proper works and conveniences connected therewith, which Railway is to commence near to the city of Perth, in the county of Perth, and to terminate in or near to the town of Crieff, in the said county, and to pass from, in, through, or into, the several parishes, parts of parishes, and extra-parochial or other places following, or some of them, viz.—West Church, Perth, East Church, Perth, Perth, Tippermuir, Methven, Redgorton, Findogask, Fowls Wester, Monzie, Muthill, Madderty, Trinity Gask, and Crieff, all in the county of Perth; together with a Branch Railway, with all proper works and conveniences connected therewith, diverging from the said intended Main Railway near to Millhills, in the said parish of Crieff, and to pass from, in, through, or into the several parishes, and extra-parochial or other places following, or some of them, viz.—Crieff, Monzie, Muthill, Auchterarder, Trinity Gask, Blackford, and to terminate by a junction with the line of the proposed Scottish Central Railway, at or near Blackford, in the said parish of Blackford, or at or near to Auchterarder, in the said parish of Blackford or Auchterarder, in the said county of Perth. And it is intended to take power in the said Act, to deviate, in constructing the said in-

tended Railway and Branch, from the line or lines thereof laid down on the maps or plans thereof, to be deposited as after mentioned, to such extent as is or will be defined on the said map or plans. And it is also intended, by the said Act, to incorporate a Company for carrying into effect the said undertaking, and to obtain powers for the compulsory purchase of lands, houses, and others necessary for the purposes of the said Railway and Branch, and to levy tolls, rates, and duties on and for the use of the said intended Railway and Branch, and other works. And it is further intended, by the said Act, to vary or extinguish all rights and privileges in any manner connected with the lands or others proposed to be taken for the purposes of the said intended Railway and Branch Railway, and to confer other rights and privileges in relation thereto. And it is intended to take power to alter, vary, and divert the lines, levels, and inclinations of turnpike roads, highways, roads, streets, tramroads, railroads, paths, passages, or other roads, rivers, canals, brooks, streams, water-courses, mill and other ponds, where requisite, for the construction of the said Railway and Branch. And Notice is also hereby given, that it is intended, by the said Act or Acts, to take power to authorise the Company to be thereby incorporated, to complete or carry into effect any agreements or arrangements with other companies, bodies, or persons, for the construction, use, and working of the said Railway and Branch, or the selling or the leasing thereof, on such terms and conditions as have been or may be mutually agreed upon; and, in particular, to enable the said Company to sell or lease the said Railway, Branch and Works, to the Edinburgh and Northern Railway Company, or to make such other agreements or arrangements with that Company for the construction, working, and use of the said Railway, as may be deemed expedient, or as may be mutually agreed on by and between the said Companies, and to enable the said Edinburgh and Northern Railway Company to purchase or lease the said intended Railway, Branch and Works, and enter into and carry into effect such agreements and arrangements for the construction, working, and use thereof, accordingly; and so far as may be necessary for such purposes, it is intended to alter and amend the Act passed in the 8th and 9th years of the reign of her present Majesty, incorporating the said Edinburgh and Northern Railway Company. And Notice is hereby also given, that maps, or plans and sections, describing the lines or situations and levels of the said intended Railway and Branch, and other works herein before mentioned, and the lands to be taken for the purposes thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, respectively, will be deposited, for public inspection, on or before the 30th day of November 1845, in the office of the principal Sheriff-Clerk in the city of Perth, for the said county of Perth; and there will also be deposited, on or before the 31st day of December 1845, with the Schoolmaster, if any, and if there be no Schoolmaster, with the Session-Clerk of each of the said several parishes through which the said Railway and Branch are respectively intended to be made, at their respective residences, and also with the Town-Clerk of the burgh of

Perth, at his office in the said burgh, a copy of so much of the said plans and sections as relates to each of the said several parishes and burgh, together with the book of reference thereto respectively.

SMITH & KINNEAR, Solicitors.

Edinburgh, 18th October 1845.

LONDON AND EDINBURGH DIRECT
OR
DARLINGTON AND HAWICK
JUNCTION RAILWAY.

NOTICE is Hereby Given, that application is intended to be made to Parliament, in the ensuing Session, for an Act or Acts to authorise the construction and maintaining of a Railway or Railways, with all proper works and conveniences connected therewith, to commence at or near to Hawick, in the parish of Hawick, and county of Roxburgh, by a junction with the Railway from Hawick to Edinburgh, and to terminate at or near to Hexham, in the county of Northumberland, by a junction with the Bishop Auckland and Wear Railway, from Hexham to Darlington (from thence to be connected with London by the Great North of England and London and York, or other projected or existing lines of railway); and which Railway or Railways, with the works and conveniences connected therewith, is or are to be made and maintained, from, in, through, or into the parishes, townships, townlands, or extra-parochial places, in Scotland, following, or some of them,—that is to say, the parishes of Wilton, Hawick, Cavers, Kirkton, Hobkirk, Chesters, Castleton, Southdean and Jedburgh, all in the county of Roxburgh aforesaid; and it is intended in the said Act or Acts, to take power to deviate in the construction of the said Railway or Railways from the lines thereof, laid down in the plans thereof after mentioned, to such an extent as will be defined thereon; and also to take power to cross, alter, vary, or divert the lines, levels, and inclinations of such turnpike roads, highways, roads, tramroads, railroads, paths, ways, or other roads, rivers, canals, brooks, streams, waters, or watercourses, mills, or other ponds within the said several parishes, townships, townlands, and extra-parochial places aforesaid, as it may be necessary or expedient to cross, alter, vary, or divert, for the construction, making, maintaining, and using of the said railway or railways, works and conveniences, or any part thereof; and also to obtain powers for the compulsory purchase of such lands or houses as may be necessary or required for the purpose of constructing, making, or maintaining the said railway or railways, works and conveniences: And it is also intended by the said Act or Acts, to incorporate a Company for the purpose

of carrying into effect the said intended railway or railways, works and conveniences, and to enable the said Company to levy or take tolls, rates, or duties for the use thereof, or the engines or carriages of the same, and for the passage and carriage of passengers, goods, merchandise, articles, animals, or things upon or along the same, or any part thereof, and to confer exemptions from payment of such tolls, rates, or duties.

And it is further intended by the said Act or Acts to vary or extinguish all rights or privileges in any manner connected with the lands or houses proposed to be taken for the purposes of the said railway or railways, works and conveniences, and to confer other rights or privileges.

And Notice is Hereby Lastly Given, that duplicate plans and sections, describing the lines, levels, and situation of the said intended railway or railways, works and conveniences, and the lands or houses through which the same is or are intended to be made and maintained, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of the said lands or houses, will be deposited, for public inspection, on or before the 30th day of November 1845, in the office of the principal Sheriff-clerk of the county of Roxburgh, in Jedburgh; and that on or before the 31st day of December 1845, a copy of so much of the said plans, sections, and books of reference, as respectively relates to the several before mentioned parishes, from, in, through, or into which the said intended railway, works and conveniences, are proposed to be made and maintained, will be deposited, also for public inspection, with the Schoolmasters of each of the said several parishes, at their dwelling-places respectively, or if in any case there be no Schoolmaster, then with the Session-clerk of such parish, at the dwelling-place of such Session clerk.

Dated this 17th day of October 1845.

INGLIS & BURNS, W.S. Edinburgh.
CADWALLADER F. WADDY, Esq. of
Street, Westminster, Parliamentary Agent.

SANQUHAR, MUIRKIRK, AND
GLASGOW RAILWAY.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill or Bills for making and maintaining a Railway or Railways, with all proper Works and Conveniences therewith connected, commencing by a Junction with a proposed Railway, to be called the "Sanquhar and Muirkirk Junction Railway," at or near to the village of Muirkirk, in the parish of Muirkirk, and county of Ayr; or at or near to the village of Muirkirk aforesaid, and terminating by a Junction with the "Glasgow, Barrhead, and Neilston Direct Railway," or the "Polloc and

Govan Railway," or the Joint Line of the "Glasgow, Paisley, and Greenock Railway," and of the "Glasgow, Paisley, Kilmarnock, and Ayr Railway," or at a point in the parish of Gorbals, at or near to the terminus of all or either of the said last-mentioned Railways, in the parish of Gorbals, or Govan and Gorbals, and county of Lanark, or at or near to Busby, in the parish of Carmunnock, and county of Lanark: With Branches from the said intended Railway, viz. a Branch from a point at or near to Loudounhill, in the parish of Loudon, or the parish of Galston, in the county of Ayr, or the parish of Strathaven, in the county of Lanark, to and to terminate by a Junction with an intended Railway, to be called the "Kilmarnock and Ayr Direct Railway," or a Branch thereof, at or near Darvel, in the parish of Galston, and county of Ayr, or at a point at or near Darvel aforesaid; and a Branch from a point at or near to Loudounhill aforesaid, to, at or near the village of Strathaven, in the parish of Strathaven, and county of Lanark: Which Railway or Railways, Branch Railways and Works, will be situated in, or will pass from, through, or into, the several parishes and places following, or some of them, viz.—The parishes of Muirkirk, Strathaven, Fenwick, Galston, Loudon, Sorn, Kilbride, Eaglesham, Mearns, Carmunnock, Cathcart, Eastwood, Gorbals, or Govan and Gorbals, and the town or burgh of barony of Gorbals, all situated in the counties of Ayr, Renfrew and Lanark, respectively: And it is intended to take powers in the said Bill or Bills to deviate, in constructing the said intended Railway or Railways, from the line or lines laid down on the maps or plans thereof, to be deposited, as aftermentioned, to such extent as is, or will be defined, on the said plans: And it is also intended, by the said Bill or Bills to incorporate a Company for making, maintaining, working and using the said Railway or Railways, Branch Railways and Works, and for conveying passengers and goods on the said Railway or Railways, Branch Railways, and on other communicating Railways, and for other purposes; with powers for the compulsory purchase of lands, houses and other heritages, for the purposes of the said Railway or Railways, Branch Railways and Works; and it is intended to take powers to vary or extinguish all existing rights and privileges connected with the lands, houses, and other heritages, so to be purchased, and to confer other rights and privileges in relation thereto; And also with power to the said intended Company to levy tolls, rates and duties on and for the use of the said intended Railway or Railways and Works, and for the conveyance of passengers and goods as aforesaid, and to confer certain exemptions from payment of such tolls, rates and duties, and certain other rights and privileges in relation thereto; and also with power to the said intended Company to enter into and carry into execution with any other Companies or Corporations, or any Commissioners, Road Trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for the making and maintaining of the said intended Railway or Railways and Works, or for the use of, or for working the same, or any portion thereof: And it is intended by the said Bill or Bills to take powers of altering and diverting such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water courses, as it may

be necessary or expedient to alter or divert for the purpose of making and maintaining, or more conveniently making and maintaining, and using the said Railway or Railways, and Works and Conveniences connected therewith.

AND NOTICE IS ALSO GIVEN, That duplicate maps, or plans and sections, describing the lines or situations and levels of the said intended Railway or Railways and other Works, and the lands and houses which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses, respectively, will be deposited for public inspection on or before the 30th day of November next, in the office of the principal Sheriff Clerk of the county of Lanark, in Glasgow; in the office in Ayr of the principal Sheriff Clerk of the county of Ayr; and in the office in Paisley of the principal Sheriff Clerk of the county of Renfrew. And that a copy of so much of the said plans, sections, and books of reference, respectively, as relates to each of the said parishes before-mentioned, will, on or before the 31st day of December next, be deposited with the Schoolmaster, if any, and if there be no Schoolmaster, with the Session Clerk, of each such parish, at the place of abode of such Schoolmaster or Session Clerk, respectively.

Dated, at Glasgow, the 15th day of October, 1845 years.
ROBERT LAMOND, 29, St. Vincent Place, Glasgow.
DEANS, DUNLOP, & HOPE, Westminster.

ARDROSSAN HARBOUR.

NOTICE IS HEREBY GIVEN, That application is intended to be made to Parliament, in the ensuing Session, for an Act or Acts to alter, amend, enlarge, or repeal, in whole or in part, the following Acts, or some of them, that is to say, an Act passed in the forty-fifth year of the reign of His Majesty King George the Third, entitled, "An Act for erecting and maintaining a Harbour, Docks, and other works at Ardrossan, in the county of Ayr;" and another Act passed in the fifth year of the reign of her present Majesty, entitled, "An Act to amend an Act, for erecting a Harbour at Ardrossan, in the county of Ayr; and to provide for the improvement of the said Harbour;" in which Act or Acts so to be applied for, power is intended to be taken to enable the Ardrossan Harbour Company, incorporated by the said Acts, or some one of them, to sell, dispose of, and make over all their estate, right, title, and interest into and to the said Ardrossan Harbour and Docks, and other works and conveniences connected therewith, and the lands in or upon which the same respectively are made, and all their other property and effects, and all the powers and privileges now vested in them to a Company to be incorporated by Parliament for making a Railway from Crofthead in the parish of Neilston and county of Renfrew, to the town of Kilmarnock in the county of Ayr, with certain branch railways diverging out of the main line of the said Railway, and out of some of the said branch railways; which proposed Railway is intended to be called the "Glasgow, Kilmarnock, and Ardrossan Railway;" or to any other Company, or person or persons duly authorised to that effect, and to enable the said proposed Railway Company to purchase, accept, and take the same, and to

exercise all the powers and privileges now vested in the said Ardrossan Harbour Company, and to consolidate and unite the said Ardrossan Harbour and Docks, and other works, with the said intended Railway, and to enable the said intended Railway Company to levy and receive the tolls, rates, and duties now payable in respect of the said Harbour and Docks, and other works, and to exercise all or any of the rights and privileges relating thereto, and if necessary to alter, vary, and increase such rates and duties, and to dissolve the said Ardrossan Harbour Company.

CAMPBELL & TENNENTS,
40, George Square, Glasgow.
G. H. LANG, 37, Great George Street,
Westminster.
(Glasgow, 18th October 1845.

DUNDEE GAS LIGHT COMPANY.

NOTICE IS HEREBY GIVEN, THAT it is intended to apply to Parliament, in the next Session, for leave to bring in a Bill or Bills to alter, amend, and enlarge the powers and provisions of an Act passed in the eleventh year of the reign of his late Majesty King George the Fourth, entitled "An Act for Incorporating the Dundee Gas Light Company, and for the better Lighting the Town of Dundee by Gas;" and to enable the Company thereby incorporated to increase the capital stock of the said Dundee Gas Light Company; and to raise a further sum or sums of money to be used and applied in and for the better and more fully completing, establishing, and carrying on the said undertaking, and the purposes of the said recited Act; and to create and dispose of such new or additional stock and shares as may be required for the said purposes: And it is intended by the said Bill or Bills to vary or extinguish any existing rights or privileges which may impede or interfere with the execution of the said purposes, and to confer other rights, powers, and privileges.

CHRIS. KERR, } Dundee.
JOHN KERR, }
RICHARDSON & CONNELL,
Fludyer Street, Westminster, London.
Dated this fifth day of November 1845.

LOCHRYAN HARBOUR, AND BRITISH AND IRISH RAILWAY TERMINUS.

NOTICE IS HEREBY GIVEN, THAT application is intended to be made to Parliament in the next Session, for leave to bring in a Bill or Bills, for making and maintaining a Harbour or Harbours, with the necessary quays, wharfs, docks, stores, storehouses, sheds, cranes, buoys, lights, and other proper works and conveniences necessary in connection therewith, at a point or points, in the bay, or loch, called Lochryan, at or near to the town or burgh of Stranraer, in the parishes of Stranraer, Inch, and Leswalt, in the county of Wigtown, or in some of these parishes; and for making and maintaining a Railway, or Railways, with such stations, tunnels, bridges, viaducts, roads of communication, and other works necessary in connection therewith, from the said Harbour or Harbours, or quays, or wharfs connected therewith to, or near to, the terminus, or termini, of the railway, or railways, proposed to be made by the Glasgow and Belfast Union

Railway Company, the British and Irish Union Railway Company, and the Scottish Southern Railway Company, or by some of these Companies, at a point or points, at or near to the said town and burgh of Stranraer, in the parish of Stranraer or parish of Inch adjoining, in the said county of Wigtown; and also, for making, building, and maintaining a jetty, or jetties, pier, or piers, with other necessary works and conveniences at a point, or points, in Lochryan aforesaid, at or near Cairnryan, in the said parish of Inch, and Finnart Point, or Bay, in the parish of Ballantrae, and county of Ayr, or at or near some one of these places aforesaid, and in the parishes of Inch and Ballantrae aforesaid; which Harbour, or Harbours, railway or railways, jetty, or jetties, pier, or piers, and other necessary works and conveniences connected therewith, will be situate in, or pass from, through, or into, the burgh or township, and several parishes following, or some of them; that is to say, the parish and royal burgh of Stranraer, the parishes of Inch and Leswalt in the said county of Wigtown, and Ballantrae in the said county of Ayr, as the same will be shewn and laid down in the plans to be deposited as after-mentioned:—

And it is intended by the said Bill or Bills, to take powers to deviate in the formation of the said Harbour or Harbours, railway or railways, pier or piers, and other works connected therewith, from the lines delineated on the said plans, to such an extent as will be shewn or defined out in said plans; and also to alter and divert any highway, turnpike, and other roads, tram roads, railways, streets, paths, passages, rivers, brooks, streams, sewers, waters, and water-courses, so far as necessary in making and maintaining the said Harbour or Harbours, railway or railways, jetty or jetties, pier or piers, or any of the works or conveniences connected therewith.

And it is Also Intended, by the said Bill or Bills, to incorporate a Company for the purpose of making, maintaining, working, and using the said Harbour or Harbours, jetty or jetties, pier or piers, and the quays, wharfs, docks, stores, store-houses, sheds, cranes, lights, buoys, and houses connected with the said Harbour or Harbours, or other works necessary or proper for receiving, harbouring, berthing, loading, and unloading, of all kinds of vessels, steam-vessels included, and for other purposes; and for making, maintaining, working, and using the said Railway or Railways, and other proper works or conveniences necessary in connection therewith, and for conveying passengers or goods on the said Railway or Railways, and on other communicating railways, and for other purposes, with power to raise money on said several purposes, by the creation of shares, or some other mode to be by the said Bill or Bills provided; and to take powers for the compulsory purchase of lands and houses, and other property; and it is intended to vary, alter, or extinguish all existing rights, privileges, and exemptions in any way connected with the lands, houses, and other properties so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said Harbour or Harbours, pier or piers, Railway or Railways, jetty or jetties, and other proper works and conveniences necessary in connection therewith, and to confer other rights and privileges, and also with powers to

the said Company to levy tolls, rates, and duties, for, and in respect of the use of the said Harbour or Harbours, Railway or Railways, jetty or jetties, pier or piers, and other works, the securing and harbouring of vessels, loading or unloading of the same; and the conveyance of passengers, merchandise, goods, animals, and things, upon or along said Railway; and it is intended by the said Bill or Bills to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto, as also the power of the said Company to enter into and carry into execution with any other companies or corporations, or any commissioners, road trustees, or other bodies of persons, such arrangements and agreements as may be expedient or proper for the making and maintaining of the said intended Railway or Railways, jetty or jetties, pier or piers, Harbour or Harbours, or other works, or for the use of the same, or of any railway or railways communicating therewith, or for the sale or lease of the said Harbour or Harbours, Railway or Railways, jetty or jetties, pier or piers, or any portion of the same.

And Notice is also Hereby Given, that Duplicate Plans and Sections, describing the Lines or Situation and Levels of the said intended works, and the lands, and property which may be required to be taken for the purposes thereof, together with Books of Reference to such Plans, containing the names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of such lands and property, will, on or before the 30th day of November 1845, be deposited for public inspection, as follows:—That is to say, in the office in Ayr, of the principal Sheriff-clerk of the county of Ayr, and in the office in Wigtown, of the principal Sheriff-clerk in the county of Wigtown; and that a copy of so much of the said Plans, Sections, and Books of Reference respectively, so far as relates to each of the parishes and royal burghs before specified, will, on or before the 31st day of December 1845, be deposited for public inspection, as follows:—That is to say, so far as they relate to each of the said parishes situated in the counties of Ayr and Wigtown, with the Schoolmaster, or, if there be no Schoolmaster, then with the Session-Clerk of each of such parish respectively, at the place of abode of such Schoolmaster, or Session-clerk; so far as regards the royal burgh of Stranraer, with the Town-clerk of Stranraer, at his office in that town.

INGRAM & McLEAN, Stranraer.
RICHARDSON & CONNELL, Fludyer
Street, Westminster.

Stranraer, 16th October 1845.

SANQUHAR & MUIRKIRK JUNCTION RAILWAY.

NOTICE IS HEREBY GIVEN, THAT application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill or Bills for making and maintaining a Railway or Railways, with all proper works and conveniences therewith connected, from a point at or near to the town and royal burgh of Sanquhar, in the county of Dumfries, to and terminating by a Junction with certain intended Railways, proposed to be called the Caledonian Extension Railway, the Ayrshire and Caledonian Junction Railway, the Sanquhar Muirkirk and Glasgow Railway, or one or other of them, at a point at or near to the village of Muirkirk, in the county of Ayr, or at a point at or near the village

of Muirkirk aforesaid; as also a Branch Railway from a point on the said intended Railway at or near to the lands of Auchtatish, in the parish of Auchinleck and county of Ayr; to a point at or near to the Bello Water on the lands of Stonebriggs, Mosshouse, Braehead, or either of them, all in the parish of Auchinleck aforesaid; which Railway or Railways and works will be situate in, or will pass from, through, or into the several parishes and places, or some of them respectively, viz.—The town and royal burgh of Sanquhar, and the parishes of Sanquhar and Kirkeconnel, in the county of Dumfries, and Auchinleck and Muirkirk, in the county of Ayr; and it is intended to take powers in the said Bill or Bills to deviate in constructing the said intended Railway or Railways, from the line or lines laid down on the maps or plans thereof to be deposited as aftermentioned, to such an extent as will be defined on the said plans: And it is also intended by the said Bill or Bills to incorporate a Company for making, maintaining, working and using the said Railway or Railways and works, and for conveying passengers and goods on the said Railway or Railways, and on other communicating Railways, and for other purposes; with powers for the compulsory purchase of lands and houses; and it is intended to take powers to vary or extinguish all existing rights and privileges connected with the lands and houses so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said Railways and works, and to confer other rights and privileges in relation thereto; and also with power to the said intended Company to levy tolls, rates, and duties, on and for the use of the said intended Railway or Railways and works, and for the conveyance of passengers and goods as aforesaid, and to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; and also with power to the said intended Company to enter into and carry into execution with any other Companies or Corporations, or any commissioners, road trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for the making and maintaining of the said intended Railway or Railways and works, or for the use of, or for working the same or any portion thereof: And it is intended by the said Bill or Bills to take powers of altering and diverting such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as it may be necessary or expedient to alter or divert for the purpose of making and maintaining, or more conveniently making and maintaining and using the said Railway or Railways and works and conveniences connected therewith: And it is further intended by the said Bill or Bills to empower and authorise the Magistrates and Town-Council of the royal burgh of Sanquhar, to make and carry into effect such arrangements with the said intended Company, as may be mutually agreed upon, in relation to the dues or customs leviable by the said Magistrates and Town-Council upon goods, cattle, matters, and things passing upon the said intended Railway from, into, or through the said royal burgh, and to lease such dues and customs to the said Company, or to compound the same for the payment of a fixed or annual sum, and with power to the said Company to make and carry into effect such arrangements.

And Notice is hereby given, That maps, or plans and sections, describing the lines or situations and levels of the said intended Railway or Railways and works, and the lands and houses which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses respectively, will be deposited for public inspection, on or before the

30th day of November next, in the office, in Ayr, of the principal Sheriff-Clerk of the county of Ayr; and in the office, in Dumfries, of the principal Sheriff-Clerk of the county of Dumfries. And that a copy of as much of the said plans, sections, and books of reference respectively as relates to each of the parishes and royal burgh before mentioned, will, on or before the 31st day of December next, be deposited as follows, that is to say, so far as relates to each of the foresaid parishes, with the Schoolmaster, if any, and if there be no Schoolmaster, with the Session-Clerk of each such parish, at the place of abode of such Schoolmaster or Session-Clerk, and so far as relates to the royal burgh of Sanquhar, with the Town-Clerk thereof, at his office in that town.

Dated this 15th day of Oct. 1845 years.

J. D. BOSWELL, Ayr.
ROBERT LAMOND, Glasgow.
ARCH. GRAHAME, MONCREIFF, & VEEMS,
30, Great George Street, Westminster.

AYR AND DUMFRIES JUNCTION RAILWAY.

NOTICE IS HEREBY GIVEN, THAT it is intended to apply to Parliament in the ensuing Session for leave to bring in a Bill or Bills for an Act or Acts for making and maintaining the following Railway or Railways, or some part or parts thereof, to be called the "Ayr and Dumfries Junction Railway," or by such other name or names as may be sanctioned by Parliament, with branches, roads of communication, and all other works and conveniences necessary and proper for the construction and use of the same; which Railway or Railways are intended to commence at a point at or near the town of Ayr, or at or near the town of Newton-upon-Ayr; or by a junction with the Glasgow, Paisley, Kilmarnock, and Ayr Railway, at a point or points at or near the town of Ayr; or by a junction with the proposed Glasgow and Belfast Railway; or the proposed Glasgow and Belfast Union Railway; or with the proposed Kilmarnock and Ayr Direct Railway; or the proposed Ayrshire and Galloway Railway; or with the proposed Caledonian Extension Railway, at a point or points at or near the town of Ayr, or at or near the town of Newton-upon-Ayr; and to terminate at a point at or near the village of Old Cumnock; with a continuation of the said main line of railway from at or near Old Cumnock aforesaid, to a point at or near the village of New Cumnock; with a branch line of railway diverging from the said main line of railway at a point at or near the village of Ochiltree, and terminating at a point at or near the village of Auchinleck, or by a junction with the proposed Muirkirk branch or Kilmarnock and Cumnock branch of the Glasgow, Paisley, Kilmarnock, and Ayr Railway, at a point at or near the said village of Auchinleck; also with a branch railway diverging from the said main line of railway at a point at or near the village of Mauchline; or by a junction with the proposed Caledonian Extension Railway at a point at or near the said village of Mauchline; and also with a branch railway diverging from the said main line of railway, at a point at or near a place called Loudonston, in the parish of Ochiltree, and terminating at a point at or near a place called Carse, in the parish of Dalrymple, or in the parish of Coylton, at a point or points at or near the village of Dalmellington, in the parish of Dalmellington, all in the said county of Ayr; which said railway, branches, and

other works, are intended to be made in, and to pass from, through, or into, the parishes or united parishes and places following, or some of them: That is to say, the parish of Ayr; the parish, or united parish of Ayr and Alloway; the parish of Newton or Newton-upon-Ayr; that part of the united parishes of Monkton and Prestwick commonly called Newton-upon-Ayr; the parishes of St. Quivox, Tarbolton, Coylton, Dalrymple, Stair, Mauchline, Dalmellington, Ochiltree, Sorn, Auchinleck, Cumnock or Old Cumnock, and New Cumnock, all in the county of Ayr aforesaid; as the said railway or railways, and works and conveniences, will be respectively shown and laid down in the plans to be deposited as after mentioned; and it is intended to take power in the said Bill or Bills to deviate in constructing the said intended railway or railways, and works and conveniences, from the line or lines, gradient or gradients, section or sections thereof, laid down on the said maps or plans, to such extent as will be defined on the said plans; as also to obtain powers to alter, vary, and divert the lines, levels, and inclinations of turnpike roads, highways, roads, streets, tram-roads, railroads, paths, passages, or other roads, rivers, brooks, streams, waters, water courses, mill and other ponds, where requisite for the construction of the said railway or railways and works in the said several parishes, or other places aforesaid, or some of them, and that to such extent as will be shown on the said plans: And it is also intended by the said Bill or Bills, to incorporate a company for carrying into effect the said undertaking, and to obtain powers for the compulsory purchase of lands, houses, and others necessary for the several purposes aforesaid; and it is further intended by the said Bill or Bills, to empower the said company so to be incorporated, to levy tolls, rates, and duties, for and in respect of the use of the said railway or railways, and works and conveniences, and engines and carriages necessary therefor, and for and in respect of the passage and carriage of passengers, merchandise, articles, and things, or animals, upon or along the said railway or railways; to confer certain exemptions from payment of tolls, rates, and duties; to vary, alter, or extinguish all rights or privileges which would interfere with the objects aforesaid, or in any way connected with the lands, houses, or others proposed to be taken and used for the purposes aforesaid; and to confer other rights and privileges in relation thereto, and in relation to the construction and use of the said railway or railways, and works and conveniences: And it is also intended by the said Bill or Bills, to obtain powers to sell or lease the said undertaking, with all or any of the powers connected therewith, to the Glasgow, Paisley, Kilmarnock and Ayr Railway Company, or to the proposed railway companies following: That is to say, The Caledonian Extension Railway Company—The Kilmarnock and Ayr Direct Railway Company—The Kilmarnock, Strathaven, and Muirkirk Junction Railway Company—The Caledonian and Ayrshire Junction Railway Company—The Glasgow, Dumfries, and Carlisle Railway Company—The Sanquhar and Muirkirk Junction Railway Company—The Sanquhar, Muirkirk, and Glasgow Railway Company—The Glasgow and Belfast Railway Company—The Glasgow and Belfast Union Railway Company—The Ayrshire and Galloway Railway Company—The Glasgow, Kilmarnock, and Ardrossan, Railway Company—The Lanark, Dumfries,

Ayr, and Galloway Junction Railway Company—or by such other name or names as the said proposed railway company or companies may be known or described, or to one or other of the said proposed railway companies; and to enable the said several companies, or either of them, to acquire the said intended railway or railways, and other works, in lease or by purchase; and to work and maintain the said intended railway or railways, and to guarantee a certain amount of interest or profit in the capital of the company, and to raise money for the purposes aforesaid, or either of them; or to the company to be incorporated as aforesaid, to acquire or purchase, buy or lease the foresaid companies, or undertakings, and works and others connected therewith, or any of them; and for such purposes to alter, amend, and enlarge the powers and provisions of the several Acts relating to the said Glasgow, Paisley, Kilmarnock, and Ayr Railway, and to obtain such provisions introduced into the Bill or Bills relating to the said proposed railway companies, or either of them, as may be necessary: As also to obtain powers to the company to be incorporated as aforesaid, or any of the said other companies, to complete or carry into effect any other arrangements with companies, bodies, or persons, for the construction, use, and working of the said railway or railways, and works, or conveniences, or any part thereof, on such terms and conditions as may be agreed upon.

And Notice is also hereby given, That duplicate plans and sections, describing the lines or situations, and levels of the said intended railway or railways, and the lands, houses, and others to be taken for the purposes thereof, together with books of reference thereto, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and others respectively, will be deposited for public inspection on or before the 30th day of November in the present year, in the office in Ayr, of the principal Sheriff Clerk for the said county of Ayr; and there will also be deposited for public inspection on or before the 31st day of December, in the present year, with the Schoolmaster, if any, and if there be no Schoolmaster, with the Session Clerk of each of the said several parishes, through which the said railway or railways, and works, are respectively intended to be made, at their respective residences, and also with the Town Clerk of the said royal burgh of Ayr, within his office in Ayr, and with the Town Clerk of the burgh of Newton-upon-Ayr, at his office in Newton-upon-Ayr aforesaid, a copy of so much of the said plans, and sections as relates to each of the said several parishes and burghs, respectively, together with books of reference thereto, respectively.

WILLIAM STEELE, Jun. Glasgow,
Solicitor to the Bill.

Dated this 18th day of October, 1845.

KILMARNOCK AND AYR DIRECT RAILWAY.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill or Bills for making and maintaining a Railway or Railways, with all proper works and conveniences therewith connected, commencing by a junction with a proposed railway, to be called the 'Ayrshire and Caledonian Junction Railway,' at or near to the town of Kilmarnock, in the parish of

Kilmarnock, and county of Ayr, or at or near the said town and parish of Kilmarnock, and terminating at or near to the town of Ayr, or at the river Ayr at or near Wallacetown or Content, in the parish of St. Evox or St. Quivox, in the county of Ayr aforesaid; with a branch from a point on the said Railway, at the town of Kilmarnock aforesaid, by Galston, Newmilns, and Darvel, and terminating by a junction with a proposed railway, to be called the 'Sanquhar, Muirkirk, and Glasgow Railway,' at a point on said last mentioned railway at or near to Loudonhill, in the parishes of Loudon and Galston, in the county of Ayr, and Strathaven, in the county of Lanark, or any of them, or terminating at a point at or near to Loudonhill aforesaid, with all proper works and conveniences connected with said Branch; which Railway or Railways, and Branch Railway and works will be situate in, or will pass from, through, or into the several parishes and places following, or some of them, viz.—the towns of Kilmarnock, Ayr, and Newton-upon-Ayr, the parishes of Kilmarnock, Riccarton, Dundonald, Symington, Monkton, or the united parishes of Monkton, Prestwick, and Crosby, Newton, St. Evox or St. Quivox, Galston, Loudon, and Strathaven, all in the counties of Ayr and Lanark, respectively: And it is intended to take powers in the said Bill or Bills to deviate in constructing the said intended Railway or Railways, and Branch Railway, from the line or lines laid down on the maps or plans thereof, to be deposited as aftermentioned, to such an extent as will be defined on the said plans; And it is also intended by the said Bill or Bills to incorporate a Company for making, maintaining, working, and using the said Railway or Railways, Branch Railway, and works, and for conveying passengers and goods on the said Railway or Railways, and Branch Railway, and on other communicating railways, and for other purposes; with powers for the compulsory purchase of lands and houses; and it is intended to vary or extinguish all existing rights and privileges connected with the lands and houses so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use, of the said Railway or Railways, Branch Railway, and works, and to confer other rights and privileges in relation thereto; And also with power to the said intended Company to levy tolls, rates, and duties, on and for the use of the said intended Railway or Railways, Branch Railway, and works, and for the conveyance of passengers and goods as aforesaid, and to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; and also with power to the said intended Company to enter into and carry into execution with any other companies or corporations, or any commissioners, road trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for the making and maintaining of the said intended Railway or Railways, Branch Railway, and works, or for the use of, or for working the same or any portion thereof; And it is intended by the said Bill or Bills, to enable the Company, so to be incorporated, to sell, let, or lease the said intended Railway or Railways, Branch Railway, and works, to an intended Company to be called the 'Glasgow, Kilmarnock, and Ardrossan Railway Company;' And it is also intended by the said Bill or Bills to take powers

of altering and diverting such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as it may be necessary or expedient to alter or divert for the purpose of making and maintaining, or more conveniently making and maintaining and using the said Railway or Railways, Branch Railway, and works, and conveniences connected therewith: And it is intended to take power to make and carry into effect arrangements with an intended Company, to be called the 'Ayrshire and Caledonian Junction Railway Company,' for making and maintaining a joint station, at or near the town of Kilmarnock aforesaid, with all proper and necessary works.

And Notice is also given, that maps, or plans and sections, describing the lines or situations and levels of the said intended Railway or Railways, Branch Railway and other works, and the lands and houses which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, respectively, will be deposited for public inspection, on or before the 30th day of November next, in the office of the principal Sheriff-Clerk of the county of Lanark in Glasgow, and in the office in Ayr of the principal Sheriff-Clerk of Ayrshire; and that a copy of as much of the said plans, sections, and books of reference, respectively, as relates to each of the parishes before mentioned, will, on or before the 31st day of December next, be deposited as follows:—That is to say, with the Schoolmaster, if any, and if there be no Schoolmaster, with the Session-Clerk of each such parish, at the place of abode of such Schoolmaster or Session-Clerk.

Dated this fifteenth day of October, eighteen hundred and forty-five years.

ROBERT LAMOND, 29, St Vincent Place, Glasgow.

EDINBURGH AND LEITH ATMOSPHERIC RAILWAY.

NOTICE IS HEREBY GIVEN.

THAT application is intended to be made to Parliament, in the next Session, for leave to bring in a Bill or Bills for making and maintaining a Railway or Railways, with all stations, wharves, staiths, sidings, tunnels, bridges, viaducts, roads of communication, and all other proper works and conveniences necessary in connection therewith, to commence at or near to the North Bridge of Edinburgh, or at or near to St Ninian's Row or Lane, Edinburgh, or at or near to the proposed terminus in Edinburgh of the Edinburgh and Glasgow and North British Railways, forming connections with the said Edinburgh and Glasgow and North British Railways, and to terminate at or near to the Exchange Buildings, in the town or burgh of Leith; with a branch, or extension, or continuation line, from, at or near the said Exchange Buildings, Leith, to the Leith branch of the Edinburgh and Dalkeith Railway, at or near the Harbour of Leith; and with branch lines diverging from or out of the said Leith branch of the Edinburgh and Dalkeith Railway, at or near to the Shore of Leith, passing along or near to the several quays and wharves of the pier, harbour, and docks of Leith, and works therewith connected, or some of them, which Railway or Railways, branch or extension, or continuation

line, and branch lines diverging therefrom, and the works and conveniences to be connected with the same, will be situated in, or will pass from, through, or into the several parishes, burghs, townships, townlands, and extra parochial places following, or some of them: That is to say, the parishes of South Leith and North Leith, Tolbooth, High Church, College Kirk, Tron Kirk, Lady Yesters, Old Kirk, New North, Old Greyfriars, New Greyfriars, St Andrews, St Georges, St Stephens, St Marys, St Giles, Greenside, Canongate, and St Cuthberts, and the royal burgh of Edinburgh, and the town or burgh of Leith, all in the county of Edinburgh, as the same will be shown and laid down on the plans to be deposited as after mentioned: And it is intended to take powers, in the said Bill or Bills, to deviate in constructing the said intended Railway or Railways, branch or extension, or continuation lines and branches diverging therefrom, and other works, from the line or lines laid down on the maps or plans thereof, to be deposited as after mentioned, to such extent as is or shall be defined on the said plans: And it is also intended, by the said Bill or Bills to take powers for altering and diverting such highways, turnpike and other roads, railways, streets, and pipes laid therein, paths, passages, rivers, canals, brooks, streams, sewers, waters, watercourses, and inclinations or gradients thereof, as it may be necessary or expedient to alter or divert, lower or raise, for the purpose of making and maintaining, or more conveniently making and maintaining, and using the said Railway, branch or extension, or continuation lines and branches diverging therefrom, and works and conveniences connected therewith: And it is also intended, by the said Bill or Bills, to incorporate a Company for making, maintaining, working, and using the said Railway, branch or extension, or continuation lines and works, and for conveying passengers and goods thereon, and other communicating railways, and for other purposes; with powers for the compulsory purchase of lands, houses, and other heritages, for the purposes of the said Railway, branch or extension, or continuation lines and branches diverging therefrom, and other works. And it is intended to take powers to vary or extinguish all existing rights and privileges connected with the lands, houses, and other heritages so to be purchased; and to confer other rights and privileges in relation thereto, and also to take powers to the said intended Company to levy tolls, rates, and duties, on and for the use of the said intended Railway or Railways, branch or extension, or continuation lines and branches diverging therefrom, and works, and for the conveyance of passengers and goods, and other things thereon; to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; and to enter into and carry into execution with any other companies or corporations, or any commissioners, road trustees, and other bodies or persons, such arrangements and agreements as may be expedient or proper for the making and maintaining of the said intended Railway, branch or extension, or continuation lines and branches diverging therefrom, and works, or for the use of, or for the working the same, or any portion thereof, or for amalgamating, connecting, or incorporating the said intended Railway or Railways, branch or extension, or continuation lines and works, or any portion thereof, with such other companies, corporations, and others,

as may be considered expedient. And it is intended, by the said Bill or Bills, to take powers to the company so to be incorporated, to sell or lease the said Railway, branch or extension, or continuation lines and branches diverging therefrom, and other works, or any part thereof, to the North British Railway Company, or the Edinburgh and Glasgow Railway Company, or the Edinburgh, Leith and Granton Railway Company, or one or more of them, on such terms and conditions as may be agreed on, or to enter into such arrangements and agreements with the said several companies, or one or more of them, as may be deemed expedient for the construction, working, and use of the said Railway, and branch or extension, or continuation lines and branches diverging therefrom, and works; and to enable the Company so to be incorporated, and the said other companies respectively, to purchase, lease, or enter into and complete such agreements accordingly: And, so far as may be necessary for such purposes, to alter, amend, extend or enlarge, the several Acts of Parliament incorporating or relating to the said railways respectively.

And Notice is hereby given, That duplicate maps or plans, and sections, describing the lines or situations, and levels of the said intended Railway or Railways, branch or extension, or continuation lines and branches diverging therefrom, and works; and the lands, houses, and other heritages to be taken and used for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other heritages, will be deposited on or before the 30th day of November in the present year, 1845, in the office of the principal Sheriff-Clerk of the county of Edinburgh, in Edinburgh; and that a copy of so much of the said plans, sections, and books of reference, as relate to each parish, and the royal burgh of Edinburgh, and town or burgh of Leith, will, on or before the 31st day of December next, be deposited for public inspection as follows,—that is to say, so far as relates to each of the fore-said parishes, with the Schoolmaster, (if any); and if there be no Schoolmaster, with the Session-Clerk of each such parish, at the places of abode of such Schoolmaster or Session-Clerk respectively; and so far as relates to the royal burgh of Edinburgh, with the Town-Clerks of Edinburgh, at their offices in that burgh; and so far as regards the town or burgh of Leith, with the Town-Clerk of that town or burgh, at his office therein.

PATRICK FORBES, 2, Melville Street, Edinburgh.
JOHN PATTEN, 7, Drummond Place, Edinburgh.
WILLIAM ANDERSON, Town-Clerk of Leith.
DEANS, DUNLOP, & HOPE, Westminster.

Dated 18th October 1845.

GLASGOW, KILMARNOCK, AND ARDROSSAN RAILWAY.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act or Acts to authorise the making and maintaining of a Railway, or Railways, with all necessary works and conveniences connected therewith, to commence by a junction with the Glasgow, Barrhead, and Neilston Direct Railway at or near Crofthead, in the parish of Neilston, in the county of Renfrew, and to terminate at or near the town of Kilmarnock in the county of Ayr, by a junction with the proposed Kilmarnock

nock and Ayr Direct Railway, and with the proposed Ayrshire and Caledonian Junction Railway, and also by a junction with the Kilmarnock Branch of the Glasgow, Paisley, Kilmarnock, and Ayr Railway, at or near the present station at Kilmarnock, or with some one or more of the said proposed Railways and Branch Railway, or otherwise at a separate station in the town of Kilmarnock, and to pass from, in, through, or into the following parishes and places, or some of them, viz.—the parishes of Neilston, Dunlop, Beith, Stewarton, Kilmaurs, Dreghorn, Fenwick, Kilmarnock, and Laigh Kirk and High Kirk of Kilmarnock, in the counties of Renfrew and Ayr; and also to make and maintain a Branch Railway or Branch Railways, with all proper works and conveniences connected therewith, and approaches thereto, to diverge from and out of the said intended Railway or Railways above described, at or near to Lugton Bridge, in the parish of Dunlop and county of Ayr, and to terminate by a junction with the Ardrossan Railway, otherwise the Ardrossan and Johnstone Railway, at or near to Dubbs, in the parish of Kilwinning and county of Ayr, and to pass from, in, through, or into the following parishes and places or some of them, viz.—the parishes of Dunlop, Stewarton, Beith, Irvine, and Kilwinning, in the county of Ayr; and also to make and maintain a Branch Railway or Branch Railways, with all proper works and conveniences connected therewith, and approaches thereto, to diverge from and out of the said intended Branch Railway or Railways last above described, at or near to Fergushill Colliery, in the parish of Kilwinning and county of Ayr, and to terminate at or near to the royal burgh of Irvine in the parish of Irvine and county of Ayr, and to pass from, in, through, or into the following parishes, royal burgh, and places, or some of them, that is to say, the parishes of Kilwinning, and Irvine, and the royal burgh of Irvine in the county of Ayr; and also to make and maintain a Branch Railway or Railways, with all proper works and conveniences connected therewith and approaches thereto, to diverge from and out of the said intended Branch Railway or Railways last above described, at or near to the lands of Littlestone in the parish of Irvine and county of Ayr, and to terminate at or near to Perceton Colliery in the parish of Dreghorn and county of Ayr, and to pass from, in, through, or into the following parishes or places, or some of them, that is to say, the parishes of Irvine and Dreghorn in the county of Ayr; and also to make and maintain a Branch Railway or Railways, with all proper works and conveniences connected therewith and approaches thereto, to diverge from and out of the said intended Branch Railway or Railways first above described, at or near to Fergushill Colliery in the parish of Kilwinning, and county of Ayr, and to terminate at or near to the lands of Burnbrae in the parish of Kilwinning and county of Ayr, and to pass from, in, through, or into the parish of Kilwinning in the county of Ayr.

And it is also intended by the said Act or Acts to take power to alter and divert the turnpike and other roads, streets, rivers, streams, canals, water courses, tram ways, and railways in the several parishes, royal burgh, and places before mentioned, or some of them, to the extent which will be shown

upon the plans and sections hereinafter referred to.

And it is also intended by the said Act or Acts to incorporate a Company for the purpose of making and maintaining the said proposed Railway or Railways, Branch Railways, and other works, and also for the purpose of purchasing the harbour, docks, and other works at Ardrossan in the parish of Ardrossan and county of Ayr, known as the Ardrossan Harbour and Docks, and also for the purpose of purchasing the Ardrossan, otherwise the Ardrossan and Johnstone Railway, Branch Railways, and works connected therewith, together with all lands, works, rights, powers, and privileges connected with the said harbour, docks, Railway, Branch Railways, and works respectively, or belonging to or enjoyed by the proprietors thereof or corporations, companies, or trustees interested therein respectively, or for one or more of the said purposes, and to enable the said proprietors or corporations, companies or trustees, or one or more of them, to sell and transfer the harbour and docks, or Railways and works, in which they are respectively interested, to the Company proposed to be incorporated by the said intended Act or Acts.

And it is also intended by the said Act or Acts so to be applied for, to alter, amend, enlarge, or repeal the powers and provisions of the several Acts of Parliament following, or some or one of them, that is to say, an Act passed in the forty-fifth year of the reign of his Majesty, King George the Third, entitled "An Act for erecting and maintaining a harbour, docks, and other works, at Ardrossan, in the county of Ayr;" another Act passed in the fifth year of the reign of her present Majesty, entitled "An Act to amend an Act for erecting an harbour at Ardrossan, in the county of Ayr, and to provide for the improvement of the said harbour;" another Act passed in the forty-sixth year of the reign of his Majesty, King George the Third, entitled "An Act for making and maintaining a navigable canal, from the harbour of Ardrossan, in the county of Ayr, to Tradestown, near Glasgow, in the county of Lanark; and a Collateral Cut from the said Canal, to the coal works at Hurler, in the county of Renfrew;" another Act passed in the seventh and eighth years of the reign of his Majesty King George the Fourth, entitled "An Act to amend an Act of the forty-sixth year of the reign of his late Majesty, incorporating the Glasgow, Paisley, and Ardrossan Canal Company; and to empower the said Company to form a Railway, from Johnstone in the county of Renfrew, to Ardrossan, in the county of Ayr; and certain Branch Railways communicating therewith;" and another Act passed in the third year of the reign of her present Majesty, entitled, "An Act for separating the management of the Ardrossan and Johnstone Railway, from the management of the Glasgow, Paisley and Johnstone Canal, for incorporating the proprietors thereof; for doubling and improving the said Railway; and for other purposes relating thereto."

And it is further proposed by the said intended Act or Acts, to authorise and empower the union and consolidation into one undertaking of the Railway or Railways, Branch Railways and works to be thereby authorized, and the Ardrossan Railway, otherwise the Ardrossan and Johnstone Railway, and the Ardrossan Harbour and Docks, or one or

other of them, and for the vesting in the said Company to be thereby incorporated the said Ardrossan Railway and works, and the said Ardrossan Harbour and Docks, or one or other of them, and the capital stock, shares, lands, property, estate and effects, and all the powers and privileges now vested in the Ardrossan Railway Company, and in the Ardrossan Harbour Company, or one or other of them, or in the proprietors of the said Ardrossan Railway, and of the said Ardrossan Harbour, docks and other works, or one or other of them, and for enabling the Company to be thereby incorporated to exercise and enjoy the powers and privileges hitherto vested in said Ardrossan Railway Company and Ardrossan Harbour Company, or one or other of them, and to dissolve the said Ardrossan Railway Company and Ardrossan Harbour Company, or one or other of them.

And it is further proposed by the said intended Act or Acts, to enable the Company to be thereby incorporated to sell and transfer or to lease the said intended Railway or Railways, Branch Railways, and works, and the said Ardrossan Railway, and Ardrossan Harbour and Docks, and other works respectively, or any of them, or any part thereof, and all or any of the powers of the said Company to be thereby incorporated in connection therewith, or in relation thereto, to the Glasgow, Barrhead, and Neilston Direct Railway Company, the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, the Glasgow, Paisley, and Greenock Railway Company, and the Caledonian Railway Company, or one or more of them, and to enable such last-mentioned Companies, or any or either of them, to purchase, or take in lease, the said intended Railway or Railways, Branch Railways, and works, and the said Ardrossan Railway, and Ardrossan Harbour, and Docks, and other works respectively, or any of them, or any part thereof, and to exercise such powers, or any of them (whether with relation to the levying of tolls, rates, and duties, or otherwise), and also to raise and contribute funds towards the making, maintaining, working, and using of such intended Railway or Railways, Branch Railways, and works respectively, or any part thereof, and towards the purchase of the said Ardrossan Railway and of the said Ardrossan Harbour, Docks, and other works respectively, or any, or either of them, or any part thereof, or to take shares in the said undertaking, or to guarantee to the said Company, to be incorporated by the said Act or Acts, such interest or profit on their outlay, or capital, as may be agreed upon, and generally to enter into, and carry into effect, such further and other arrangements and agreements in reference thereto, as may be mutually agreed upon between the said last mentioned Companies, or one or more of them, and the Company to be incorporated, as aforesaid, and with such objects or otherwise, to alter and amend, extend, or enlarge the Acts relating to the said Glasgow, Paisley, Kilmarnock, and Ayr Railway, passed in the first, the third and fourth, the fifth, and the eighth and ninth years of the reign of her present Majesty; the Acts relating to the said Glasgow, Paisley, and Greenock Railway, passed in the first, the third and fourth, the fourth and the sixth years of the reign of her present Majesty; and the Acts relating to the said Glasgow, Barrhead and Neilston Direct Railway, and to the Caledonian Railway, passed in the eighth

and ninth year of the reign of her present Majesty.

And it is further proposed by the said intended Act or Acts, to empower the Company to be thereby incorporated to purchase by compulsion or otherwise, the lands and houses necessary for the objects herein before mentioned, and also to levy tolls, rates, and duties, in respect of the use of the said intended Railway or Railways, and Branch Railways, and of the said Ardrossan Railway, Harbour, and Docks, and works connected therewith, or one or other thereof, and to grant exemption from the payment of such tolls, rates, and duties, and to vary, alter, or extinguish, all existing rights and privileges, which would in any manner interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

And Notice is hereby given, That plans and sections, and duplicates thereof, describing the lines or situations, and levels, of the said proposed Railway or Railways, Branch Railways, and other works, and the lands and houses to be taken for the purposes thereof respectively, together with a book or books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses respectively, will be deposited for public inspection on or before the thirtieth day of November next, in the office of the principal Sheriff-Clerk of the county of Renfrew, at Paisley, and in the office of the principal Sheriff-Clerk of the county of Ayr, at Ayr; and that a copy of so much of the said plans, sections, and book or books of reference, as relates to each parish, or royal burgh, in or through which the proposed Railway or Railways, and Branch Railways, and other works, are intended to be made, will be deposited, on or before the thirty-first day of December next, with the Schoolmasters, if any, and where there is no Schoolmaster, with the Session-Clerk of each of such parishes respectively, at their respective residences, and also in the office of the Town-Clerk of the burgh of Irvine, at Irvine.

CAMPBELL & TENNENTS,
40, George Square, Glasgow,
G. H. LANG, 37, Great George Street,
Westminster,

Solicitors for
the Bill.

Glasgow, 18th October 1845.

FORTH AND CLYDE JUNCTION RAILWAY.

NOTICE IS HEREBY GIVEN, that it is intended to apply to Parliament in the ensuing Session for a Bill or Bills for making and maintaining a Railway or Railways to be called the FORTH AND CLYDE JUNCTION RAILWAY, with all proper works and conveniences connected therewith, to commence by a junction with the Scottish Central Railway at or near Stirling, in the parish of Stirling, in the county of Stirling, or at a point at or near the proposed Station of the said Scottish Central Railway in or near Stirling aforesaid, in the royal burgh of Stirling, or in the parish of St Ninians, or one or other of them, both in the county of Stirling, and to terminate by a junction with an intended Railway called the Caledonian and Dumbartonshire Junction Railway, at or near Balloch, in the parish of Bonhill, in the county of Dumbarton, or at a point at or near Balloch, or at or near Bonhill, or at or near the village of Alexandria, all in the said parish of Bonhill; with Branches from said in-

tended Railway, viz.—a Branch from a point at or near to the lands or estate of Balfunning in the parishes of Balfron, Drymen, or Killearn, or one or other of them, in the county of Stirling, to, and to terminate by a junction with the intended Milngavie Branch of the said intended Caledonian and Dumbartonshire Junction Railway, at or near to the village of Milngavie, in the parish of New Kilpatrick in the county of Stirling, or at a point at or near to Milngavie aforesaid; and a Branch from a point at or near to the Bridge of Frew, in the Parish of Kippen or parish of Gargunnoch, in the county of Stirling; or parish of Port or Port of Monteith, in the county of Perth, to, and to terminate by a junction with an intended Railway called the Dunblane, Doune, and Callander Railway, at or near the village of Doune, in the parish of Kilmadock, in the county of Perth, or at a point at or near Doune aforesaid; which Railway and Branches will pass from, through, or into the following parishes, townships, burghs, extra parochial, or other places or some of them, viz.—Stirling, St Ninians, Gargunnoch, Kippen, Drymen, Balfron, Killearn, Kilmarnock, Bonhill, Strathblane, Easter or New Kilpatrick, Wester or Old Kilpatrick, Kincardine, Port or Port of Monteith, and Kilmadock, all in the counties of Stirling, Dumbarton, and Perth respectively: And it is also intended to take powers in the said Bill or Bills to deviate, in constructing the said intended Railway or Railways, from the line or lines laid down on the maps or plans thereof to be deposited as aftermentioned to such an extent as will be defined on the said plans: And it is also intended by the said Bill or Bills, to incorporate a company for making, maintaining, working, and using the said Railway or Railways and Branch Railways and works, and for conveying passengers and goods on the said Railway or Railways, Branch Railways, and on other communicating Railways, and for other purposes; with powers for the compulsory purchase of lands, houses, and other heritages; and it is intended to vary or extinguish all existing rights and privileges connected with the lands, houses, and other heritages so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said Railway or Railways and Branch Railways and works, and to confer other rights and privileges in relation thereto; And also with power to the said intended Company to levy tolls, rates, and duties, on and for the use of the said intended Railway or Railways, and Branch Railways, and works, and for the conveyance of passengers and goods as aforesaid, and to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; and also with power to the said intended Company to enter into and carry into execution with any other companies or corporations, or any commissioners, road trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for the making and maintaining of the said intended Railway or Railways and Branch Railways and works, or for the use of, or for working the same or any portion thereof; And it is intended by the said Bill or Bills to enable the Company, so to be incorporated, to sell, let, or lease the said intended Railway or Railways and Branch Railways and works to

the Caledonian Railway Company, the Edinburgh and Glasgow Railway Company, the Scottish Central Railway Company, or one or other of them; And it is intended by the said Bill or Bills to take powers of altering and diverting such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters and water courses, as it may be necessary or expedient to alter or divert for the purpose of making and maintaining or more conveniently making and maintaining and using the said Railway or Railways and works and conveniences connected therewith: And it is further intended by the said Bill or Bills to empower and authorize the Magistrates and Town Council of the royal burgh of Stirling to make and carry into effect such arrangements with the said intended Railway Company as may be mutually agreed upon in relation to the dues and customs leviable by the said Magistrates and Town Council upon goods, cattle, matters, and things passing upon the said intended Railway from, into, or through the said royal burgh, and to lease such dues and customs to the said Company, or to compound the same for the payment of a fixed or annual sum, and with power to the said Company to make and carry into effect such arrangements: AND NOTICE IS ALSO GIVEN, that maps, or plans and sections, describing the lines or situations and levels of the said intended Railway or Railways and Branch Railways and other works, and the lands, houses, and other heritages which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses respectively, will be deposited for public inspection, on or before the thirtieth day of November next, in the office in Stirling of the principal Sheriff-Clerk of Stirlingshire; in the office in Dumbarton of the principal Sheriff-Clerk of Dumbartonshire; and in the office of the principal Sheriff-Clerk of the county of Perth at Perth. And that a copy of as much of the said plans, sections, and books of reference respectively, as relates to each of the parishes and royal burghs before mentioned, will, on or before the thirty-first day of December next, be deposited as follows:—That is to say, So far as relates to each of the foresaid parishes, with the Schoolmaster, if any, and if there be no Schoolmaster, with the Session-Clerk of each such parish, at the place of abode of such Schoolmaster or Session-Clerk; and so far as relates to the royal burgh of Stirling, with the Town Clerk thereof, at his office in that town.

Dated this 15th day of October 1845.

AINSLIE, M'ALLAN, & GRAHAM, W.S.

Edinburgh.

J. & J. MATHIE, Writers, Stirling.

ROBERT LAMOND,

DEANS, DUNLOP, & HOPE, } Glasgow,
Westminster.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament, in the next Session, for leave to bring in a Bill or Bills, for making and maintaining a Railway, commencing at or near the village of Callander, in the parish of Callander and county of Perth, and terminating at, in, or near to the city of Glasgow, in the county of Lanark, and all proper works and conveniences connected therewith, which

Railway and works will be situate in or will pass from, through, or into the parishes and places following, or some of them; that is to say, the parishes of Callander, Port of Monteith, and Kippen, in the county of Perth; the parishes of Drymen, Balfron, Killearn, Strathblane, Kippen, Baldernock, and Easter or New Kilpatrick, in the county of Stirling; the parish of Cadder, the barony parish of Glasgow, and the parish of Glasgow, and the Inner High Church and St George's divisions of said last-mentioned parish of Glasgow, in the county of Lanark, and the city and royal burgh of Glasgow: And Notice is farther given, that plans and sections describing the lines or situations and levels of the said intended works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of such lands and property, will, on or before the 30th day of November next, be deposited for public inspection as follows; that is to say, in the offices in the city of Perth, and in the city of Dunblane respectively of the principal Sheriff-Clerk of the county of Perth; in the office in Stirling of the principal Sheriff-Clerk of the county of Stirling; and in the office in Glasgow, of the principal Sheriff-Clerk of the county of Lanark; and that a copy of as much of the said plans, sections, and books of reference respectively as relates to each of the several parishes before specified, will, on or before the 31st day of December next, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each of such parishes respectively, at the place of abode of such Schoolmaster or Session-Clerk, and a copy of so much of the said plans, sections, and books of reference respectively, as relates to the royal burgh of Glasgow, will, on or before the 31st day of December next, be deposited for public inspection with the Town Clerks of Glasgow at their office in that town.

And Notice is also given, that it is intended, by the said Bill, or Bills, to take powers to deviate in the construction of the said Railways and works, from the lines delineated on the plans intended to be deposited as aforesaid, to such an extent as will be defined on the said plans, and also to alter and divert such highways, turnpike or other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters and watercourses, as it may be necessary or expedient to alter or divert, for the purpose of making, maintaining, and using, or for more conveniently making, maintaining, and using the said Railways, or any of the works or conveniences connected therewith.

And Notice is also given, that it is intended, by the said Bill or Bills, to incorporate a Company for the purpose of making, maintaining, working, and using the said Railways and works, and for other purposes connected therewith, with powers to such Company for the compulsory purchase of lands, houses, and other property; and it is intended to vary or extinguish all existing rights and privileges connected with the lands, houses, and property so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said Railways and works, and to confer other rights and privileges; as also with powers to

the Company to be so incorporated to levy tolls, rates, and duties, on and for the use of the said Railways and works, and for the conveyance of passengers and goods; and it is intended to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto, and in relation to the said intended Railways, and works; as also with powers to the said Company to enter into and carry into execution with any other companies or corporations, or any commissioners, road trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for the making, maintaining, or using the said intended Railways and works.

Dated this Seventeenth day of October 1845.

CALEDONIAN AND DUMBERTONSHIRE JUNCTION RAILWAY.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament, in the next Session, for leave to bring in a Bill or Bills for making and maintaining a Railway or Railways, with all proper works and conveniences therewith connected, to be called the Caledonian and Dumbartonshire Junction Railway, from the Glasgow, Garnkirk and Coatbridge Railway, at a point near to the Glasgow terminus of the said Railway, or from the Edinburgh and Glasgow Railway, at a point at or near Cowlaers, in the barony parish of Glasgow, or from both or one or other of the said points, and terminating at or near the bridge across the river Leven, at or near Balloch, or at the shore or banks of Lochlomond, at or near to the lands of Drumkinnon, in the parish of Bonhill and county of Dumbarton; with a branch therefrom at a point at or near to the lands of Kessington, or Killermont, part of the estate of Killermont, in the parish of Easter or New Kilpatrick, in the county of Stirling, to and to form a junction with an intended Railway, to be called the Forth and Clyde Junction Railway, at a point at or near the village of Milngavie, in the parish of Easter or New Kilpatrick and county of Stirling, or terminating at a point at or near the village of Milngavie aforesaid; also a branch from the said Railway, from a point at or near the town of Dumbarton, or the west bridgend thereof, in the parish of Cardross and county of Dumbarton, to the town or village of Helensburgh, in the parish of Row, in the county of Dumbarton; also a branch or branches from the said Railway, from a point at or near to the town of Dumbarton to the river Leven and also to the river Clyde, all within the parish of Dumbarton and county of Dumbarton; also a branch from the said Railway from a point at or near the Howgate, situated near to the south end of the village of Renton, in the parish of Cardross, to a point at or near to the print-works at Dalquhurn, in the parish of Cardross, or parish of Dumbarton; also a branch from the said Railway from a point at or near the north end of the village of Renton aforesaid, to a point at or near the gate or entrance leading to Cordale-house, in the parish of Dumbarton, or parish of Cardross; also a branch from the said Railway from a point at or near Millburn Chemical Works, in the parish of Cardross, or parish of Bonhill, to, and to form a junction with, the said intended Railway, called the Forth and Clyde Junction Railway, in the parish of Bonhill aforesaid, or to a point at or near the print works of Dalmonach, in the parish of Bonhill aforesaid; also a branch from the said Railway from a point at or near to the village of Alexandria aforesaid, to a point at or near to the print works of Croftingea and Levenfield, in the parish of Bonhill and county of Dumbarton; also a branch from the said Railway, from a point at or near to Bowling or Bowling Bay, in the parish of

Wester or Old Kilpatrick, to the Forth and Clyde Canal, at or near Bowling or Bowling Bay aforesaid; with all proper works and conveniences connected with said branches; which Railway or Railways and works will be situate in or will pass from, through, or into the several parishes and places following, or some of them, viz.:—The city and royal burgh of Glasgow, the town and royal burgh of Dumbarton, the parish of Glasgow, and the divisions thereof, called the Inner High Church parish, and Saint George's parish; the barony parish of Glasgow, and the parishes of Cadder, Easter or New Kilpatrick, Baldernock, Wester or Old Kilpatrick, Dumbarton, Bonhill, Cardross and Row; all in the counties of Lanark, Stirling and Dumbarton, respectively; and it is intended to take powers in the said Bill or Bills to deviate, in constructing the said intended Railway or Railways, and branch Railways, from the line or lines laid down on the maps or plans thereof to be deposited as aftermentioned to such an extent as will be defined on the said plans; and it is also intended by the said Bill or Bills to incorporate a Company for making, maintaining, working, and using the said Railway or Railways, and branch Railways and works, and for conveying passengers and goods on the said Railway or Railways, and branch Railways, and on other communicating Railways, and for other purposes; with powers for the compulsory purchase of lands and houses; and it is intended to vary or extinguish all existing rights and privileges connected with the lands and houses so to be purchased, or which would in any manner impede or interfere with the construction, maintenance or use of the said Railways and works, and to confer other rights and privileges in relation thereto; and also with power to the said intended Company to levy tolls, rates and duties, on and for the use of the said intended Railway or Railways and works, and for the conveyance of passengers and goods as aforesaid, and to confer certain exemptions from payment of such tolls, rates and duties, and certain other rights and privileges in relation thereto; and also with power to the said intended Company to enter into and carry into execution with any other companies or corporations, or any commissioners, road trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for the making and maintaining of the said intended Railway or Railways, and branch Railways and works, or for the use of, or for working the same, or any portion thereof; and it is intended by the said Bill or Bills to enable the Company so to be incorporated, to sell, let or lease the said intended Railway or Railways, and branch Railways and works, to the Glasgow, Garnkirk, and Coatbridge Railway Company, the Caledonian Railway Company, or either of them; and it is also intended by the said Bill or Bills to take powers of altering and diverting such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as it may be necessary or expedient to alter or divert for the purpose of making and maintaining, or more conveniently making and maintaining and using the said Railway or Railways, and branch Railways and works and conveniences connected therewith: And it is farther intended by the said Bill or Bills, to empower and authorise the Magistrates and Town Council of the royal burgh of Dumbarton, to make and carry into effect such arrangements with the said intended Railway Company, as may be mutually agreed upon, in relation to the dues and customs leviable by the said Magistrates and Town Council, upon goods, cattle, matters, and things passing upon the said intended Railway, from, through, or into the royal burgh, or across the River Leven; and to lease such dues and customs, to the said company, or to compound the same for payment of a fixed or annual sum, and with power to the company to make and carry into effect such arrangements.

And Notice is also given, that maps, or plans and sections, describing the lines or situations and levels of the said intended Railway or Railways and Branch Railways, and other works, and the lands and houses which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses, respectively, will be deposited for public inspection, on or before the 30th day of November next, in the office of the principal Sheriff-clerk of the county of Lanark in Glasgow; in the office in Stirling of the principal Sheriff-clerk of Stirling-shire; and in the office in Dumbarton of the principal Sheriff-clerk of Dumbartonshire. And that a copy of as much of the said plans, sections, and books of reference, respectively, as relates to each of the parishes and royal burghs before mentioned, will, on or before the 31st day of December next, be deposited as follows:—That is to say, so far as relates to each of the foresaid parishes, with the Schoolmaster, if any, and if there be no Schoolmaster, with the Session-clerk of each such parish, at the place of abode of such Schoolmaster or Session-clerk: so far as relates to the royal burgh of Glasgow, with the Town-clerks thereof, at their office in that city: and so far as relates to the royal burgh of Dumbarton, with the Town-clerk thereof, at his office in that town.

Dated this 15th day of October 1845.

ROBERT LAMOND, Writer, 29, St. Vincent Place, Glasgow.

R. D. MACKENZIE, Writer, Dumbarton.
ARCH. GRAHAME, MONCREIFF, & WEEMS,
Parliamentary Agents,
Great George Street, Westminster.

GLASGOW HARBOUR GRAND JUNCTION RAILWAY TERMINUS.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament in the next Session, for leave to bring in a Bill or Bills for making and maintaining a Railway or Railways, and all proper works and conveniences connected therewith, to commence at or near a point on the Polloc and Govan Railway to the west of, and at or near to the Cavalry Barracks, in the parishes of Govan and Gorbals, or one of them, and counties of Lanark and Renfrew, or one of them, and to terminate at or near to Springfield, Windmillcroft, and Parkholm, on the south side of the River Clyde, in said parishes of Govan and Gorbals, or one of them, and counties of Lanark and Renfrew, or one of them, with a branch Railway, and all proper works and conveniences connected therewith, from the said intended Railway to the Glasgow, Paisley, Kilmarnock, and Ayr Railway, in the said parishes of Govan and Gorbals, or one of them, and counties of Lanark and Renfrew or one of them, and another branch Railway, and all proper works and conveniences connected therewith, from the said intended Railway to the Glasgow, Barrhead, and Neilston Direct Railway, in the said parishes of Govan and Gorbals, or one of them, and counties of Lanark and Renfrew, or one of them, and which Railway or Railways, and the works and conveniences connected therewith, and branch Railways, and the works and conveniences connected therewith, will be situate in, and will pass from, through, or into the parishes of Govan and Gorbals, or one of them, in the counties of Lanark and Renfrew, or one of them.

And Notice is farther given, that plans and sections describing the lines and levels of the said intended works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and property

will, on or before the thirtieth day of November next, be deposited for public inspection in the office in the city of Glasgow, of the principal Sheriff-clerk of the county of Lanark, and in the office in Paisley of the principal Sheriff-clerk of the county of Renfrew; and that a copy of as much of the said plans and sections, and books of reference, as relates to each of the parishes before specified, will, on or before the thirty-first day of December next, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-clerk of each such parishes respectively, at the place of abode of such Schoolmaster or Session-clerk.

And Notice is also given, that it is intended by the said Bill or Bills, to take powers to deviate in the construction of the said Railway or Railways, and branches and works, from the lines delineated on the foresaid plans, to such an extent as will be defined on the said plans, and also to alter and divert such highways, turnpike or other roads, tramroads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as it may be necessary or expedient to alter or divert, for the purpose of making, maintaining, and using, or for more conveniently making, maintaining, and using the said Railway or Railways and branches, or any of the works and conveniences connected therewith.

And Notice is also given, that it is intended by the said Bill or Bills, to incorporate a company for the purpose of making, maintaining, working, and using the said Railway or Railways, and works, and for other purposes connected therewith, with powers to such company for the compulsory purchase of lands, houses, and other property; and it is intended to vary or extinguish all existing rights and privileges connected with the lands, houses, and property so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said Railway or Railways, and branches and works, and to confer other rights and privileges; as also with powers to the company to be so incorporated, to levy tolls, rates, and duties on and for the use of the said Railway or Railways, and branches and works, and for the conveyance of passengers and goods; and it is intended to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; as also with powers to the said company to enter into, and carry into execution, with any other companies or corporations, or any commissioners, road trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for the making, maintaining, or using the said intended Railway or Railways, and branches and works; and it is intended by the said Bill to take powers to alter, amend, and explain the following Acts, or some of them, the Acts relating to, and concerning the navigation of the River Clyde and Harbour of Glasgow, passed in the thirty-second year of the reign of His Majesty King George the Second, and in the tenth and forty-ninth years of the reign of His Majesty King George the Third, and in the sixth year of the reign of His Majesty King George the Fourth, and in the fourth year of Her present Majesty;—the Acts relating to and concerning the Glasgow, Paisley, Kilmarnock, and Ayr Railway, passed in the first, third, fifth, and eighth years of the reign of Her present Majesty;—the Acts relating to and concerning the Glasgow, Paisley, and Greenock Railway, passed in the first, fourth, and seventh years of the reign of Her present Majesty;—the Acts relating to and concerning the Glasgow, Paisley, and Ardrossan Canal, passed in the forty-sixth year of the reign of His Majesty King George the Third, and eighth year of the reign of His Majesty King George the Fourth;—the Acts relating to and concerning the following Acts, passed in the eighth year of the reign of Her present Majesty, viz:—

the Caledonian Railway Act, 1845, the Clydesdale Junction Railway Act, 1845, and the Glasgow, Barrhead, and Neilston Direct Railway Act, 1845;—the Acts relating to and concerning the road leading from the south end of the new bridge of Glasgow, by or near Parkhouse, to Three-mile-house, in the county of Lanark, passed in the sixth year of the reign of Her present Majesty;—and an Act relating to and concerning the road leading from the west side of the New or Jamaica Street Bridge of Glasgow, by or near Parkhouse, to the east end of the bridge at Renfrew, passed in the third year of the reign of Her present Majesty;—and the Acts relating to and concerning the Polloc and Govan Railway, passed in the eleventh year of the reign of His Majesty King George the Fourth, the second year of the reign of His Majesty King William the Fourth, and the first year of the reign of Her present Majesty.

GEORGE BOWMAN LEECH, Glasgow, Solicitor.
Glasgow, 15th October 1845.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill, to Alter, Deepen, Enlarge, and Improve, the Harbour of FORT-ELLEN, in the parish of Kildalton, in the Island of Islay, and county of Argyll, and the works connected therewith, together with the entrance thereto, and the Pier and Breakwater of the same; and to erect and make piers, breakwaters, quays, warehouses, sheds, roads, streets, avenues, approaches, and other works and conveniences connected therewith.

And Notice is hereby further given, that it is intended, in such Bill, to take power for the compulsory acquisition of lands, houses, or other heritages, if necessary, for the said Harbour and other works: and to vest the said Harbour and other works in WALTER FREDERICK CAMPBELL, Esq. of Islay, the owner of the property wherein the said Harbour and works are intended to be made and maintained, and his heirs and successors, owners of the said property for the time being.

And, by the said Bill, power is intended to be taken to alter the existing tolls, rates, and duties, or dues, payable at, or in respect of the said Harbour, and to impose, demand, and levy new tolls, rates, and duties, or dues, on all ships, steamboats, and other vessels, entering the said Harbour, or entering or coming within the boundaries thereof, to be fixed and defined by the said Bill, and on all goods, merchandise, minerals, live-stock, articles and things of every kind to be landed or shipped at the said harbour, wharfs, quays, docks, and other works; and also, to impose, demand, and levy, tolls or duties for the use of cranes, weighing machines, meters, slips, warehouses, roads, and other works, to be made and maintained in connection with the said Harbour, and to confer, vary, or extinguish, as may be necessary, all exemptions from the payment of such tolls, rates, duties, or dues, and any other rights or privileges in connection with the said Harbour, and other works, or any of them; and to admit or license pilots, and establish a police for the same; and generally, to do all matters and things for carrying into effect the above purposes, or any of them.

And Notice is hereby farther given, that duplicate plans and sections of the proposed Harbour, piers, wharfs, quays, roads, streets, avenues, approaches, and other works, together with books of reference thereto, will be deposited for public inspection at the office of the Sheriff-Clerk for the said county of Argyll, situate at Inverary, in the said county, on or before the 30th day of November, and with the Schoolmaster of the said parish of Kildalton on or before the 31st day of December, both in this present year 1845.

Dated, this 13th day of October 1845 years.

JAS. M'INNES, 10, George Square, Edinburgh, Agent.
SPOTTISWOODE & ROBERTSON, 27, Great George Street, Westminster.

GLASGOW, BARRHEAD, AND NEILSTON DIRECT RAILWAY.

NOTICE IS HEREBY GIVEN, that it is intended to apply to Parliament in the ensuing Session for an Act or Acts to alter, amend, and enlarge the powers and provisions of the Glasgow Barrhead and Neilston Direct Railway Act 1845, and to empower the company thereby incorporated to make and maintain a branch railway or railways, with all proper works and conveniences connected therewith, to diverge out of and from the main line of the said railway at or near to the Barrhead Station, or otherwise at or near to the lands of Townhead, near the said Station, and to terminate at or near to the Paisley station of the joint line of the Glasgow, Paisley, Kilmarnock and Ayr Railway, and the Glasgow, Paisley and Greenock Railway, by a junction with the said joint line, or otherwise, at a separate station in the town of Paisley, and to pass from, in, through, or into, the several parishes, and places following, or some of them, that is to say, the parish of Neilston, the Abbey parish of Paisley, and the Low Church parish of Paisley, in the county of Renfrew; Second, a branch railway to diverge out of and from the main line of the said railway, at or near to Crossmill or Corsemill, and to form a junction with the said branch railway last above described, at, or near to the lands of Blackbyre or Logan's Rais, and to pass from, in, through, or into, the Abbey parish of Paisley and county of Renfrew; Third, a branch railway to diverge out of and from the main line of the said railway at or near to Woodneuk or Kennishead, and to terminate at or near to Thornliebank, and to pass from, in, through, or into the parish of Eastwood and county of Renfrew; Fourth, a branch railway to diverge out of and from the main line of the said railway at or near to Nitshill Quarry, and to terminate at or near to the ironstone pits on the Househill estate, with a branch railway diverging out of the said branch railway to the Victoria colliery on the said Househill estate, which two last-mentioned branch railways pass from, in, through, or into the parish of Eastwood and the Abbey parish of Paisley or one or other of said parishes and county of Renfrew; and fifth, a branch railway to diverge out of, and from, the main line of the said railway at or near to Crossmill or Corsemill aforesaid, and to terminate at or near to Hurlet Alum Works, and to pass from, in, through, or into, the Abbey parish of Paisley and county of Renfrew.

And Notice is hereby given, that it is intended to take power for the compulsory purchase of lands and houses, and to levy tolls, rates, and duties on and for the use of the said branch railway or railways, and to vary, alter, or extinguish all existing rights and privileges which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges: And power is also intended to be taken by the said Act or Acts to divert or alter, within the parishes, and places aforesaid, all turnpike and other roads, streets, railways, tramways, gas-pipes, water-pipes, sewers, canals, rivers, streams, and water-courses, which it may be necessary to interfere with, in the construction of the said intended branch railway or railways.

And it is proposed by the said intended Act or Acts to enable the said Glasgow Barr-

head and Neilston Direct Railway Company to subscribe or contribute towards the establishment and maintenance of, or to purchase or rent and use, or to take shares in any other railway or other undertakings which they may deem advantageous to the interests of the said company, and which may be sanctioned by Parliament, and to enter into and carry into effect any arrangements which they may think fit, with the proprietors of such railways or other undertakings, or with any existing railway companies, either with reference to the objects aforesaid, or with reference to the use or working of any other line of railway, or to the union or amalgamation thereof, or of any part thereof with the undertaking of the said Glasgow Barrhead and Neilston Direct Railway, and to raise such additional capital as may be necessary for the formation and construction of the said branch railway or railways and other works, and the other purposes aforesaid, and generally to obtain all powers which may be necessary for any or all of such purposes, and for the management and control of the said Glasgow Barrhead and Neilston Direct Railway, and any such other undertakings as aforesaid.

And it is further proposed by the said intended Act or Acts to enable the said company to sell and transfer or to lease the said Glasgow Barrhead and Neilston Direct Railway, and the said intended branch railway or railways and other works, or any of them, or any part thereof, and all or any of the powers of the said company in connection therewith or in relation thereto, to the Glasgow Paisley Kilmarnock and Ayr Railway Company, the Glasgow Paisley and Greenock Railway Company, and the Caledonian Railway Company, or any or either of them, and to enable such last-mentioned companies, or any or either of them, to purchase or take in lease the said Glasgow Barrhead and Neilston Direct Railway, and the said intended branch railway or railways and other works respectively, or any of them, or any part thereof, and to exercise such powers, or any of them (whether with relation to the levying of tolls, rates, and duties or otherwise) as may be considered expedient and may be agreed upon, or to guarantee to the said Glasgow Barrhead and Neilston Direct Railway Company such interest or profit on their outlay or capital as may be agreed upon, and generally to enter into and carry into effect such farther and other arrangements and agreements in reference thereto, as may be mutually agreed upon between the said last-mentioned companies and the said Glasgow Barrhead and Neilston Direct Railway Company; and with such objects or otherwise to alter and amend, extend, or enlarge the Acts relating to the said Glasgow Paisley Kilmarnock and Ayr Railway, passed in the first, the third and fourth, the fifth, and the eighth and ninth years of the reign of her present Majesty; the Acts relating to the said Glasgow Paisley and Greenock Railway, passed in the first, the third and fourth, the fourth and the sixth years of the reign of her present Majesty; and the Acts relating to the said Caledonian Railway, passed in the eighth and ninth year of the reign of her present Majesty.

And Notice is hereby given, that plans and sections and duplicates thereof describing the lines or situations and levels of the said branch railway or railways, and other works, and also describing the lands to be taken and used for

the purposes thereof, together with a book or books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited for public inspection on or before the thirtieth day of November in the present year, in the office of the principal Sheriff-Clerk for the county of Renfrew, at Paisley; and that a copy of so much of the said plans, sections, and book or books of reference, as relates to each parish in or through which the said branch railway or railways and works are intended to be made, will be deposited on or before the thirty-first day of December next, with the Schoolmaster, or if there be no Schoolmaster, then with the Session Clerk, of each such parish, at his residence.

CAMPBELL & TENNENTS,
40, George Square, Glasgow,
G. H. LANG, 37, Great George
Street, Westminster,

Solicitors
for the
Bill.

Glasgow, 18th October 1845.

KILMARNOCK WATER COMPANY.

NOTICE IS HEREBY GIVEN, That it is intended to apply to Parliament, in the ensuing Session, for leave to bring in a Bill for supplying with Water the town of Kilmarnock, and Suburbs thereof, and places adjacent, in the county of Ayr, and for that purpose to incorporate a JOINT STOCK COMPANY, with powers to take and acquire, by compulsory purchase or otherwise, certain lands, houses, and other heritages, rock, and other materials, and to take, acquire, and divert certain springs, brooks, and streams of water; and with power to construct and maintain a weir or weirs across the river, stream, or brook, called the Dinnans Burn, and a reservoir or reservoirs in and upon or near the bed or channel thereof, at or near to a place called Rowallan; also to construct and maintain another reservoir on the river, stream, or brook, called the Carmel Burn, at or near Rowallan Mill; also to construct and maintain such further or other weirs, reservoirs, bridges, cofferdams, and all such cuts, conduits, aqueducts, dams, feeders, sluices, catch-drains, channels, tunnels, cisterns, mounds, and embankments, mains, pipes, filters, roads of communication, and all other works and conveniences, as may be proper and necessary for diverting, collecting, storing, and purifying such supply of water, and conveying the same to the said town and suburbs thereof, and places adjacent; and also for storing and conveying a sufficient supply of water for compensating parties who may be, or may claim to be, affected by such operations, and for securing and giving out a more regular supply to owners of mills and other works erected on the streams to be so diverted, or erected on the waters into which the said streams flow; all which works are delineated on the plans after mentioned; And, in particular, with power to the said Company to divert into such cuts, aqueducts, reservoirs, and other works aforesaid, or some of them, the waters flowing in or through the said rivers, streams, or brooks, called the Dinnans Burn, and Carmel Burn; also the Balgray Burn, the Oldhall Burn, and the Haghouse Burn; and the various springs, tributaries, and affluents thereof, or of some of them, or such parts thereof respectively as may be necessary, or other sources of water in the districts or parishes in which the said rivers or

waters, brooks, streams, or burns, tributaries, and affluents are situated; all which said rivers, brooks, streams, and others aforesaid, either directly or derivatively flow into the river Irvine; and all which said lands and heritages, rivers, waters, brooks, and streams are situated in, or flow into or through, and all such works to be constructed as aforesaid, are intended so to be made in the several parishes, townships, townlands, and extra parochial places following, or some of them, or some parts thereof, viz. the parishes of Fenwick, Kilmarnock, Laigh Kirk and High Kirk of Kilmarnock, Riccarton, Kilmaurs, Dreghorn and Dundonald, in the county of Ayr. As also, with powers to the said Company to construct, place, maintain, vary, extend, enlarge, repair, remove, replace, and use, all such conduits, mains, and other pipes, cisterns, aqueducts, fountains, wells, waste-pipes, wasters or bye-washes, drains, plugs, and stop-cocks, and other works, in, upon, and under, and along the lands, houses, roads, streets, bridges, squares, lanes, closes, passages, and other places within the said town of Kilmarnock, suburbs thereof, and places adjacent, as may be necessary for the purpose of supplying water to the inhabitants therein, and others requiring it for domestic, manufacturing, and other purposes; which town of Kilmarnock, and places adjacent, so to be supplied, are situated in the parishes of Kilmarnock, Laigh Kirk and High Kirk of Kilmarnock, and Riccarton, in the county of Ayr; and it is intended by the said Bill to take powers for regulating the supply of water for the use of mills and other works on the rivers and streams aforesaid, and also to take power to the said Company to levy and recover rents, rates, or assessments from the persons consuming, or making use, or contracting for the use of the waters, to be supplied as aforesaid; and to confer certain exemptions from the payment of such rents, rates, or assessments, and other rights and privileges in relation thereto, or in relation to the lands, houses, buildings, and other property or water, to be taken, diverted, or used, as aforesaid; and it is also intended to take power to alter or divert turnpike, parish, and other roads, and such brooks and streams of water, as may be necessary, in the execution of the said works; and with power also to the said Company to raise such sum or sums of money, as may be necessary for all or any of the purposes aforesaid, with all such further and other usual powers, privileges, and authorities as may be required for carrying the said undertaking into execution. And Notice is further given, That plans and sections, and duplicates thereof, respectively, describing the lands, houses, and heritages intended to be taken and acquired, and the rivers, brooks, and streams intended to be diverted as aforesaid, and describing the line, situations, and levels of the weirs, reservoirs, bridges, cuts, aqueducts, conduits, and other several works proposed to be constructed and maintained for the purposes aforesaid, and also showing the extent to which it is intended to apply for powers, to make any lateral deviation from the line of the proposed works, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and heritages respectively, will, on or before the thirtieth day of November next, be deposited for public inspection, in the office at Ayr of the principal Sheriff-Clerk of the county of Ayr; and that, on or before

the thirty-first day of December next, a copy of so much of the said plans and sections as relate to each parish, in or through which the works are intended to be made, together with a book of reference thereto, will be deposited with the Parish Schoolmaster, if any, and if there be no Parish Schoolmaster, then with the Session-Clerk of each of the said several parishes, at their respective residences.

CAMPBELL & TENNENTS, 40, George Square, Glasgow.
JOHN TORRANCE, Writer, Kilmarnock.
DEANS, DUNLOP, & HOPE, Finsdyer Street, Westminster.

Glasgow, 18th October 1845.

LANARKSHIRE AND LOTHIANS RAILWAY.

NOTICE IS HEREBY GIVEN, That it is intended to apply to Parliament, in the ensuing Session, for an Act or Acts to make and maintain a Railway or Railways, with all proper works and conveniences connected therewith, to commence at a point at or near to the High Street of Glasgow, and also at a point on the Clydesdale Junction Railway, at or near Hamilton Farm Colliery, or at one or other of the said points, and to terminate at a point on the Edinburgh branch of the Caledonian Railway by a junction with the said Caledonian Railway, at or near to Redcraig or the Mid-Calder station of the said Caledonian Railway, and to pass from, in, through, or into the parishes, royal burghs, and other places following, or some of them, namely, the royal burghs of Glasgow and Rutherglen, in the parish of Glasgow, and Blackfriars or College parish, and St John's parish of Glasgow, the barony parish of Glasgow, and the parishes of Old Monkland, New Monkland, Bothwell, Shotts, Cambusnethan, Rutherglen, Cambuslang, Whitburn, Livingstone, West-Calder, Mid-Calder, and Kirknewton, in the counties of Lanark, Linlithgow, and Edinburgh: as also to make and maintain a branch Railway or branch Railways, with all proper works and conveniences connected therewith and approaches thereto, to diverge from and out of the said intended Railway or Railways above described, at or near to Newhouse, and to terminate at or near to the town of Airdrie, and to pass from, in, through, or into the following parishes and places, or some of them, namely, the parishes of Bothwell, New Monkland, Old Monkland, and Shotts, in the county of Lanark: as also to make and maintain a branch Railway or branch Railways with all proper works and conveniences connected therewith and approaches thereto, to diverge from and out of the said intended Railway or Railways, first above described, at or near to Benhar, and to terminate at a point on the Edinburgh and Glasgow Railway, at or near to Ratho by a junction with the said Edinburgh and Glasgow Railway, and to pass from, in, through, or into the following parishes and places, or some of them, namely, the parishes of Shotts, Whitburn, Bathgate, Livingstone, Ecclesmachan, Uphall, Kirkliston, Mid-Calder, and Ratho, in the counties of Lanark, Linlithgow, and Edinburgh.

And it is also intended, by the said Act or Acts, to incorporate a Company for making and maintaining the said Railway or Railways, branch Railways and other works, and to take power for the compulsory purchase of lands and houses, and to levy tolls, rates, and duties on, and for the use of, said Railway or Railways, branch Railways and works, and to vary, alter, or extinguish all existing rights and privileges which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and power is also intended to be taken, by the said Act or Acts, to divert or alter within the royal burghs, parishes, and places, aforesaid, the turnpike and other roads, streets, railways, tramways, sewers, water-pipes, gas-pipes, canals, rivers, fer-

ries, streams, and water-courses, which it may be necessary to interfere with in the construction of the said intended Railway or Railways, branch Railways, and other works.

And it is further proposed by the said intended Act or Acts, to enable the Company to be thereby incorporated to sell, and transfer, or lease the said intended Railway or Railways, branch Railways and works respectively, or any of them, or any part thereof, and all or any of the powers of the said Company to be thereby incorporated in connection therewith, or in relation thereto, to the Edinburgh and Glasgow Railway Company, the Glasgow Barrhead and Neilson Direct Railway Company, the Glasgow Paisley Kilmarnock and Ayr Railway Company, the Glasgow Paisley and Greenock Railway Company, and the Caledonian Railway Company, or any or either of them, and to enable such last mentioned companies, or any or either of them, to purchase, or take in lease, the said intended Railway or Railways, branch Railways and other works respectively, or any of them, or any part thereof, and to exercise such powers, or any of them (whether with relation to the levying of tolls, rates, and duties, or otherwise) and also to raise and contribute funds towards the making, maintaining, working, and using of such intended Railway or Railways, branch Railways and works respectively, or any part thereof, or to take shares in the said undertaking, or to guarantee to the said Company to be incorporated by the said Act or Acts; such interest or profit on their outlay or capital as may be agreed upon, and generally to enter into and carry into effect such further and other arrangements and agreements in reference thereto as may be mutually agreed upon between the said last mentioned Companies, or either of them, and the Company to be incorporated as aforesaid, and with such objects, or otherwise, to alter and amend, extend or enlarge, the Acts relating to the said Edinburgh and Glasgow Railway, passed in the first and second, the third and fourth, the fifth, the seventh and eighth, and the eighth and ninth years of the reign of her present Majesty: the Acts relating to the said Glasgow Paisley Kilmarnock and Ayr Railway, passed in the first, the third and fourth, the fifth, and the eighth and ninth years of the reign of her present Majesty; the Acts relating to the said Glasgow Paisley and Greenock Railway passed in the first, the third and fourth, the fourth and the sixth years of the reign of her present Majesty; and the Acts relating to the said Glasgow Barrhead and Neilson Direct Railway, and to the Caledonian Railway, passed in the eighth and ninth year of the reign of her present Majesty.

And Notice is hereby given, That plans, and sections, and duplicates thereof, describing the lines or situations and levels of the said intended Railway or Railways, branch Railways and other works, and the lands to be taken and used for the purposes thereof, together with a book or books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited for public inspection on or before the thirtieth day of November in the present year, in the offices of the principal Sheriff-Clerk of the county of Lanark, at Glasgow and Hamilton; in the office of the principal Sheriff-Clerk of the county of Edinburgh, at Edinburgh; and in the office of the principal Sheriff-Clerk of the county of Linlithgow, at Linlithgow; and that a copy of so much of the said plans, sections, and book or books of reference, as relates to each royal burgh or parish in or through which the said Railway or Railways, branch Railways and works are intended to be made, will be deposited, on or before the thirty-first day of December next, with the Schoolmaster, or if there be no Schoolmaster, then with the Session-Clerk of each such parish, at the respective dwelling-places of each such Schoolmaster or Session-Clerk, and with the Town-Clerk of the

burgh of Rutherglen, at his office in Rutherglen, and the Town-Clerks of the burgh of Glasgow, at their office in Glasgow.

CAMPBELL & TENNENTS,
40, George Square, Glasgow,
G. H. LANG, 37, Great George
Street, Westminster, } Solicitors
for the
Bill.

Glasgow, 16th October 1845.

GLASGOW HARBOUR MINERAL RAILWAY.

NOTICE IS HEREBY GIVEN, that it is intended to apply to Parliament in the ensuing Session, for an Act or Acts, to make and maintain a Railway or Railways with all proper works and conveniences connected therewith to be called the "Glasgow Harbour Mineral Railway," to commence at a point on the south bank of the river Clyde, at or near the lands of Heatheryhall and pertinents adjoining, or near to the east of the village of Govan, and proceeding thence southward and eastward till it joins the joint line of Railway of the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, and the Glasgow, Paisley, and Greenock Railway Company, at a point thereon, at or near the bridge now or lately known by the name of Cinder Bridge or Coal Bridge, or one or either or both names, with a branch proceeding from said intended line, running southward and westward till it joins the said joint line of Railway, at a point thereon, at or near the bridge known by the name of Bellahouston bridge. And it is also intended by the said Act or Acts, to enable the company thereby to be incorporated for the purposes herein mentioned, to take power also to form, make, and maintain a dock or basin, or tidal harbour, in connection with the said intended Railway, at or near the said lands of Heatheryhall, and pertinents on the south bank of the said river of Clyde, with a cut or canal from the said river of Clyde on the south bank thereof, to join the said intended dock or basin, or tidal harbour, at or near the said lands of Heatheryhall and pertinents, together with power in said Act or Acts, for the compulsory purchase of lands and houses, and other heritages, to make and maintain turn bridges, bridges, quays, piers, wharfs, locks, sluices, floodgates, drains, sewers, embankments, cuts, channels, feeders, warehouses, sheds, store-houses, houses, roads, avenues, approaches, light-houses, slips, graving docks, or any of them, and other works and conveniences for the purposes of the trade, traffic, or navigation connected therewith or with the premises in any way, which said Railway or Railways, dock, or basin, or tidal harbour, cut, and said several works, houses, and others, and all or any of them, are all situated and comprehended within the parish of Govan and counties of Lanark and Renfrew, or in one or both of them. And it is also intended by the said Act or Acts, to incorporate a company for making and maintaining the said Railway or Railways, and said dock or basin, or tidal harbour or cut, and several works, houses, and others, or any of them hereinmentioned, and to take power to levy tolls, rates, and duties, on and for the use of the said Railway or Railways, said dock or basin, or tidal harbour or cut, and several works, houses, and others, and to vary, alter, or extinguish all existing rights and privileges which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and power is also intended to be taken by the said Act or Acts, to divert or alter within the parish and places aforesaid, the turnpike and other roads, streets, railways, tramways, canals, rivers, ferries, streams, pools, and water courses, which it may be necessary to interfere with in the construction of the said intended Railway or Railways, dock or basin, or tidal harbour or cut, and said several works, houses, and others, or any of them.

And it is further proposed by the said intended Act or Acts, to enable the company thereby to be incorporated to sell, feu, convey, or dispose of the said several lands, houses, and other hereditaments and other works, in whole or in part, to any person or persons, company or companies, or others with whom they may agree therefor; as also to enable the said company thereby to be incorporated to sell and transfer, or lease the said intended Railway or Railways, dock or basin, or tidal harbour, cut, and said several lands, works, houses, and others, and all or any of them, and all or any of the powers of the said company to be thereby incorporated in connection therewith, or in relation thereto, either to the Edinburgh and Glasgow Railway Company, the Glasgow, Barrhead, and Neilston Direct Railway Company, the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, the Glasgow, Paisley, and Greenock Railway Company, or to the Caledonian Railway Company, or any or either of them, and to enable such last mentioned companies, or any or either of them, to purchase, or take in lease, the said intended Railway or Railways, dock or basin, or tidal harbour, cut, and said several lands, works, houses, and other works respectively, or any of them, or any part thereof, and to exercise such powers, or any of them, (whether with relation to the levying of tolls, rates, and duties, or otherwise,) and also to raise and contribute funds towards the making, maintaining, working, and using of such intended Railway or Railways, branch Railways, said dock or basin, or tidal harbour, cut, and said several works, houses, and other works respectively, or any part thereof, or to take shares in the said undertaking, or to guarantee to the said company, to be incorporated by the said Act or Acts, such interest or profit on their outlay or capital as may be agreed upon, and generally, to enter into and carry into effect, such further and other arrangements and agreements in reference thereto, as may be mutually agreed upon between the said last mentioned companies, or either of them, and the company to be incorporated as aforesaid, and with such objects, or otherwise, to alter and amend, extend, and enlarge the Acts relating to the said Edinburgh and Glasgow Railway, passed in the first and second, and the third and fourth, the fifth, the seventh, eighth, and the eighth and ninth years of the reign of Her present Majesty, the Acts relating to the said Glasgow, Paisley, Kilmarnock, and Ayr Railway, passed in the first, the third and fourth, the fifth and the eighth and ninth years of the reign of Her present Majesty, the Acts relating to the said Glasgow, Paisley, and Greenock Railway, passed in the first, the third and fourth, the fourth and sixth years of the reign of Her present Majesty, and the Acts relating to the said Glasgow, Barrhead, and Neilston Direct Railway, and to the Caledonian Railway, passed in the eighth and ninth year of the reign of Her present Majesty, or one, or all, or either of them.

And Notice is hereby given, that plans, sections, and duplicates thereof, describing the line, or situation and levels, of the said intended Railway or Railways, dock or basin, or tidal harbour, cut, and said several works, houses, and other works, and the lands to be taken and used for the purposes thereof, together with a book or books of reference to such plans, containing the name of the owners, or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November, in the present year, in the office of the principal Sheriff-Clerk of the county of Lanark, at Glasgow, and of the county of Renfrew at Paisley and Greenock, and that a copy of so much of the said plans, sections, and book or books of reference, as relates to each parish in or through which the said Railway or Railways, dock or basin, or tidal harbour, cut, and said several other works are intended to be made, will be deposited, on or before the thirty-first day of December next, with the Schoolmaster, or if

there be no Schoolmaster, then with the Session-Clerk of each such parish, at the respective dwelling places of each such Schoolmaster or Session-Clerk.

JAS. F. GALBRAITH, W. S. Solicitor for the
Bill, 48, Queen Street, Glasgow.

Glasgow, 16th October 1845.

RENFREW & AYR COUNTIES RAILWAY.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament in next Session, for leave to bring in a Bill or Bills to make and maintain a Railway or Railways, and all proper works and conveniences connected therewith, commencing by a junction with the Glasgow, Paisley, and Greenock Railway, at or near to the terminus of the said Railway, in the town of Greenock, and terminating in or near to the town or village of Largs in the county of Ayr, with a branch Railway, and all proper works and conveniences connected therewith, from a point on the said intended Railway at or near the Brackleston Toll-Bar, to or near to the village of Gourrock, in the parish of Innerkip, and county of Renfrew; which Railway, branch Railway, and the works and conveniences connected therewith, will be situate in, or will pass from, through, or into the several parishes and places following, or some of them, viz:—The parishes of Greenock and Innerkip in the county of Renfrew, and the parish of Largs in the county of Ayr.

And Notice is also given, that plans and sections describing the lines or situations and levels of the said intended works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property respectively will, on or before the 30th day of November next, be deposited for public inspection in the offices in Paisley and Greenock respectively, of the principal Sheriff-clerk of the county of Renfrew, and in the office at Ayr of the principal Sheriff-clerk of the county of Ayr; and that a copy of as much of said plans, sections, and books of reference as relates to each of the said parishes before specified, will be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-clerk of each of such parishes respectively, at the place of abode of such Schoolmaster or Session-clerk.

And Notice is further given, that it is intended by the said Bill to take power to deviate in the construction of the said Railway, branch Railway, and works from the lines delineated on the plans to be deposited as aforesaid, to such an extent as will be defined on the said plans, and also to alter and divert such highways, turnpike, or other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as may be necessary or expedient to alter or divert for the purpose of making and maintaining, or more conveniently making, maintaining, or using the said Railway or branch Railway, or any of the works and conveniences connected therewith.

And Notice is also given, that it is intended by the said Bill to incorporate a company for the purpose of making, maintaining, working, or using the said Railway, branch Railway, and works, or some of them, and for other purposes connected therewith; with power to such company for the compulsory purchase of lands, houses, and other property; and it is intended to vary or extinguish all existing rights and privileges connected with the lands, houses, and property so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said Railway, branch Railway, and works, and to confer other rights and privileges; as also with powers to the company to

be so incorporated, to levy tolls, rates, and duties, on and for the use of the said Railway, branch Railway, and works, and for the conveyance of passengers and goods; and it is intended by the said Bill to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; and it is further intended by the said Bill to take powers to authorise the company to be thereby incorporated, to sell or lease the said intended Railway, branch Railway, and works, to the Glasgow, Paisley, and Greenock Railway Company, or to contract with the said Glasgow, Paisley, and Greenock Railway Company for the working of the said intended Railway, and for the use of their stations at Greenock, for the purposes of the said intended Railway.

Dated this 15th day of October 1845 years.

ROBERT LAMOND, Glasgow.
ARCH. GRAHAME, MONCRIEFF, & WEEMS,
30, Great George Street, Westminster.

AYRSHIRE AND CALEDONIAN JUNCTION RAILWAY.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament, in next Session, for leave to bring in a Bill or Bills to make and maintain a Railway or Railways, and all proper works and conveniences connected therewith, to be called the Ayrshire and Caledonian Junction Railway, commencing by a Junction with a proposed railway to be called the CALEDONIAN EXTENSION RAILWAY, at or near to the village of Muirkirk, in the parish of Muirkirk, and county of Ayr, or at a point at or near the village of Muirkirk aforesaid, and terminating by a Junction with the Ardrossan Railway in the parish of Stevenston, and county of Ayr; with a branch railway from a point at or near the town and royal burgh of Irvine, in the county of Ayr, to the harbour of Irvine, in the parish of Dundonald, which Railway and branch Railway, and the works and conveniences to be connected therewith, will be situate in or will pass from, through, or into the several burghs, parishes, and places following, or some of them:—That is to say, the town of Kilmarnock; the royal burgh of Irvine; the parishes of Muirkirk, Auchinleck, Sorn, Mauchline, Galston, Riccarton, Kilmarnock, Kilmaurs, Dreghorn, Irvine, Dundonald, Kilwinning, and Stevenston, all in the county of Ayr; and Notice is also Given, that plans and sections describing the lines or situation and levels of the said intended works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the 30th day of November next, be deposited for public inspection in the office at Ayr of the principal Sheriff-clerk of the county

of Ayr; and that a copy of as much of the said plans, sections, and books of reference as relates to each of the several parishes before specified, will, on or before the 31st day of December next, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-clerk of each of such parishes respectively, at the place of abode of such Schoolmaster or Session-clerk; and so far as relates to the royal burgh of Irvine, with the Town-clerk of the said burgh at his office in that town.

And Notice is Further Given, that it is intended by the said Bill to take power to deviate in the construction of the said Railway, branch railway and works, from the lines delineated on the plans intended to be deposited as aforesaid, to such an extent as will be defined on the said plans; and also to alter and divert such highways, turnpike or other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as it may be necessary or expedient to alter or divert for the purpose of making and maintaining, or more conveniently making, maintaining, or using the said Railway and branch railway, or any of the works or conveniences connected therewith: And it is further intended by the said Bill or Bills to empower and authorise the Magistrates and Town-Council of the royal burgh of Irvine, to make and carry into effect such arrangements with the said intended railway company, as may be mutually agreed upon, in relation to the dues or customs leviable by the said Magistrates and Town-Council upon goods, cattle, matters, and things passing upon the said intended Railway, from, into, or through the said royal burgh, and to lease such dues and customs to the said Company, or to compound the same for the payment of a fixed or annual sum, and with power to the said Company to make and carry into effect such arrangements: And it is also intended by the said Bill or Bills to empower and authorise the Parliamentary trustees for the Harbour of Irvine to make and carry into effect such arrangements with the said intended Railway Company, as may be agreed on, in relation to the duties leviable at the said Harbour on ships' goods and merchandise; and to lease such duties to the said Railway Company, or to compound the same, in so far as they may be leviable in connection with the said intended branch railway, for the payment of a fixed or annual sum, with power to the said Company to make and carry into effect such arrangements, and, as far as may be necessary, to alter, amend, and enlarge the powers and provisions of an Act passed in 7th year of the reign of his

Majesty George IV., cap. 107, entitled "An Act for widening and improving the Bridge of Irvine; for making streets communicating thereto; and for more effectually enlarging, deepening, improving, and maintaining the Harbour of Irvine in the county of Ayr."

And Notice is Also Given, that it is intended by the said Bill to incorporate a Company for the purpose of making, maintaining, working, or using the said Railway, branch railway, and works, or some of them, and for other purposes connected therewith, with power to such Company for the compulsory purchase of lands, houses, and other property; and it is intended to vary or extinguish all existing rights and privileges connected with the lands, houses, and property so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said Railway, branch railway, and works, and to confer other rights and privileges; as also with powers to the Company to be so incorporated to levy tolls, rates, and duties on and for the use of the said Railway, branch railway, and works, and for the conveyance of passengers and goods; and it is intended by the said Bill to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; and it is farther intended by the said Bill to confer power on the Company to be thereby incorporated, to make and carry into effect arrangements with the Caledonian Railway Company for the purpose of selling, leasing, or making and maintaining the railway to be authorised by the said Bill, or some portions thereof; and power to make and carry into effect arrangements with an intended Company, to be called the Glasgow, Kilmarnock, and Ardrossan Railway Company, and an intended Railway Company to be called the Kilmarnock and Ayr Direct Railway Company, both or either of them, for making and maintaining a Joint Station in or near the town of Kilmarnock aforesaid, with all proper and necessary works: And power also to make and carry into effect arrangements with the said intended Company, to be called the Glasgow, Kilmarnock, and Ardrossan Railway Company, for making and maintaining a Joint Station in or near the royal burgh of Irvine aforesaid, with all proper and necessary works; and for making, maintaining, and using the said branch railway to the harbour of Irvine, jointly with the said Glasgow, Kilmarnock, and Ardrossan Railway Company, or other company or companies.

Dated this 15th day of October, 1845.

ROBERT LAMOND, Glasgow.
ARCH. GRAHAME, MONCRIEFF & WEEMS,
30, Great George Street, Westminster.

BERWICKSHIRE CENTRAL JUNCTION RAILWAY.

NOTICE IS HEREBY GIVEN,
THAT it is intended to apply to Parliament, in the ensuing Session, for an Act to make and maintain a Railway, to be called The Berwickshire Central Junction Railway, with all proper works and conveniences connected therewith, to commence by a junction with the intended Railway, called The Edinburgh and Hawick Railway, at or near the village of Fountainhall, in the parish of Stow, and county of Edinburgh, and to terminate at or near the town of Kelso, in the parish of Kelso, and county of Roxburgh, and which line of Railway will pass from, through, in, or into the following parishes burghs, and places, or some of them, viz.: Stow, in the county of Edinburgh; Channelkirk, Threeburnford, Ugston, and Lauder, in the county of Berwick; Melrose and Blainslie, in the county of Roxburgh; Earlston and Mertoun, in the county of Berwick; Smallholm, Mackerstone, and Kelso, in the county of Roxburgh; as also Legerwood and Nenthorn, in the county of Berwick.

And Notice is hereby Given, That plans and sections, describing the line or situation and levels of the said intended Railway, and other works, and the lands to be taken and used for the purposes thereof, together with a book of reference to such plan, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year, in the office of the principal Sheriff-Clerk for the county of Edinburgh at Edinburgh, in the office of the principal Sheriff-Clerk of the county of Berwick at Greenlaw, and in the office of the principal Sheriff-Clerk of the county of Roxburgh at Jedburgh; and that a copy of so much of the said plans, sections, and book of reference, as relates to each parish and royal burgh, in or through which the said Railway and works are intended to be made, will be deposited on or before the thirty-first day of December next, with the Schoolmaster, or if there be no Schoolmaster, then with the Session-Clerk of each such parish, at the respective dwelling-places of each such Schoolmaster and Session-Clerk, and with the Clerk to the royal burgh of Lauder, at his office at Lauder.

And Notice is also hereby given, That it is intended by the said Act to incorporate a Company for the purpose of making, maintaining, working, and using the said Railway and works, and for conveying passengers and goods on the said Railway, and on other communicating Railways, and for other purposes, with powers for the compulsory purchase of lands, houses, buildings, or other property; and it is intended to vary or extinguish all existing rights and privileges connected with the lands, houses, buildings, or other property, so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said Railway and works, and to confer other rights and privileges; and also with powers to the said Company to levy tolls, rates and duties, on and for the use of the said Railway and works, and for the conveyance of passengers and goods, as aforesaid; and it is intended by the said Act to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; as also with powers to the said Company to enter into, and to carry into execution, with any other companies or corporations, or any commissioners, road trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for the making and maintaining the said intended Railway and works, or for the use of the same, or of any Railway or Railways communicating therewith, or for the sale or

lease of any portion of the said intended Railway, or of any Railway communicating therewith.

And Notice is further Given, That it is intended by the said Act to take powers to deviate in the construction of the said Railway and works, from the lines delineated on the said plans, intended to be deposited as aforesaid, to such an extent as will be defined on the said plans; and also to alter and divert such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as it may be necessary or expedient to alter or divert, for the purpose of making and maintaining, or more conveniently making and maintaining, or using the said Railway, or any of the works or conveniences connected therewith.

JOHN MURRAY, Junior,
 32, St Andrew Square, Edinburgh.
 DEANS, DUNLOP, & HOPE,
 Fludger Street, Westminster,
 Solicitors for the Bill.

Edinburgh, 14th October 1845.

JOHN FLEMING, Accountant in Glasgow, Trustee on the sequestrated estate of ANDREW MITCHISON WADDELL, Writer and Coal Merchant in Glasgow, hereby intimates, that his accounts have been audited and approved of by the Commissioners, and that these, with states of funds and schemes of ranking of the Creditors, will lie in his office, 129, Ingram Street, Glasgow, for one month from this date, for the inspection of the Creditors, and that on Saturday the 3d day of January next, he will there pay a first dividend to those Creditors whose claims have been lodged and sustained by him, in terms of the Statute.—Of all which Notice is hereby given.

JOHN FLEMING, Trustee.

Glasgow, November 15, 1845.

CHARLES MACARA, Banker in Dunblane, Trustee on the sequestrated estate of JOHN CAIRNS, Farmer and Cattle Dealer at Kippendavie near Dunblane, hereby intimates, that an account of his intrusions with the funds of the estate, brought down to the 11th November current, and state of the funds outstanding as at the same date, have been made up and examined by the Commissioners on said estate, in terms of the Statute; further, that a dividend has been postponed, and circulars to Creditors dispensed with.—Of all which Notice is hereby given, in terms of the Statute.

ALEX. CASSELL, W.S. Agent for Trustee.

Dunblane, November 15, 1845.

NOTICE.

ALEXANDER BERRIE, Merchant in Dundee, Trustee on the sequestrated estates of J. G. & J. SMITH, Manufacturers in Dundee, as a Company, and of James Gill Smith, and John Smith, the Individual Partners of that Company, as Individuals, hereby intimates, that he has had no intrusions with the funds of the said sequestrated estates since the date of the last audit of his accounts; and also, that no farther dividend can be declared.—Of all which Notice is hereby given, in terms of the Statute.

ALEXR. BERRIE, Trustee.

Dundee, November 15, 1845.

NOTICE

TO THE CREDITORS OF
WILLIAM DONALDSON SELLAR, Merchant in
Peterhead.

ROBERT KIDD, Merchant in Peterhead, Trustee on the sequestrated estate of the said William Donaldson Sellar, hereby intimates, that an account of his intrusions with the funds of the estate, brought down to the 31st day of October last, and a state of the funds recovered, and of those outstanding as at the same date, have been made up, examined and audited by the Commissioners on said estate, in terms of the Statute; that the Commissioners have postponed payment of a dividend till the recurrence of another stated period, and that they have also dispensed with the Trustee sending to the Creditors circulars containing a copy or abstract of the funds belonging to the said estate.—Of all which Notice is hereby given, in terms of the Statute.

ROBERT KIDD, Trustee.

Peterhead, October 31, 1845.

NOTICE.

JAMES WALKER, residing in Dundee, Trustee on the sequestrated estate of JAMES HALKETT, Manufacturer in Dundee, as an Individual, and as a Partner of the Firm of James and William Halkett, Manufacturers, Dundee, hereby intimates, that he has had no intrusions with the funds belonging to the sequestrated estate since the date of the last audit of his accounts; and also, that no farther dividend can at present be declared.—Of all which Notice is hereby given, in terms of the Statute.

J.A. WALKER, Trustee.

Dundee, November 14, 1845.

THE Estates of JOHN SMITH, Grocer and Merchant residing in Burghhead, were sequestrated on the 15th day of November 1845:

The first deliverance is dated 25th October 1845.

The meeting to elect Interim Factor is to be held at 12 o'clock noon, on Tuesday the 25th day of November 1845, within the Gordon Arms Inn, in Elgin; and the meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Tuesday the 16th day of December 1845, within the said Gordon Arms Inn, in Elgin.

A composition may be offered at this latter meeting, and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 25th April 1846.

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

JOHN HUNTER, W.S. Agent,
 13, Hill Street, Edinburgh.

THE Estates of the deceased JAMES HARLEY, Wholesale General Warehouseman in Glasgow, carrying on Business there, under the Firm of James Harley and Company, he being the only party concerned in the said Firm, were sequestrated on the 17th day of November 1845.

The first deliverance is dated the 17th November 1845.

The meeting to elect an Interim Factor is to be held at 11 o'clock forenoon, on Wednesday the 26th day of November 1845, within the Black Bull Inn, Glasgow; and the meeting to elect the Trustee and Commissioners is to be held at the same hour, and within the same place, on Wednesday the 17th day of December 1845.

A composition may be offered at this latter meeting, and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 17th day of May 1846.

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

WM. YOUNG, W.S.
 5, Pitt Street, Edinburgh.

ROBERT SMITH, Wool Merchant in Stirling, Trustee on the sequestrated estates of ANDREW TODD & SON, Manufacturers in Alva, and Andrew Todd and Robert Todd, the individual partners of said Firm, hereby intimates, that an offer lodged with him by the Bankrupts on 21st October last, of a composition of One Shilling per pound on their debts, at the date of the sequestration of their estates, payable, with security, one month after their final discharge, in addition to the dividend which the Creditors shall receive from the funds of their sequestrated estates, which have all been realised, with the exception of their household furniture and outstanding debts, and which, in consideration of said composition of One Shilling per pound, it is proposed should be re-invested in the Bankrupts, was this day laid before a general meeting of Creditors specially called for the purpose, by advertisement in the Edinburgh Gazette of the 24th October last, when the Creditors present at said meeting unanimously resolved that the offer and security should be entertained for consideration.—Notice is therefore hereby given, that another general meeting of Creditors will be held within the office of J. & J. Mathie, Writers in Stirling, on Wednesday the 3d day of December next, at one o'clock afternoon, for the purpose of finally deciding on the said offer, and the security proposed.

ROBERT SMITH, Trustee.

Stirling, November 17, 1845.

SEQUESTRATION of the now deceased WILLIAM GLENNY, China Merchant, Grassmarket, Edinburgh.

INTIMATION is hereby given, that on a Petition presented by two of the Creditors on the said sequestrated estate, the Sheriff of Edinburgh has this day appointed a meeting of the Creditors to be held on Wednesday the 3d day of December next, at two o'clock afternoon, within the writing-chambers of William Mason, Solicitor, Supreme Courts, No. 13, Bank Street, Edinburgh, to elect a new Trustee on the estate, in the place of Thomas Ireland, the former Trustee thereon.

WM. MASON, S.S.C. Agent.

November 18, 1845.

NOTICE

TO THE CREDITORS OF
ALEXANDER HISLOP, Farmer, and Cattle-dealer, and
Grain Dealer at Echline.

WILLIAM WHITEHEAD, Hosier and Glover in Edinburgh, Trustee on the said sequestrated estate, hereby intimates, that an account of his intrusions with the funds of the estate, brought down to the 14th day of November current, and a state of the funds recovered, and of those outstanding as at the same date, have been made up and examined and docketed by the Commissioners on said estate, in terms of the Statute. That the declaration of a dividend has been postponed till the next Statutory period recurs, and that circulars or states to the Creditors have been meanwhile dispensed with.—Of all which Notice is hereby given, in terms of the Statute.

WILLIAM WHITEHEAD, Trustee.

Edinburgh, November 17, 1845.

NOTICE

TO THE CREDITORS OF

The late Mr. RICHARD DENNISTOUN, Merchant in Glasgow.

Glasgow, November 17, 1845.

THE Trustee hereby intimates, that an account of the funds of the estate, audited and approved of by the Commissioners, with a relative state and scheme of ranking, will lie at the office of Mr. Alexander McGrigor, No. 52, George Square, Glasgow, for the inspection of the Creditors, until Tuesday the 30th day of November next, and upon which day, and within the said office, he will, as authorised by the Commissioners, pay to the Creditors duly ranked on the sequestrated estate a small interim dividend.

RICHD. DUNCAN, Trustee.

Glasgow, November 17, 1845.

NOTICE

TO THE CREDITORS OF

CHARLES YOUNG ROGER, Merchant and Manufacturer in Dundee.

UPON the application of the said Charles Young Roger, and of John Brown, Shipowner in Dundee, Trustee on his sequestrated estate, for approval of an offer of composition made by the said Charles Young Roger, on all the debts due by the said Charles Young Roger at the date of the sequestration, and for exoneration of the Trustee, the Court of Session, (Second Division,) of this date appointed intimation thereof to be made on the Walls, in the Minute Book, and in the Edinburgh Gazette.

ARCH. W. GOLDIE, W. S. Agent.

Edinburgh, November 15, 1845.

Notices of Cessio Bonorum.

GEORGE BREBNER, Spirit Dealer and Shoemaker in Aberdeen, having presented a Petition to the Sheriff of Aberdeenshire, for the benefit of the process of Cessio Bonorum, and for interim protection against the diligence of his Creditors, the said Sheriff has fixed Friday 19th December next, at 12 o'clock noon, within the Court-House of Aberdeen, for the public examination of the Petitioner, and all his Creditors are hereby required to appear at the foresaid time and place.

JOHN PATERSON, Agent.

Aberdeen, November 14, 1845.

INTIMATION.

ANGUS McLEOD, sometime residing in No. 6, Royal Exchange, Edinburgh, thereafter in Advocates Close, High Street, and presently a Prisoner in the Canongate Prison of Edinburgh, has presented a Petition to the Sheriff of the County of Edinburgh, for the benefit of the process of Cessio Bonorum.—On considering which, the Sheriff of this date pronounced a delivrance ordaining the Pursuer to appear within the Sheriff's office, County Buildings, Lawnmarket, Edinburgh, on Monday the 22d day of December next, at ten o'clock forenoon, for examination, when his Creditors are required to attend.

MAURICE LOTHIAN, Agent for Pursuer.

Edinburgh, November 18, 1845.

ROBERT ALLAN, Baker, Aberdeen, present Prisoner in the Jail of Aberdeen, having presented a Petition to the Sheriff of Aberdeenshire for the benefit of the process of Cessio Bonorum, and for liberation and interim protection against the diligence of his Creditors, the said Sheriff has fixed Friday 19th December next, at 12 o'clock noon, within the Court-house of Aberdeen, for the public examination of the Petitioner, and all his Creditors are hereby required to appear at the foresaid time and place.

JOHN PATERSON, Agent.

Aberdeen, November 15, 1845.

ROBERT BLAIR, Spirit Dealer, No. 119, Gallowgate Street, Glasgow, has presented a Petition to the Sheriff of Lanarkshire, for the benefit of Cessio Bonorum, protection and liberation, and the Sheriff has appointed the 20th December next, at 12 o'clock noon, within the Sheriff-Clerk's office here, for his examination, when all his Creditors are required to attend.

ALEX. STRATHERN, Agent.

Glasgow, November 17, 1845.

ROBERT WHITE, Victualler, Fish Merchant and Spirit Dealer in Glasgow, has presented a Petition to the Sheriff of Lanarkshire for the benefit of Cessio Bonorum, protection and liberation, and the Sheriff has appointed the 19th December next, at two o'clock p. m. within the Sheriff-clerk's office here for his examination, when all his Creditors are required to attend.

Glasgow, November 17, 1845.

WILLIAM COOK, Provision Merchant in Glasgow, presently a Prisoner in the North Prison there, has presented a Petition to the Sheriff of Lanarkshire, for the benefit of Cessio Bonorum, protection and liberation, and the Sheriff has appointed the 19th December next, at 12 o'clock noon, within the Sheriff-Clerk's office here, for his examination, when his Creditors are required to attend.

Glasgow, November 17, 1845.

THE Copartnership hitherto carried on by the Subscribers, sole Partners of the Firm of WILKIE and BROWN, Accountants and Share Brokers in Glasgow, is hereby DISSOLVED.

EDW. WILKIE,

DAVID WILKIE, Witness.

JOHN WILKIE, Witness.

JAMES BROWN.

JAS. RUTHERFURD, Witness.

JOHN McNEIL, Witness.

Glasgow, November 17, 1845.

NOTICE.

THE Subscribers ceased on the 13th instant, to have any interest in The CAMBUSLANG OLD VICTUALING SOCIETY.

JOHN MAXWELL.

JOHN REID.

SAMUEL LAUCLAN.

JOHN BROWN.

JAMES MILLAR.

THOMAS MUIR.

JOHN HENDREY.

WILLIAM KIRKWOOD.

ALEXANDER MUIR, Witness.

JAMES SMITH, Witness.

Cambuslang, November 13, 1845.

Dumfries, November 15, 1845.

THE Copartnership carried on here by the Subscribers, under the firm of ROBERT RAIN & SON, Bakers, was this day DISSOLVED by mutual consent.

ROBERT RAIN.

JOHN RAIN.

JAMES WRIGHT, Witness.

WILLIAM BURGESS, Witness.

[N.B.—The fees of all Notices must be paid in advance, and all Letters post-paid.]

Printed and Published at the Office, 13, North Bank Street, by WILLIAM ALEXANDER LAURIE,
Printer to THE QUEEN'S MOST EXCELLENT MAJESTY.

** This Gazette is filed at the Offices of the London and Dublin Gazette.

TUESDAY, NOVEMBER 18, 1845.

Price One Shilling.

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