



NOTICE is hereby given that the...
 Junction Railway.
 DARTINGTON AND HAWICK

The Edinburgh Gazette.

Published by Authority.

FRIDAY, NOVEMBER 21, 1845.

HIGH COURT OF JUSTICIARY.

The ensuing Winter Circuit is appointed to be held at Glasgow on Tuesday the 6th day of January next, by Lords Moncreiff and MEDWYN—Charles Baillie, Esquire, Advocate-Depute.

OFFICE OF ARMS.

DUBLIN CASTLE, 12th November 1845.

His Excellency the Grand Master, (by Her Majesty's command,) this day held a Chapter of the Most Illustrious Order of Saint Patrick.

The following Knight Companions in their Mantles, Stars, and Collars, assembled in the Robing Room, viz.—The Earl of Roden, the Earl of Donoughmore, the Earl of Howth, the Earl of Wicklow, the Earl of Rosse; the Marquess of Ormonde, attended by the following Officers of the Order: His Grace the Lord Archbishop of Dublin; Chancellor. The Very Reverend and Honourable the Dean of Saint Patrick's, Registrar. The Honourable Robert Boyle, Secretary. Sir William Leeson, Genealogist. Sir George Morris, Gentleman Usher of the Black Rod. Sir William Betham, Ulster King of Arms, Knight Attendant.

At Two o'Clock P.M. the Knights were called over by Ulster, and proceeded to the presence of the Grand Master, seated in the Chair of State, and with the usual reverences, took their respective seats at the table, according to their stalls.

His Excellency the Grand Master then commanded Ulster to read Her Majesty's Letter authorizing the Chapter to be held, which being done, the Lord Farnham was introduced by the Gentleman Usher and Ulster King of Arms, and kneeling, received the honour of Knighthood, and then retired.

His Excellency the Grand Master then communicated to the Chapter, that Her Majesty had been pleased to nominate Sir Henry Maxwell, Knight, Baron Farnham, to be a Knight Companion of the Most Illustrious Order, and to command that his Lordship should be invested with the ribband and badge.

By command of the Grand Master, the Earl of Rosse and the Marquess of Ormonde proceeded to the door of the Chapter Room, and conducted the Baron Farnham between them to the right of the Chair of State, Ulster bearing the ensigns

of the Order before them on a velvet cushion, when his Lordship made and subscribed the declaration appointed by the Statutes.

His Excellency the Grand Master, assisted by the two Senior Knights Companions present, put the ribband with the badge over the Baron's right shoulder, pronouncing the admonition, after which the Baron was congratulated by His Excellency and the Knights present, and took his seat at the table.

The Chapter being ended, Ulster, Knight Attendant, called over the names of the Knights Companions present, who each rose from his seat on the pronouncement of his name, and the Chapter broke up.

W. BETHAM, Ulster.

BANKRUPTS FROM THE LONDON GAZETTE.

BANKRUPTCIES AWARDED.

- J. Sculthorp, Brick Hill Lane, Upper Thames Street, London, colourman.
- W. Vickers, Carter Street, Walworth Road, London, bill-broker.
- J. Crane, Crooked Lane, London, maltster.
- W. A. Darby, Charles Street, Westbourne Terrace, Paddington, London, builder.
- B. Purnell, New Street, Turner Street, Stepney, dealer in vinegar.
- J. Lovegrove, Rotherhithe, barge builder.
- T. Wilkinson, Quadrant, Regent Street, London, ironmonger.
- B. Wade, Strand, London, tailor and draper.
- H. P. Price, Holywell, Flintshire, linen draper.
- S. Abbot, Nether Stowey, Somersetshire, linen draper.
- T. Bailey, Bedminster, Bristol, builder.
- T. Simpson, Stourbridge, Worcestershire, livery stable keeper.
- C. Robbins and W. S. Martin, Birmingham, merchants.
- W. Ashton, Pickering, Yorkshire, spirit merchant.
- J. O. Harvey, Newark, Nottinghamshire, grocer.

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	35 7.293	145 1.639	449.179

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

By Authority of Parliament,

GEORGE JOYCE,

Comptroller of Corn Returns.

Board of Trade, Corn Department.

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.

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 make and maintain a Railway or Railways, with all proper Bridges, Roads, Works, Stations, and conveniences connected therewith, and approaches thereto, commencing from and out of and by a line of junction with the Stockton and Darlington Railway, at or near the point where the same Railway crosses the lane or highway leading from Darlington to Whessoe, commonly called the Whessoe Lane, and in the townships of Cockerton and Darlington, or one of them, and in the parish of Darlington, in the county of Durham, and forming a junction with the Edinburgh and Hawick Railway, at or near to Midshiels, in the parish of Wilton, in the county of Roxburgh, and terminating either at or near the Hawick Station of the Edinburgh and Hawick Railway, in the parish of Hawick, in the said county of Roxburgh, and which said proposed Railway and works and conveniences is or are intended to pass, or be made, from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them,—that is to say, Darlington, Darlington Borough, Darlington Bondgate, otherwise Bondgate in Darlington, Haughton-le-Skerne, Haughton, Cockerton, Archdeacon Newton, Whessoe, Walworth, Denton, Summerhouse, Coatsay Moor, otherwise Coatsay Moor, Houghton le-Side, Heighington, Bolam, Gainford, Legs Cross, Bildershaw, Redworth, Brusselton, Hummerbeck, West Auckland, Saint Helen's Auckland, Saint Andrew Auckland, Greenfield Bishop Auckland, Bondgate in Auckland, Escomb, Etherley, Evenwood, Evenwood Barony, Toft Hill, Whitton-le-Wear, Bitchburn, Crook, Crook and Billy Row, Brancepeth, North Bedburn, South Bedburn, Harperley Firtree, Harperley Park, Hamsterley, Wolsingham, Wolsingham Town Constabulary, Elm Park, otherwise Helm Park, Bradley, Bradley Hall, Bradley Lordship, Thornley, Hedley Hope, Wolsingham Town Quarter, Wolsingham East Quarter, Wolsingham South Quarter, Park Quarter, Lanchester, Medomsley, Muggleswick, Muggleswick Park, Edmond Byers, Eades Bridge, and Ebchester, in the county of Durham; Shotley, Bywell Saint Peter, Slaley, Corbridge, Hexham, Saint John Lee, Warden, Simonburn, Chollerton, Wark, Bellingham, Thorneyburn; a certain place called Hareshaw Common; Ramshope

and Elsdon, in the county of Northumberland; Jedburgh, Southdean, Castleton, Chesters, Hobkirk, Kirkton, Cavers, Hawick, and Wilton, in the county of Roxburgh; and to be called *The London and Edinburgh Direct, and Darlington and Hawick Junction Railway.*

And it is intended to apply for powers in the said Act or Acts, for the purchase, by compulsion or agreement, of all such lands, houses, and other property as may be necessary for the purposes aforesaid, and for powers to levy tolls, rates, and duties, for and in respect of the use of such proposed Railway or Railways and other works, and to grant such exemptions from such tolls, rates, and duties, as to such Company may seem meet, or to alter, vary, and extinguish all or some of the existing rights and privileges connected with the houses, lands, buildings, and other property intended to be taken, and to confer other rights and privileges; and to alter and repeal all and so much of the provisions of any Act or Acts as shall in anywise affect or interfere with the making and maintaining, as aforesaid, the said Railway or Railways, and to confer other powers and provisions in lieu thereof.

And it is intended to apply for and obtain powers in the said Act or Acts, to deviate in the construction of the said Railway or Railways from the lines of situation thereof, as laid down on the plans thereof deposited, as hereinafter mentioned, to the extent shown or defined on the said plans, and to alter and divert, stop up and cut off, or cross, whether temporarily or otherwise, all such turnpike roads, parish roads, and other highways, canals, bridges, aqueducts, navigations, and railways, tramroads, rivers, drains, brooks, streams, and water-courses, within the parishes, townships, extra-parochial, and other places aforesaid, as may be required to be diverted or altered for the purposes of such Railway.

And it is further intended to apply for and obtain powers, in the said Act or Acts, for leave to incorporate a company to raise money for the purposes aforesaid, and other the several purposes of the said Act or Acts, by the creation of shares or some other mode to be by the said Act or Acts authorised and provided for, and to enable the company to be incorporated either alone or jointly with any other company or party, to undertake the execution of the before-mentioned proposed undertaking, and let on lease or sell the said intended Railway or Railways and other works, or any part or parts thereof, to any other company or parties, or to unite and amalgamate with any other company or parties already

formed or to be formed, and to enable such other company or parties, or such united or amalgamated company, or any other company, to purchase or rent the said intended Railway or Railways or any part or parts thereof respectively, and to take tolls, rates, and duties, upon or in respect thereof, and to purchase and hold lands and houses, by compulsion or otherwise, and to exercise all powers and authorities to be conferred by the said intended Act or Acts on the said company thereby intended to be incorporated in connection therewith; and also to authorise the company to be incorporated by the said Act or Acts, or such united or amalgamated or other company or companies, or party or parties, to enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended Railway or Railways and works, and also to effect and confirm any agreement or arrangement made or hereafter to be made, for or in respect of the traffic passing, or which may pass, on the line of the said intended Railway or Railways, or on the line or works of the Edinburgh and Hawick Railway Company, or of any other Railway Company, united or amalgamated with the company incorporated by the said intended Act or Acts, or any or either of them.

And Notice is Hereby Given, that duplicate plans and sections, describing the lines, levels, and situation of the said intended Railway or Railways, and the whole of the works, and the lands in or through which the same is intended to be made, maintained, varied, extended, and enlarged, and through which every communication to or from the works shall be made, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of land respectively, will be deposited, for public inspection, on or before the 30th day of November, with the Clerk of the Peace for the county of Durham, at his office in the city of Durham, and with the Clerk of the Peace for the county of Northumberland, at his offices in Newcastle, and in the office of the principal Sheriff-clerk of the county of Roxburgh, in Jedburgh, and that a copy of so much of the said plans and sections as relates to each parish in or through which the said Railway or Railways and works, or any part thereof, are intended to be made and maintained, together with a book of reference thereto, will also be deposited, for public inspection, on or before the 31st day of December in the present year, with the Parish Clerk of each such parish respectively, and with the Schoolmasters of each of the said parishes in Roxburghshire, or in case there be no Schoolmaster,

then with the Session-clerk of such parish, at their respective places of abode.

Dated the 10th day of November 1845.

WRIGHT & HANBURY, 11, Finsbury Place, South, Solicitors for the Bill.

CADWALLADER F. WADDY, Esq. 13, Fludyer Street, Westminster, Parliamentary Agent.

AIRDRIE CONSUMERS' GAS COMPANY.

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 for the better supplying the town of Airdrie and surrounding villages of Clarkston, Drumgelloch, Rawyards, and other surrounding villages and places adjacent to said town and villages, with Gas, and for that purpose for incorporating a Joint Stock Company with powers to construct and maintain works for the manufacture and supply of Gas and to lift and relay the pavements, stones, causeways and metal of the turnpike, statute labour and other roads, streets squares, lanes closes, court yards, bridges, and other places of the said town, villages, and other surrounding villages and places adjacent, and to construct, place, maintain, and use pipes, mains, and conduits, in, upon, under, and along the said turnpike and statute labour and other roads, streets, squares, lanes, closes, court yards, bridges and other places and lands, buildings, houses and tenements within the said town and villages and other surrounding villages and places adjacent thereto, and to construct and maintain all other works necessary for and connected with the said undertaking: And also for power to purchase and acquire lands and heritages; to levy rates and duties; to borrow money for the aforesaid purposes; and generally for such other and further powers as may be necessary for the aforesaid purposes,—All which said works will be situated and made in, through, or upon the said town of Airdrie, the villages of Clarkston, Drumgelloch, Rawyards, and other surrounding villages and places adjacent in the parishes of New or East Monkland and Bothwell in the county of Lanark.

CAMPBELL & TENNENTS,

40, George Square, Glasgow.

JOHN MACKERSY, Writer, Airdrie.

Airdrie, 7th November 1845.

FORTH & CLYDE NAVIGATION.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament in the next Session, for leave to bring in a Bill to alter, amend, explain, and in part repeal the powers and provisions of the following Acts, or some of the said powers and provisions, viz.:—An Act passed in the fourth and fifth year of the reign of her present Majesty Queen Victoria, entitled, 'An Act to consolidate, amend, and enlarge the powers and provisions of the several Acts relating to the Forth and Clyde Navigation, and the other Acts relating to the said Navigation, passed respectively in the

fifth, the eighth, and the eighth and ninth years of the reign of her present Majesty: And it is intended by the said Bill to take power to the company of proprietors of the said Forth and Clyde Navigation, to extend and enlarge the basin of the said Navigation, at or near to Bowling Bay, in the parish of West or Old Kilpatrick, and county of Dumbarton, and to make and maintain an outer basin or harbour in connection with the said basin and navigation, and a new lock of entrance to the said navigation, connecting the said basin and outer basin or harbour, with wharves, roads of communication, and all other proper works and conveniences in connection with the said basin, and outer basin or harbour, which basin, and outer basin or harbour, and works and conveniences to be connected therewith, will be wholly situate in the said parish of West or Old Kilpatrick, and county of Dumbarton, as the said extended basin, and outer basin or harbour and works, will be shown and laid down on the plan to be deposited as after-mentioned:

And it is intended by the said Bill to take power to deviate in the construction of the said basin, and outer basin or harbour, and works from the lines delineated on the said plan, to such an extent as will be shown or defined on the said plan; and also to take power to alter and divert any highways, turnpike, and other roads, tram-roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, so far as necessary in making and maintaining the said basin, and outer basin or harbour, and any of the works or conveniences connected therewith.

And it is also intended, by the said Bill, to take power 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 and houses so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said basin, outer basin, or harbour and works; and also with powers to the said company of proprietors, to levy tolls, rates, and duties, for and in respect of the use of the said basin, outer basin, and harbour, and works; and to alter, increase, or diminish 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 confer new exemptions, and other rights and privileges.

And Notice is also hereby given, that duplicate 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 1845, be deposited for public inspection as follows; that is to say, in the office in Dumbarton of the principal Sheriff-clerk of the county of Dumbarton; and that a copy of the said plan, section, and book of reference, will, on or before the 31st day of December 1845, be deposited for public inspection with the Schoolmaster,

or if there be no Schoolmaster, then with the Session-clerk of the said parish of West or Old Kilpatrick, at the place of abode of such Schoolmaster or Session-clerk.

MONCRIEFF, PATERSON, & FORBES, Glasgow.
DAVID CALDWELL, Golden Square, London.

Glasgow, 10th October, 1845.

AIRDRIE AND COATBRIDGE RAILWAY.

NOTICE IS HEREBY GIVEN,

THAT it is intended to apply to Parliament, in the ensuing Session, for leave to bring in a Bill for making and maintaining a railway, to be called the Airdrie and Coatbridge Railway, with all proper works and conveniences connected therewith, which railway will commence by a Junction with the Glasgow, Garnkirk and Coatbridge Railway, at or near to the village of Coatbridge, and will terminate at or near to the town of Airdrie; and which said railway and works are intended to be made, and will pass from, through or into, and the said lands and places are situated in the following places and parishes, viz. the town of Airdrie, the parishes of Old Monkland and New Monkland, all situated in the county of Lanark: And, for the purposes aforesaid, it is intended to incorporate a Joint Stock Company, with powers to take and acquire, by compulsory purchase or otherwise, such lands, houses and other heritages, as may be necessary; also with powers to alter, vary and divert, the lines, levels and inclinations, of turnpike roads, highways, roads, streets, tram roads, railways, paths, passages, or other roads, rivers, canals, brooks, water, water courses, mill and other ponds, where requisite for the construction of the said railway and other works; and with power to levy tolls, rates and duties, for the use of the said railway, and the engines, warehouses, depots, stations, landing places, with any conveniences connected therewith, and for the passage and carriage of passengers, merchandise, articles and things, upon or along the same, and also for raising money for the purposes of the said undertaking, by the creation of shares, or some other mode to be authorised by the said Act: And it is further intended to take powers to authorise the company, so to be incorporated as aforesaid, to lease the said railway and works, or to sell the same to the said Glasgow, Garnkirk and Coatbridge Railway Company, or to the Caledonian Railway Company, or one or other of the said companies, and to authorise such companies to enter into and complete such leases accordingly; as also to authorise the said company, so to be incorporated, to contract with the said Glasgow, Garnkirk and Coatbridge Railway Company, for the use of their Station, at or near to the village of Coatbridge aforesaid, for the purpose of the said intended railway.

And Notice is hereby also given, that plans and sections, and duplicates thereof, respectively, describing the line or situation, and levels of the said intended railway and works, the roads and others, to be diverted as aforesaid, and showing the extent to which power will be taken to deviate from such line in executing the said works, and the lands to be taken for the purposes aforesaid, together with a book of reference thereto, 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 30th day of November next, in the office, at Glasgow, of the principal Sheriff Clerk of the county of Lanark: And that, on or before the 31st day of December next, a copy of so much of the said plans and sections as relate to each of the said several parishes 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 such parishes, at their respective residences

Dated, at Glasgow, this 15th day of October 1845.

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

RICHARDSON & CONNELL, Westminster.

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, to authorise and empower the Scottish Central Railway Company to purchase or to lease, either for a limited term of years, or in perpetuity, the following intended Railways and Branch Railways, or some of them, viz.:—A Railway or Railways, and all proper works and conveniences connected therewith, from a point at or near the Ferry Harbour, or at or near the Docks and Harbour of Dundee, and to cross the river Tay by a steam or floating bridge, or other means of conveyance, to Newport or Craighead, in the parish of Forgan, and from thence passing by or near to the burgh of Auchtermuchty and town of Kinross, and by or near the vale of Devon, to join the Scottish Central Railway, at or near to the royal burgh of Stirling, together with a Branch Railway, diverging from the main line above described at or near the village of Tillicoultry, and proceeding to a point at or near to the Pier on the north side of the river Forth at Alloa Ferry, and from a point at or near to the pier on the south side of said river, at said ferry, to and to join with the Scottish Central Railway, at or near to Glenbervie Tile Works. Another Branch Railway, diverging from the foresaid main line, at or near the foresaid burgh of Auchtermuchty, and terminating at or near the burgh of Newburgh. Another Branch Railway, diverging from the foresaid main line, at or near the village of Letham, in the parish of Monimail, and terminating at or near the royal burgh of Cupar-Fife. Another Branch Railway, diverging from the foresaid main line at or near the mansion-house of Luthrie, and terminating at or near the said royal burgh of Cupar-Fife. Another Branch Railway, diverging from the foresaid main line at or near to Bogton, in the parish of Forgan, and terminating at or near the city of St Andrews. And another Branch Railway, diverging from the branch last above described, at or near to the Guard Bridge, and terminating at or near the said royal burgh of Cupar-Fife.

And it is intended by the said Bill or Bills to take powers to the said Scottish Central Railway Company to guarantee to any Company who may be incorporated for the execution of the foresaid Railways and works, or any part thereof, a certain amount of interest or profit on the capital expended or proposed to be expended thereon, or some part thereof, and generally to enter into and carry into effect such arrangements in reference thereto, and to the maintenance thereof, and to the

traffic thereon, or which may pass over the said Railways and Branch Railways above described, and over the Scottish Central Railway, or one of them, or some part or parts thereof, as may be mutually agreed upon between the said Scottish Central 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 provisions of the Scottish Central Railway Act 1845; As also to alter certain of the tolls, rates, and duties granted by the said recited Act, and to vary or extinguish certain rights and privileges connected with the said Scottish Central Railway, and with the tolls, rates, and duties, leviable thereon, 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 generally to the said Railway.

ALEX. MACKENZIE, } Perth.
ARCH. REID, }
ARCHD. GRAHAME, MONCREIFF, & WEEMS,
30, Great George Street, Westminster.

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 the following Railways, or some part or parts thereof, with all proper works and conveniences connected therewith, viz.:—a Railway commencing at a point on the Wishaw and Coltness Railway, at or near Orchard Farm, in the estate of Carnbroe, and terminating at a point at or near the proposed Airdrie and Bathgate Railway, at or near the village of Clarkston; with a Branch diverging from the said main line of Railway, at a point at or near Woodhall Garden, and terminating at or near Jerviston Bridge, where it will form a junction with the Wishaw and Coltness Railway aforesaid; which Railway and Branch Railway will pass from, through, or into the following parishes or places, or some of them:—that is to say, Old Monkland, Bothwell, Shotts, and New Monkland, all in the county of Lanark.

And Notice is hereby given, That plans and sections, describing the line or situation and levels of the said intended Railway, and Branch Railway, 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 thirtieth day of November in the present year, in the offices of the principal Sheriff-Clerk for the county of Lanark, at Lanark, Hamilton, and Glasgow respectively, 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 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 Notice is hereby given, That it is proposed by the said Acts or Acts to incorporate a Company for carrying into effect the said 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 the said 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 parishes 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 of the said intended Railways and works.

And Notice is farther given, That it is intended by the said Act or Acts to authorize and empower the Wishaw and Coltness Railway Company to lease the foresaid Railways, 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, and generally to enter into and carry into effect such arrangements in reference thereto, and to the maintenance thereof, and to the traffic thereon, or which may pass over the said intended Railways above described, and over the Wishaw and Coltness Railway, or one of them, or some part or parts thereof, as may be mutually agreed on between the said Wishaw and Coltness 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 Wishaw and Coltness Railway.

Glasgow, 18th October 1845.

SCHOOLMASTERS' WIDOWS' FUND, (SCOTLAND.)

NOTICE is Hereby Given, that it is intended to apply to Parliament in the next Session, for leave to bring in a Bill, to continue, alter and amend the powers and provisions of an Act passed in the sixth year of the reign of her present Majesty, intituled, "An Act for better raising and securing the Fund for the relief of Widows and Children of Burgh and Parochial Schoolmasters in Scotland;" and of another Act passed in the sixth and seventh year of the reign of her present Majesty, intituled, "An Act to render valid an Act for better raising and securing the Fund for the relief of Widows and Children of Burgh and Parochial Schoolmasters in Scotland;" or to repeal the powers and provisions of the said Acts in whole or in part, and to re-enact the same, or to enact other powers and provisions in lieu thereof, or in addition thereto: By which Bill it is intended so to alter and modify the Constitution of the said Fund, as that the Capital, or Fund out of which the annuities to the Widows and Children of contributors are payable, and the said annuities themselves, shall bear a just proportion to each other, and otherwise to alter and modify the Constitution of the said Fund: to extinguish, vary, or modify certain exemptions from rates or payments, and other rights and privileges conferred by the said recited Acts, or either of them; and to confer such exemptions from rates or payments, and other rights or privileges as may be necessary for the purposes of the said Bill, and for other purposes relating thereto.

G. & J. TURNBULL, W.S. Clerks to the Fund.
RICHARDSON & CONNELL, Fludyer Street,
Westminster.

Edinburgh, 7th Nov. 1845.

INCORPORATIONS OF EDINBURGH.

NOTICE is hereby given, that the heads of the fourteen Incorporated Trades of Edinburgh intend to apply to Parliament in the ensuing Session, for leave to bring in a Bill or Bills for the purpose of disjoining the Incorporation of Surgeons from the crafts of Edinburgh, and for vesting the whole property, heritable and moveable, of the remaining thirteen Incorporations under certain regulations, and subject to certain powers to be reserved to the said remaining thirteen Incorporations, and the individual members thereof, in trustees to be named in the said Act, in order that the said trustees may sell or otherwise dispose of the said property, to enable the said trustees to enquire into and ascertain the obligations of the said thirteen respective Incorporations, to make provision for the same, to settle and adjust all questions in relation thereto, arising among the members of the said thirteen Incorporations themselves, or others interested in their funds, to regulate the disposal of the funds of the said thirteen Incorporations, and for other purposes relating to the management of their property and affairs.

ALEX. CUNINGHAM, Clerk to the Convocery of Edinburgh.

ALEX. DOBE, 2, Lancaster-Place, Strand, London.

Edinburgh, 11th November 1845.

NOTICE IS HEREBY GIVEN, That it is intended to apply to Parliament, in the ensuing Session, for leave to bring in a Bill for an Act to enable the Society or Company called and known by the name of "THE SOVEREIGN LIFE ASSURANCE COMPANY," to sue and be sued, and to hold and transfer property, real and personal, in the name or names of certain members, or copartners, or officer, or officers, of the said Company, under the name and style of "The Sovereign Life Assurance Company," or such other name and style as may be fixed by such Act, for power to alter or amend the contract of copartnership or deed of constitution of the said Company, and for such further powers, and provisions as may be deemed expedient for the management of the affairs thereof.

Dated this 5th day of November, 1845.

DAVIES & SON, Solicitors for the Company, 21, Warwick Street, Regent Street, London.

EDINBURGH AND HAMILTON 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, or some part or parts thereof, with all proper works and conveniences therewith connected, commencing by a junction with the line of the Clydesdale Junction Railway, at or near the town or burgh of Hamilton; or at a point at or near to the said town or burgh of Hamilton, in the county of Lanark, and terminating at or near to Whitburn, in the parish of

Whitburn and county of Linlithgow, or at or near to Blackburn, in the parish of Livingston and county of Linlithgow; or to terminate at a point on the proposed Scottish Central and Caledonian Junction Railway, near to the village of Blackburn aforesaid; or to form a junction with the proposed Edinburgh and Bathgate Railway, or its branch or branches at Whitburn or Blackburn aforesaid. With a side branch to connect the said Railway with the Wishaw and Coltness Railway, or with the Caledonian Railway, at a point or points near to the village of Windmillhill, or near to Dalziel Church, both in the parish of Dalziel, or in the parish of Hamilton, or in both or either of said parishes, in the county of Lanark; which Railway or Railways, and branch, 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 Hamilton, the parish of Hamilton, the parish of Dalziel, the parish of Bothwell, and the parish of Shotts, all in the county of Lanark and the parishes of Whitburn, Bathgate, and Livingstone, all in the county of Linlithgow; 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 branches, or connecting line, from the line or lines laid down on the maps or plans thereof to be deposited as aftermentioned, to such 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 or branches, and works, and for conveying passengers and goods on the said Railway or Railways, and branch or branches, and on other communicating railways, and for other purposes; with powers for the compulsory purchase of lands, houses, and other heritages, for the purposes aforesaid; 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, branch or branches, 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, branch or branches, 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 to be incorporated to sell or lease the same to the Clydesdale Junction Railway Company, the Edinburgh and Glasgow Railway Company, the proposed Scottish Central and Caledonian Junction Railway Company, the Caledonian Railway Company, the proposed Caledonian Extension Railway Company, the proposed Airdrie and Bathgate Railway Company, or

the proposed Lanarkshire and Lothians Railway Company, or any of them, and for the purposes aforesaid, or any of them, to alter or amend, so far as may be necessary, the Acts relating to the said Edinburgh and Glasgow, the Caledonian and the Clydesdale Junction Railways respectively, and to enable all or any of the said several companies to purchase or lease the said intended Railway and works, and to enter into such contracts for working and leasing the same, as may be agreed on. 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, 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 hereby given, That duplicate maps, or plans, and sections, describing the line or situations and levels of the said intended Railway or 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, houses, and other heritages respectively, will be deposited for public inspection, on or before the 30th day of November next, in the offices in Lanark, Hamilton, and Glasgow respectively; of the principal Sheriff-clerk of the county of Lanark; and in the office at Linlithgow of the principal Sheriff-clerk of the county of Linlithgow. And that a copy of so much of the said plans, sections, and books of reference respectively, as relates to each of the parishes before-mentioned, and to the said town or burgh of Hamilton and Airdrie, 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; in so far as regards the town of Hamilton, at the office of the Town-clerk of that town.

A. & A. MACGEORGE, Glasgow.

DEANS, DUNLOP, & HOPE, Westminster.

Dated this 15th day of 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 and amend or enlarge the powers and provisions of the following Acts of Parliament, relating to the Arbroath and Forfar Railway, and the Company thereof; that is to say, an Act passed in the sixth year of the reign of His late Majesty King William the Fourth, entitled, "An Act for making and maintaining a Railway between the royal burgh of Arbroath, in the county of Forfar, and the royal burgh of Forfar in the same county;" and another Act passed in the third year of the reign of Her present Majesty Queen Victoria, entitled, "An Act to enable

the Arbroath and Forfar Railway Company to raise a further sum of money, and otherwise to amend and enlarge the powers and provisions of the Act relating to the Arbroath and Forfar Railway." And it is proposed by the said intended Act or Acts to empower the Company incorporated by the said recited Acts, to increase the capital stock of the said Company, and to borrow a further sum of money for the purposes thereof, and to lease the Railway authorised to be made by the said recited Acts, and all or any of the powers, privileges, and authorities granted thereby, to the Aberdeen Railway Company, the Dundee and Arbroath Railway Company, or the Scottish Midland Junction Railway Company, or any of them, or to any other Railway Company now or hereafter to be incorporated, and to enable such Companies, or any of them, to accept of such lease, and to use, enjoy, and exercise such powers, privileges, and authorities, or any of them, whether with reference to the levying of tolls, rates, and duties, or otherwise, and generally to enable the said Arbroath and Forfar Railway Company, and the said other Companies, or any of them, to enter into any such other and further agreements and arrangements with reference to the said Arbroath and Forfar Railway, as may be deemed expedient, and as may be sanctioned by Parliament; and it is further proposed by the said intended Act or Acts, to alter the tolls, rates, and duties granted by the said recited Acts, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties, and other rights and privileges.

Dated this third day of November, one thousand eight hundred and forty-five.

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

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 to alter, explain and amend an Act, passed in the 38th year of the reign of his Majesty, King George III., intituled "An Act for making and maintaining a Road from near Dinwoodie Green, in the county of Dumfries, to or near Elvanfoot, in the county of Lanark;" and another Act passed in the 2d year of the reign of his Majesty, King William IV., intituled "An Act for amending and continuing the Acts relating to the Road from Elvanfoot, in the county of Lanark, to Beattock Bridge, in the county of Dumfries," and the Acts therein recited, viz:—an Act passed in the 56th year of the reign of his said Majesty King George III. intituled "An Act for improving the Road from the city of Glasgow to the city of Carlisle;" and an Act, passed in the 1st and 2d years of the reign of his Majesty, King William IV, intituled, "An Act for making more effectual the laws concerning Turnpike Roads in Scotland;" and also to alter, explain and amend an Act, passed in the 2d year of the reign of his said Majesty, King William IV, intituled "An Act for amending and enlarging the powers, and renewing the term, granted by certain Acts, passed for improving the communication between the city of Glasgow and the city of Carlisle;" and the several Acts therein recited, viz:—the said Act, passed in the 56th year of the reign of his said Majesty, King George III. —an Act, passed in the 58th year of the reign of his said Majesty, King George III, intituled "An Act to alter the application of part of the sum of £50,000 sterling, granted by an Act,

passed in the 56th year of the reign of his present Majesty, intituled an Act for improving the Road from the city of Glasgow to the city of Carlisle;" an Act, passed in the 59th year of the reign of his said Majesty King George III. intituled "An Act for altering and amending two Acts, passed in the 56th and 58th years of the reign of his present Majesty, for improving the Road from the city of Glasgow to the city of Carlisle;" and an Act, passed in the 1st and 2d years of the reign of his Majesty King George IV, intituled "An Act for enlarging, explaining, and amending the powers granted by certain Acts, passed for improving the road from the city of Glasgow to the city of Carlisle:" By which Bill or Bills it is intended to alter, increase, diminish or modify the rates, tolls or duties leviable upon the roads contained in the said Acts, and to establish an uniform rate of toll, leviable between the said city of Glasgow and the city of Carlisle, and to confer, vary or extinguish any exemptions from rates, tolls or duties, or any other rights or privileges or provisions; and for the other purposes to be effected by the said Bill or Bills.

RICHARDSON & CONNELL, Westminster.
HILL, DAVIDSON, HILL & CLARK, Glasgow.

Glasgow, 27th October 1845.

NOTICE is Hereby Given, that it is intended to apply to Parliament in the ensuing Session for leave to bring in a Bill to confer on the Scottish Equitable Life Assurance Society certain privileges of a Corporate Body, and to enable the said Society to sue and be sued, and to hold and transfer property, heritable and moveable, real and personal, in the name of the said Society, or in the name of the Manager or other officer of the said Society, with three or more of the Directors thereof; to alter and to amend the Deed of Constitution, and the laws, bye-laws, rules and regulations of the said Society, and so far as necessary to confirm the same; to enlarge and amend the powers given to the said Society by royal Charter, dated 27th January 1838, and to confer farther and other powers and privileges upon the Society and the Directors thereof.

CHAS. LEVER, King's Road, Belford Row, London.

Dated this 31st day of October 1845.

NOTICE is Hereby Given, that the Caledonian Insurance Company carrying on the business of Fire and Life Assurance, intend to apply to Parliament in the ensuing Session, for leave to bring in a Bill to incorporate the said Company, and to enable the said Company to sue and be sued, and to hold and transfer property, heritable and moveable, real and personal, in name of the said Company, or in the name of the Manager or other officer of the said Company, with three or more of the Directors; to alter and to amend the Contracts of Copartnership or Deeds of Constitution, and the rules and regulations, laws, and bye-laws of the said Company, and so far as necessary to confirm the same; to increase the capital of the said Company, to confer farther and other powers and privileges upon the Company and the Directors thereof; and to enlarge and amend the powers given to the Caledonian Insurance Company by royal Charter, dated 17th April 1810.

HERBERT STURMY, Wellington Street,
London Bridge, London.

Dated this 31st day of October 1845.

NOTICE is hereby given, That application will be made to Parliament, in next Session, for a Bill or Bills to authorise and effect the Union, Amalgamation, and Consolidation of the Monkland and Kirkintilloch Railway, the Ballochney Railway, and the Slamannan Railway, and the Incorporation into one Company of the Companies of Proprietors of the said several Railways, and for vesting in such one Company the Railways and works, and the Capital Stock, Shares, Property, Estate, and Effects, and Powers and Privileges of the said three Companies respectively, and for enabling such consolidated Company to exercise and enjoy all such powers and privileges, and to levy tolls, rates, and duties, for the use of the said Monkland and Kirkintilloch, Ballochney and Slamannan Railways, and the works and conveniences connected therewith, and for the conveyance of passengers and goods on the said Railways, or on other Railways communicating directly or indirectly therewith, and to confer certain exemptions from payments of such tolls, rates, and duties, and certain rights and privileges in relation to the same, and to the said several Railways and the works connected therewith. As also, to make provision for ascertaining, from time to time, the share and interest in the said united and consolidated Company of the Shareholders in the said Monkland and Kirkintilloch, Ballochney and Slamannan Railway Companies, and for the division of profits among them.

And it is intended by the said Bill or Bills, to confer powers on the said Companies 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 for making the said Railways and works, or any part thereof, or maintaining or working the same, or any part thereof, or for the use of the same, or any part thereof, or of any railway or railways communicating therewith, or for the sale or lease of the whole or any portion of the said Railways, or the said works, or of any railway or railways communicating therewith. And it is intended for these, and for other purposes, to alter, enlarge, and amend, and partially or wholly to repeal some of the powers and provisions of several Acts relating to and concerning the said Monkland and Kirkintilloch Railway, respectively passed in the fifth year of the reign of his late Majesty King George the Fourth, the fourth year of the reign of his late Majesty King William the Fourth, and the third, seventh, and ninth years of the reign of her present Majesty, and of several Acts relating to and concerning the Ballochney Railway respectively, passed in the seventh year of his late Majesty King George the Fourth, the sixth year of the reign of his late Majesty King William the Fourth, and the third and seventh years of the reign of her present Majesty; and of several Acts relating to or 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, and of an Act passed in the eighth year of the reign of her present Majesty, intituled, "An Act to alter, amend, enlarge, and in part repeal the Acts relating to the Wishaw and Coltness Railway," so far as such last mentioned Act relates to the said Monkland and Kirkintilloch and Balloch-

ney Railways. As also to alter or repeal the tolls, rates, and duties granted by the before-recited Acts, or some of them, or some of the said tolls, rates, and duties, and to vary or extinguish any exemptions from payment of such tolls, rates, and duties, and other rights and privileges in relation thereto, and to the said Railways above mentioned, and to confer certain exemptions from payment of the said tolls, rates, and duties, as they now exist or may be so altered, and certain other rights and privileges in relation to the same, and in relation to the said Railways or some of them.

Dated this 6th day of November 1845.

MITCHELL, HENDERSON & MITCHELL,
36, Miller Street, Glasgow.

AVON-WATER MINERAL 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 "Avon-Water Mineral Junction Railway;" which Railway is to commence at a point on the Edinburgh and Glasgow Railway at or near to the Castlecarry Station of the said Railway, in the parish of Falkirk and county of Stirling, or in the parish of Cumbernauld and county of Dumbarton, and to terminate at a point on another intended line of railway, called the "Scottish Central and Caledonian Junction Railway," upon, at, or near to the lands of Bridgehouse, in the parish of Torphichen and county of Linlithgow; together also with a branch railway from the said intended main line of railway, to diverge therefrom at or near to the lands of Threaprig, or Jaweraig, in the parish of Falkirk and county of Stirling aforesaid, and to terminate at a point on, or near to the lands of Blackbraes, in the parish of Muiravonside and county of Stirling aforesaid; which intended Railway and branch railway, and works therewith connected, will be situate in, or will pass from, through, or into the several parishes and places following, or some of them respectively, viz., The parishes of Falkirk, Slamannan, Muiravonside, and Polmont, in the county of Stirling, the parish of Cumbernauld, in the county of Dumbarton, and the parish of Torphichen, in the county of Linlithgow: And it is 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, 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, extensions, branches and works, and conveniences connected therewith: And it is also intended to take powers, in the said Bill or Bills, to deviate in constructing the said intended Railway or Railways, extensions and branches, 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 incorporate a Company for making, maintaining, working and using the said Railway, and

branch railway, and works, and for conveying passengers, goods and minerals 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 thereof: And it is farther 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 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 Railway 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 railways and works, or for the use, or for the working the same, or any portion thereof, or for amalgamating and incorporating the said intended railways and works, or any portion thereof, with such other companies, corporations, and others, as may be considered expedient: And it is farther intended, by the said Bill or Bills, to enable the Edinburgh and Glasgow Railway Company, or the Scottish Central Railway Company, or either of them, to purchase, rent, or take on lease, the said intended railways and works, and to enable the Company so to be incorporated to sell, let or lease the same.

And Notice is also hereby given, That duplicate maps, or plans and sections, describing the lines, or situations, and levels of the said intended Railways, 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 thirtieth day of November next, in the office in Stirling of the principal Sheriff-Clerk of the county of Stirling, as also at the office of the Sheriff-Clerk of the said county of Stirling, at Falkirk; in Dumbarton, in the office of the principal Sheriff-Clerk of the county of Dumbarton; and in Linlithgow, in the office of the principal Sheriff-Clerk of the county of 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 before mentioned, will, on or before the thirty-first 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 usual place of abode of such Schoolmaster or Session-Clerk.

W. JOHNSTON, Bathgate.
DEANS, DUNLOP & HOPE, Fludyer Street,
Westminster.
Bathgate, 16th October 1845.

BRITISH AND IRISH UNION 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 main line of Railway, from, at, or near

to the town or burgh of Dumfries to the town and harbour of Port-Patrick, and which main line of Railway will pass from, through, in, or into the following parishes, burghs, and places, viz. Dumfries, Saint Mary's of Dumfries, Saint Michael's of Dumfries, New Church of Dumfries, in the county of Dumfries, Troqueer, Newabbey, Terregles, Loch Rutton, Kirkgunzeon, Urr, Buittle, Kelton, Crossmichael, Parton, Balmaghie, Kells, Girthon, Anwoth, Kirkmabreck, and Minnigaff,—all in the stewartry of Kirkeudbright, Newton-Stewart, Penninghame, Kirkcowan, Old Luce, Inch, Stoneykirk, and Port-Patrick,—all in the county of Wigton, or some of them; also a branch or extension from the said main line of Railway, from, at, or near to the town or burgh of Dumfries aforesaid, to the Caledonian Railway, at or near to the village of Springfield, in the parish of Gretna, and which branch or extension will pass from, through, or into the following parishes, burghs, and places, viz. Dumfries, Saint Mary's of Dumfries, Saint Michael's of Dumfries, New Church of Dumfries, Torthorwald, Mousewald, Dalton, Ruthwell, Cummertrees, Annan, Dornock, and Gretna—all in the county of Dumfries, or some of them; also a branch from the said main line of Railway, from, at, or near to Ernespie, in the parishes of Crossmichael or Kelton, to, or near to the town or burgh of Kirkeudbright, and which branch will pass from, through, or into the following parishes, burghs, and places, viz. Crossmichael, Kelton, Balmaghie, Castle-Douglas, Tongueland, Twynham, and Kirkeudbright, all in the stewartry of Kirkeudbright, or some of them; also a branch from the said main line of Railway, at or near to Cartport, in the parish of Penninghame, to, or near to the burgh of Wigton, and which will pass from, through, or into the following parishes, burghs, and places, viz. Penninghame and Wigton, all in the county of Wigton, or some one or more of them; also a branch from, at, or near to Lochans, in the parish of Inch, to, or near to the burgh of Stranraer, and which will pass from, through, or into the following parishes, burghs, and places, viz. Inch and Stranraer, or some one or more of them.

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 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 Dumfries at Dumfries, in the office of the principal Steward-Clerk for the stewartry of Kirkeudbright at Kirkeudbright; and in the office of the principal Sheriff-Clerk for the county of Wigton at Wigton; 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 Clerks to the royal burghs of Stranraer, Wigton, Kirkeudbright, Dumfries, and Annan, at their

respective offices at Stranraer, Wigton, Kirkcudbright, Dumfries, and Annan.

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 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, 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, or 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 Railway, or Railways, 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, or 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 Railway or Railways, 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 or 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 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.

HUNTER, BLAIR, & COWAN, W.S.
7, York Place, Edinburgh.
DEANS, DUNLOP, & HOPE,
Fludyer Street, Westminster,
Solicitors for the Bill.

Edinburgh, 14th October 1845.

STIRLING, DUNFERMLINE, AND QUEENSFERRY 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 the following Railways, or some part or parts thereof, with all proper works and conveniences connected therewith, viz.—First, A Railway commencing by a junction with the Scottish Central Railway, at or near to the new bridge at Stir-

ling across the River Forth, and also commencing at a point at or near to the gas-works in the burgh of Stirling, and terminating at a point in or near to the town of Dunfermline, and passing from, through, or into the parishes, townships, burghs, or places following, or some of them, viz.—St Ninian's in the county of Stirling, Stirling in the counties of Stirling and Clackmannan, or one of them, Logie in the counties of Stirling, Clackmannan, and Perth, or some or one of them, Alloa and Clackmannan in the county of Clackmannan, Tulliallan and Culross in the county of Perth, and Torryburn, Inverkeithing, Saline, Carnock, and Dunfermline, in the county of Fife. Second, a Railway diverging from and out of the railway above described at or near to where the turnpike-road between Alloa and Stirling crosses the River Devon, and terminating in or near to the burgh of Kinross, and passing from, through, or into the parishes, townships, burghs, or places following, or some of them, viz.—Logie in the counties of Stirling, Clackmannan, and Perth, or some or one of them, Alva in the county of Stirling, Alloa, Tillicoultry, Clackmannan, and Dollar in the county of Clackmannan, Muckart in the county of Perth, Fossoway and Tullibole in the counties of Perth and Kinross, or one of them, and Cliesh and Kinross in the county of Kinross. Third, a branch Railway diverging from and out of the intended railway first above described, at or near to the town of Alloa, and terminating by a junction with the intended railway last above described, at or near to the village of Tillicoultry, and passing from, through, or into the parishes, townships, burghs, or places of Alloa, Tillicoultry, and Clackmannan, in the county of Clackmannan, or some of them. Fourth, a Railway diverging from and out of the intended railway first above described, at or near to the town of Alloa, and passing from, and through, and terminating in the parish of Alloa in the county of Clackmannan, at or near to the harbour and ferry of Alloa. Fifth, a Railway diverging from and out of the railway first above described, at or near to Gartfinnan in the parish and county of Clackmannan, and terminating at or near to the harbour and ferry of Kincardine, and passing from, through, or into the parishes, townships, burghs, or places of Clackmannan in the county of Clackmannan, and of Tulliallan and Culross in the county of Perth, or some of them. Sixth, a Railway diverging from and out of the railway first above described, at or near to its termination at Dunfermline, and terminating at or near to the harbour and ferry of North Queensferry, and passing from, through, or into the parishes, townships, burghs, or places of Dunferm-

line and Inverkeithing, in the county of Fife, or one of them.

And Notice is hereby given, That plans and sections, describing the line or situation and levels of the said intended railways, 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 offices of the principal Sheriff-clerk for the county of Stirling, at Stirling, and also at Falkirk; in the offices of the principal Sheriff-clerk for the county of Perth, at Perth and also at Dunblane; in the office of the principal Sheriff-clerk for the county of Clackmannan, at Alloa; in the office of the principal Sheriff-clerk for the county of Kinross, at Kinross; and in the offices of the principal Sheriff-clerk for the county of Fife, at Cupar, and also at Dunfermline; 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, 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 clerks of the royal burghs of Stirling, Dunfermline, and Inverkeithing, at their respective offices at Stirling, Dunfermline, and Inverkeithing.

And Notice is hereby given, That it is proposed by the said Act or Acts to incorporate a Company for carrying into effect the said 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 the said 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, alter, or stop up, 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 of the said intended railways and works.

And Notice is hereby given, That it is proposed by the said Act or Acts to enable the Magistrates and town-council of the burgh of Stirling and the corporations and trustees, or other parties interested in or proprietors of the harbours of Stirling, Alloa, Kincardine, and North Queensferry, to enter into agreements



with the company to be incorporated as aforesaid, and to enable the said company to enter into agreements with them in regard to the tolls, rates, and duties, or customs leviable on the said harbours, or in respect of traffic imported into, or passing through the burgh of Stirling, or the towns of Alloa or Kincardine, and to limit or alter the said tolls, rates, and duties, or customs, and to grant exemptions therefrom, and to empower the said magistrates and town council, or other corporations or trustees or parties respectively, to sell or lease to the company to be incorporated as aforesaid, the said harbours or either of them, or the said tolls, rates, and duties, or customs, or some part or parts thereof, and to enable the said company to make the said purchase and to accept of the said lease.

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 railways and works, or some of them, 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, and generally to enter into and carry into effect such arrangements in reference thereto, and to the maintenance thereof, and to the traffic thereon, or which may pass over the said railways above described, and over the Edinburgh and Glasgow Railway, or one of them, or some part or parts 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.

BANNATYNES & KIRKWOOD, Glasgow.
DEANS, DUNLOP, & HOPE, Fludyer Street,
Westminster.

Glasgow, 17th October 1845.

GRAVITATION WATER COMPANY FOR GORBALS.

NOTICE IS HEREBY GIVEN,

THAT it is intended to apply to Parliament, in the ensuing Session, for leave to bring in a Bill for further and better supplying with Water the Barony or Regality of Gorbals, and places adjacent, and the burgh or town of Pollokshaws, and neighbourhood thereof, and the town or village of Govan, and neigh-

bourhood thereof, and places intermediate and adjacent, in the counties of Lanark and Renfrew respectively, and for that purpose to incorporate a Joint Stock Company under the name or title of the "Gorbals Gravitation Water 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 powers to construct and maintain a reservoir with weirs, embankments, and other works therewith connected, and necessary to form and uphold the same, across the stream or river called the Brock or Brockburn, at or near, or immediately above a place called Waulkmill Glen; And also with powers to construct and maintain another reservoir with weirs, embankments, and other works therewith connected, and necessary to form and uphold the same, across the said stream or river called the Brock or Brockburn, at or near, or immediately above a place called Ryat Lynn; And also with powers to construct and maintain another reservoir, with weirs, embankments, and other works therewith connected, and necessary to form and uphold the same, across the said stream or river called the Brock or Brockburn, in its course through the said place called Waulkmill Glen, or at, or near to, or above a place called Darnley Bleachfield; As also with powers to construct and maintain filtering ponds or basins, and distributing ponds or basins, and works therewith connected, and necessary for the formation and upholding of the same; As also with powers 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; Which reservoirs, ponds, and basins, and other works aforesaid, when constructed and erected, will be situated partly within the parish of Mearns, partly within the parish of Neilston, and partly within the parish of Eastwood, or within one or more of such parishes in the said county of Renfrew: And also with powers to construct and maintain such weirs, bridges, cuts, conduits, aqueducts, sluices, channels, tunnels, cisterns, mounds, and embankments, mains, pipes, roads of communication, and all other works and conveniences as may be proper and necessary for conveying the said water into the said Barony of Gorbals,

and places adjacent, and the said town or village of Govan, and neighbourhood thereof, and places intermediate and adjacent; And also with powers to store and convey a sufficient supply of water for compensating parties who may be, or who may claim to be, affected by such operations, and for securing and giving out a more regular supply to the owners of mills and other works erected on the stream to be so diverted or erected on the waters into which the said stream flows; All which works, or so much thereof as are necessary to be delineated, are or will be delineated on the plans after mentioned; And with power to the said Company to divert into such cuts, aqueducts, reservoirs, and other works aforesaid, or some of them, the waters flowing into or through the said water, stream, or river, called the Brock or Brockburn, and the various springs, tributaries, and affluents thereof, or of some of them, or such parts thereof respectively as may be necessary; Which stream or river, called the Brock or Brockburn, directly or derivately, flows into the river called the Cart, or White Cart, which latter river flows into the River Clyde; And which said stream or river to be taken or diverted as aforesaid, with the springs, tributaries, and affluents thereof, are situated in, or flow into or through, and all which said lands and heritages are situated in, and all such works to be constructed as aforesaid, are intended so to be made in, or will pass from, or through, or into the several parishes, townships, and *extra parochial* places following, or some of them, or some parts thereof, viz. the parishes of Mearns, Neilston, Eastwood, Cathcart, Govan, Gorbals, Renfrew, Inchinnan, High Church Parish of Paisley, Low Church Parish of Paisley, Middle Church Parish of Paisley, and the Abbey Parish of Paisley, all in the counties of Lanark and Renfrew respectively; As also with powers to the said Company to construct, place, maintain, vary, extend, enlarge, repair, remove, replace, and use all 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, areas, quays, wharves, lanes, closes, passages, and other places within the said Barony of Gorbals, and places adjacent, and the said burgh or town of Pollokshaws, and neighbourhood thereof, and the said town or village of Govan, and neighbourhood thereof, and places intermediate and adjacent, as may be necessary for the purpose of supplying water to the inhabitants therein, and others re-

quiring it for domestic, manufacturing and other purposes; And which said Barony or Regality of Gorbals, and places adjacent, the said burgh or town of Pollokshaws, and neighbourhood thereof, and the said town or village of Govan, and neighbourhood thereof, and places intermediate and adjacent, to be supplied with water as aforesaid, comprehend the following townships, districts, suburbs, or villages, which are known and called by the following names, viz. Barony or Regality of Gorbals, Little Govan, Hangingshaw, Fireworks, Hutchesontown, Gorbals, Laurieston, Tradeston, Kingston, Kinning-house, Parkhouse, Greenlaw, Plantation, Govan Road, Govan, Pollokshaws, Strathbungo, Crossmyloof, and places adjacent, and are all situated within the following parishes respectively, or some of them, viz. the parishes of Gorbals, Eastwood, Cathcart, Govan, all in the counties of Lanark and Renfrew respectively; And it is intended by the said Bill to take powers for regulating the supply of water for the use of the mills and other works on the rivers and streams aforesaid, so far as they may be affected by the said works and operations, or by the said water being diverted from the natural channel of the said Brock or Brockburn; and it is also intended to take powers to the said Company to levy and recover rents, rates, or assessments from the persons or companies 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, and it is farther intended to vary, alter, or extinguish all rights and privileges in relation to the lands, houses, buildings, and other property or water to be taken, diverted, or used as aforesaid, and to confer other rights and privileges in relation thereto, and also 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 to take 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 HEREBY 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 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 Glasgow, of the principal Sheriff-Clerk of the said county of Lanark, and in the office, at Paisley, of the principal Sheriff-Clerk of the said county of Renfrew; and that, on or before the thirty-first day of December next, a copy of the said plans and sections, or as much thereof 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.

Dated this 18th October 1845.

ANDw. GEMMILL, 38, Queen Street, Glasgow.

TYNE VALLEY 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, with all proper works, conveniences, and stations therewith connected, commencing at a point or points at or near the town of Dalkeith, in the parish of Dalkeith, and county of Edinburgh, or at a point or points on the Edinburgh and Hawick railway, at or near the crossing of the North Esk by the said Edinburgh and Hawick railway, in the said parish of Dalkeith, in the county aforesaid, or at a point or points at or near the said town of Dalkeith, in the parish of Newbattle, and county aforesaid, and terminating at a point or points on the North British Railway, at or near the town or village of East Linton, in the parish of Prestonkirk, in the county of Haddington, or terminating at a point or points at or near the town or the royal burgh of Haddington, in the parish of Haddington, and said county of Haddington;—with a branch leading from a point on the said main line at or near to Crossgate-Hall toll-bar, in the parish of Inveresk and county of Edinburgh, to a point on the North British Railway, at or near the crossing of the Esk by the said North British Railway at or near to the Cowpits or

Coalpits, in the said parish of Inveresk and county last mentioned: Also with a branch from a point or points on the said main line at or near the village of Ormiston, in the parish of Ormiston, or in the parish of Pencaitland, in the county of Haddington, to a point or points at or near to the village of Tranent, in the parish of Tranent, and county last mentioned; with all proper works, conveniences, and stations connected with said branches; which railway and branches above mentioned, with the works and conveniences connected therewith, will be situated in, or pass from, through, or into the several parishes, townships, townlands, burghs, and extra parochial places following, or some of them, or part of them—That is to say, Dalkeith, Newbattle, Inveresk, Cranston, all in the county of Edinburgh; and Tranent, Ormiston, Pencaitland, Saltoun, Gladsmuir, Haddington, Atholestanesford, Prestonkirk, and the town or royal burgh of Haddington, all in the county of Haddington: And it is intended to take powers in the said bill to deviate in constructing the said intended railway and branches and works from the line or lines laid down on the maps or plans thereof, to such an extent as is or will be defined in 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 and works, with the branches and works aforesaid, and for conveying passengers and goods on the said railway and branches, 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 take powers 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 and branches, 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 railway and branches, 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 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 the said intended railway and branches, and works, or for the use of the same, or of any railway or railways communicating therewith, or for working the same, or any portion thereof: And it is further intended by the said bill or bills to enable the company so to be thereby incorporated to let or lease, or to sell and convey the said intended railway, branches, and works, or any part thereof, or for the incorporation of the said company with any other company: 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, mill-leads, mill-ponds, 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 and branches, and works and conveniences connected therewith.

And it is farther intended by the said bill or bills to empower and authorize the magistrates and town-council of the said royal burgh of Haddington, to make and carry into effect such arrangements with the company to be incorporated by the said bill or bills as may be mutually agreed upon in relation to the dues and customs leviable by the said magistrates and town-council upon goods, matters, and things passing upon the said intended railway from, into, and through the said royal burgh of Haddington, and to lease such dues and customs to the said company, or to compound the same for payment of a fixed annual sum, and with power to the said company to make and carry into effect such arrangements.

And Notice is also hereby given, That duplicate maps or plans and sections describing the lines or situations and levels of the said intended railway and branches 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, houses, and heritages respectively, will, on or before the 30th day of November next, be deposited for public inspection, as follows—That is to say, at the office in Edinburgh of the principal sheriff-clerk of the county of Edinburgh, and at the office in Haddington of the principal sheriff-clerk of the county of Haddington, 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, and to the royal burgh before mentioned, 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 foresaid parishes, with the schoolmaster, if any, and if there be no schoolmaster, then 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 Haddington, with the town-clerk of Haddington, at his office in or near that town.

DAVID WIGHT, W. S. Edinburgh.
C. H. DAVIDSON, Writer, Haddington.
DEANS, DUNLOP, & HOPE, Fludyer Street,
Westminster.
Edinburgh, 16th October 1845.

PAISLEY, BARRHEAD, AND HURLET 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 the following Railways, or some part or parts thereof, with all proper works and conveniences connected therewith, viz:—First, a Railway commencing in or near to the town of Paisley, in the county of Renfrew, at two several points, viz:—Firstly, by a junction with the joint line of Railway between Glasgow and Paisley, at or near to where the same crosses the River Cart, in the Abbey Parish of Paisley; Secondly, by a junction with the Paisley and Renfrew Railway, at or near to the station thereof in the said Parish; and terminating at or near the village of Barrhead, in the parish of Neilston, or alternatively terminating at or near to Crofthead, in the same parish, and passing from, through, or into the parishes, townships, burghs, or places, of Abbey Parish of Paisley, Paisley, High Church Parish of Paisley, Middle Church Parish of Paisley, Low Church Parish of Paisley and Neilston, all in the county of Renfrew, or some of them. Second, a Railway commencing by a junction with the Glasgow, Paisley, Kilmarnock, and Ayr Railway, at or near to Barskiven, in the Abbey Parish of Paisley, in the county of Renfrew, and terminating by a junction with the line of the Glasgow, Barrhead, and Neilston Direct Railway, at or near to Levern Church, in the Abbey Parish of Paisley, or in the parish of Eastwood, in the county of Renfrew, and passing from, through, or into the parishes, townships, burghs, or places of Abbey Parish of Paisley and Eastwood, or one of them, in the said county. Third, a Branch Railway, diverging from and out of the intended Railway, last above described, at or near to West Hurlet, in the Abbey Parish of Paisley, in the county of Renfrew, and terminating at or near to the Nitshill, alum, and copperas works, situated upon the estate of Househill, in the Abbey Parish of Paisley, and passing from, through, and into the Abbey Parish of Paisley and Parish of Eastwood, or one of them, in the county of Renfrew aforesaid. Fourth, a Branch Railway, diverging from and out of the intended Branch Railway, last above described, at or near to Rough Mussle farmhouse, in the Abbey Parish of Paisley, in the county of Renfrew, and passing through and terminating in the same parish and county at or near to the Haugh engine coal pit, on the estate of Pollok.

And Notice is hereby Given, That plans and sections, describing the line or situation and levels of the said intended Railways, 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 offices of the principal Sheriff-Clerk for the county of Renfrew at Paisley, and also at Greenock; 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 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 Notice is hereby Given, That it is proposed by the said Act or Acts, to incorporate a Company for carrying into effect the said 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, the said 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 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 of the said intended Railways and works: 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 Railways 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 Railways 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 Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, for the sale or lease of the said Railways, branches and works to such Company, or for an amalgamation of the said intended Railways, branches and works, with the several Railways or Railway belonging to such Company, or for the construction and using of the said intended Railways branches and works by such Company, and that on such terms and conditions as may be agreed on by and between the Company so to be incorporated and the said Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, and to enable the said Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, to make and complete such purchase, lease, or amalgamation, and such other arrangements as aforesaid; and also, to empower the said Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, 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 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.

ANDREW MILLAR, Paisley.
DEANS, DUNLOP, & HOPE, Westminster.

Dated this 14th October 1845.

SCOTTISH CENTRAL & CALEDONIAN 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, or some part or parts thereof, and all proper works and conveniences in connection therewith, leading from a point on the proposed Edin-

burgh Branch of the Caledonian Railway, at or near the sluice-house of or on the Cobinshaw reservoir, partly in the parish of Carnwath, in the county of Lanark, and partly in the parish of West Calder, in the county of Edinburgh, or in one or other of these parishes, or from a point on the said branch of the Caledonian Railway at or near to Torphin in the said parish of West Calder and county of Edinburgh, and to proceed through or near to West Calder, Bathgate, Torphichen, Muiravonside, and other places, and to terminate by a Junction with the Edinburgh and Glasgow Railway, at a point between Polmont and Linlithgow, in the parish of Linlithgow, at or near the place where the branch of the Slamannan Railway joins, or is intended to join, the said Edinburgh and Glasgow Railway; or to join the Edinburgh and Glasgow Railway at a point near the farm or lands of Muirhead in the parish of Muiravonside in the county of Stirling; together with a Branch from the said intended main line of railway, from a point at or near to the town of Bathgate, in the parish of Bathgate, to the town or village of Whitburn, in the parish of Whitburn and county of Linlithgow, and with a Branch from the said intended Railway, at or near to the village of Blackburn, in the parish of Livingston, or in the parish of Whitburn, or in both or either of these parishes, in the county of Linlithgow, and to terminate at or near to Whitburn aforesaid, or to terminate by a junction with the proposed Edinburgh and Hamilton Direct Railway, at or near to Whitburn aforesaid, with all proper works and conveniences connected therewith, as the same will be shown on the plans to be deposited as aftermentioned. Which railway or railways, branch railway, and other works, will be situate in, or will pass from, through, or into the several parishes and places following, or some of them, viz. the parish of Carnwath, in the county of Lanark, the parish of West Calder, and the town or village of West Calder, in the county of Edinburgh; the parish of Livingstone; the parish of Whitburn; the town or burgh of Bathgate; the parish of Bathgate; and the parish of Torphichen, all in the county of Linlithgow; and the parish of Muiravonside, and the parish of Polmont, in the county of Stirling. And for the purposes aforesaid, it is intended to incorporate a Joint Stock Company, for making, maintaining, working, and using the said railway or railways, branch or branches, and works; and for conveying passengers and goods on the said railway or railways, branch or branches, and on other communicating railways, and for other purposes; with powers to take and acquire, by compulsory purchase, or otherwise, such lands, houses, and other heritages, as may be necessary; also with powers to deviate in the construction of the said railway or railways, branch, and works, from the lines delineated on the said plans to such extent as will be defined on the said plans; also with powers to alter, vary, and divert the lines, levels, and inclinations of turnpike roads, highways, roads, streets, tram roads, railways, paths, passages, or other roads, rivers, canals, brooks, reservoirs, water, water courses, mill and other ponds, where requisite for the construction of the said railway, branch, and other works; and with power to levy tolls, rates, and duties, for the use of the said railway and branches, and the engines, warehouses, depots, stations, landing-places, with

any conveniences connected therewith, and for the passage and carriage of passengers, merchandise, articles, and things, upon or along the same; and also for raising money for the purposes of the said undertaking by the creation of shares, or some other mode to be authorised by the said Act. And it is intended to vary, alter, or extinguish all existing rights or privileges and exemptions in any way 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, branch, and works; and it is further intended, by the said Bill, to take powers to authorise the company so to be incorporated as aforesaid, to sell or lease the said railway and works to the Edinburgh and Glasgow Railway Company, or the proposed Edinburgh and Bathgate Railway Company, or the Caledonian Railway Company, or other Railway Company or Companies; to authorise the said company so to be incorporated, to contract with the said railway companies, or either or any of them, for the use of their stations, for the purposes of the said intended railway, or for the working or use of the same; with power to the said Edinburgh and Glasgow Railway Company, or the Caledonian Railway Company, or the proposed Edinburgh and Bathgate Railway Company, or any of them, to purchase or take on lease the said intended railway or railways, branch, and works, or to enter into such contracts as aforesaid accordingly; and so far as may be necessary for the aforesaid purposes, or any of them, to alter and amend the Acts relating to the said Edinburgh and Glasgow Railway, and Caledonian Railway respectively.

AND NOTICE IS HEREBY ALSO GIVEN, That plans and sections, and duplicates thereof respectively, describing the line or situation and levels of the said intended railway branch and works, the roads and others to be diverted as aforesaid, and showing the extent to which power will be taken to deviate from such line in executing the said works, and the lands and other heritages to be taken for the purposes aforesaid, together with a book of reference thereto, 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 30th day of November next, in the office, at Edinburgh, of the principal Sheriff-clerk of the county of Edinburgh; in the offices at Lanark and Hamilton respectively; of the principal Sheriff-clerk of the county of Lanark; in the offices at Stirling and Falkirk, of the principal Sheriff-clerk of the county of Stirling, and in the office at Linlithgow of the principal Sheriff-clerk of the county of Linlithgow respectively; and that on or before the 31st day of December next, a copy of so much of the said plans and sections as relate to each of the said several parishes 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 such parishes at their respective residences; and a copy of so much thereof as relates to the town of Bathgate, with the Town-clerk of that town.

A. & A. MACGEORGE, Glasgow.
DEANS, DUNLOP, & HOPE, Westminster.

Dated this 18th October 1845.

HAMILTON & STRATHAVEN 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, or some part or parts thereof, with all proper works and conveniences therewith connected, commencing at a point at or near to the town of Hamilton, in the parish of Hamilton and county of Lanark; or at a point on the proposed Edinburgh and Hamilton direct Railway, on at or near to the lands of Spencer-side, in the parish of Hamilton and county aforesaid; or at or near the works belonging to the Hamilton Gas Light Company, in the said parish and county; or at a point on the proposed branch of the Caledonian Extension Railway, from Lesmahagow to Hamilton, at or near the lands of Bent, in the parish of Hamilton and county aforesaid; or at a point on the Clydesdale Junction Railway, on at or near to the lands of Greenfield, in the parish and county aforesaid, and to terminate at or near to the town of Strathaven, in the parish of Avondale or Strathaven, and county of Lanark; or to terminate by a junction with the branch of the proposed Sanquhar, Muirkirk, and Glasgow Railway, at or near to the said town of Strathaven, in the parish aforesaid; 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 respectively, viz.—The town or burgh of Hamilton, the parish of Hamilton, the parish of Blantyre, the parish of Glassford, and the parish of Avondale, or Strathaven, all in the county of Lanark; 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 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, houses, and other heritages, for the purposes aforesaid; 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 or branches, 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 enable the company to be incorporated to sell or lease the same to the Clydesdale Junction Railway Company, the Caledonian Railway Company, the proposed Caledonian Extension Railway Company, or the proposed Sanquhar, Muirkirk, and Glasgow Railway Company, or the proposed Edinburgh and Hamilton Direct Railway Company, or any of them, and to empower the said several companies respectively, or any of them, to lease or purchase the said intended Railway or Railways, works and others, and for the purposes aforesaid, or any of them, to alter or amend, so far as may be necessary, the Acts relating to the said Caledonian and Clydesdale Junction Railways respectively. 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, 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 hereby given, That duplicate maps, or plans, and sections, describing the line or situations and levels of the said intended Railway or 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, houses, and other heritages respectively, will be deposited for public inspection, on or before the 30th day of November next, in the offices in Lanark, Hamilton, and Glasgow respectively, of the principal sheriff-clerk of the county of Lanark. And that a copy of so much of the said plans, sections, and books of reference respectively, as relates to each of the parishes before mentioned, and to the said town or burgh of Hamilton, 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 place of abode of such schoolmaster or session-clerk; and in so far as regards the town of Hamilton, at the office of the town-clerk of that town.

A. & A. MACGEORGE, Glasgow.
DEANS, DUNLOP, & HOPE, Westminster.

Dated this 15th day of October, 1845.

LESMAHAGOW, DALSERF, & COAT-BRIDGE MINERAL 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 for making and maintaining a Railway, or some part or parts thereof, with bridges, viaducts, and all proper works and conveniences therewith connected, commencing at a point on the projected branch of the proposed Caledonian Extension Rail-

way, from Hamilton to Lesmahagow, at or near to Dalsersf, in the parish of Dalsersf, and county of Lanark, or from a point in, at or near to the farm or lands of Cornsilloch or Cornsalloch, in the parish and county aforesaid, or from a point in, at, or near to the farm or lands of Skellyton, or at or near to the Skelly Burn, in the parish and county aforesaid, and terminating at a point on the Wishaw and Coltness Railway, at or near to Overton, in the parish of Cambusnethan, and county aforesaid. Which railway and works will cross the river Clyde, at a point between the termini aforesaid, and will be situated in, or will pass from, through, or into the several parishes and places following, or some of them respectively, viz.:—The parish of Dalsersf, the parish of Carluke, and the parish of Cambusnethan, or Camnethan, all in the county of Lanark aforesaid. And it is intended to take power in the said Bill to deviate, in constructing the said intended railway, from the line or lines laid down on the maps or plans thereof, to be deposited as aftermentioned, to such extent as will be defined on the said plans: And it is also intended by the said Bill to incorporate a company for making, maintaining, working, and using the said railway 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; 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 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 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 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 to be incorporated, to sell or lease the same to the Wishaw and Coltness Railway Company, the Caledonian Railway, the proposed Edinburgh and Ha-

milton Direct Railway Company, and the proposed Caledonian Extension Railway Company, or any of them; and to enable all or any of the said several companies, to purchase or lease the said intended railway and works, and to enter into such contracts for working the same as may be agreed on; and, so far as may be necessary for any of such purposes, to alter and amend the Acts relating to the said Wishaw and Coltness and Caledonian Railways respectively, and also the Act or Acts relating to the Garion Bridge, or to the Edinburgh and Ayr road trusts, commonly known by the name of the East and West lines of Lanarkshire roads. And it is also intended by the said Bill to take powers for 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 and works and conveniences connected therewith.

And Notice is hereby given, That duplicate maps, or plans, and sections, describing the line or situations and levels of the said intended railway 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, houses, and other heritages respectively, will be deposited for public inspection, on or before the 30th day of November next, in the offices in 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-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 places of abode of such schoolmasters or session-clerks respectively.

A. & A. MACGEORGE, Glasgow.
DEANS, DUNLOP, & HOPE, Westminster.

Dated this 15th day of October, 1845.

SCOTTISH SOUTHERN 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, or some part or parts thereof, with all proper works and conveniences therewith connected, commencing at a

point at or near to Kildrocht, in the parish of Stoneykirk, and county of Wigton, or in the parish of Inch and county aforesaid, or in both or either of them, and terminating at or near Drumore, or Drumore Bay, or at or near Killingness Bay, both in the parish of Kirkmaiden and county aforesaid, with a branch or branches from the said main line, at a point between Chapel Rosan Bay, and New England Bay, both in the parish of Kirkmaiden, to Port Logan, in the said parish of Kirkmaiden, in the said county of Wigton; and also with a branch or continuation of the said main line, commencing at or near to Kildrocht aforesaid, and terminating at a point at or near to the town and royal burgh of Stranraer, in the parish of Stranraer, or parish of Inch, or both or either of them, in the county of Wigton aforesaid; and also for making and maintaining a Pier and Harbour at Drumore, or Drumore Bay, or Killingness Bay aforesaid; and also a Pier or Harbour at Port Logan aforesaid, with wharfs, quays, docks, roads of communication and accesses, and all other necessary works connected therewith; which railway or railways, and branches, harbour or harbours, 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 of and royal burgh of Stranraer, in the parish of Stranraer, the parish of Inch, the parish of Stoneykirk, and the parish of Kirkmaiden, all in the county of Wigton aforesaid; and it is intended to take powers in the said Bill or Bills, to deviate in constructing the said intended railway or railways, harbour or harbours, from the line or lines, or places laid down on the maps or plans thereof, to be deposited as after-mentioned, to such 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 branches, harbour and harbours, and works, and for conveying passengers and goods on the said railway or railways and branches, and on other communicating railways, and for other purposes; with powers for the compulsory purchase of lands, houses, and other heritages, for the several purposes aforesaid; 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 branches, and harbour or harbours, and other 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 branches, and works, and for the conveyance of passengers and goods, and other things thereon as aforesaid: And it is also intended to take powers to levy tolls, rates, and duties on all ships, steam boats, and other vessels, entering or using the said harbour or harbours, or anchoring or coming within the boundaries thereof, and on all goods and other things landed or shipped at the said harbour or harbours, wharfs, quays, docks, and other works: And it is intended to confer certain exemptions from payment of the tolls, rates, and duties so to be granted as aforesaid, 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 branches, harbour or harbours, and other 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 or lease the said railway or railways, harbour or harbours, and other works, to the Glasgow, Paisley, Kilmarnock and Ayr Railway Company, the Caledonian Railway Company, the proposed British and Irish Union Railway Company, or the proposed Glasgow and Belfast Union Railway Company, or other company or companies, and so far as may be necessary for such purposes, or either of them, to alter and amend the Acts relating to the said Glasgow, Paisley, Kilmarnock, and Ayr Railway, and the Caledonian Railway Company, and with power to the said several companies, or either or any of them, to purchase or take in lease the said intended railway or railways, branches and works, or to enter into such contracts for working and leasing the same, as may be agreed on. 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, 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, harbour or harbours, and other works and conveniences connected therewith.

And Notice is Hereby Given, that duplicate maps, or plans, and sections, describing the line or situations and levels of the said intended railway or railways, and branches, harbour or harbours, 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 30th day of November next, in the office in Wigton, of the principal Sheriff-clerk of the county of Wigton. And that a copy of so 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 respectively: And so far as relates to the royal burgh of Stranraer, with the Town-clerk thereof, at his office in that town.

A. & A. MACGEORGE, Glasgow.
DEANS, DUNLOP & HOPE, Westminster.

Dated this 15th October 1845.

EDINBURGH AND BATHGATE RAILWAY.

NOTICE is hereby given, that application is intended to be made, in the next 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 "Edinburgh and Bathgate Railway:" to commence at a point on the Edinburgh and Glasgow Railway, at or near to the Ratho Station thereof, in the parish of Ratho, and county of Edinburgh, or in that part of the parish of Kirkliston lying within the said county of Edinburgh, or one or other of them, and to terminate within, at, or near to the town or burgh of Bathgate, in the parish of Bathgate, and county of Linlithgow, by a junction with another intended Railway from Airdrie to Bathgate, or otherways; Together also with the following branch Railways, with all proper works and conveniences therewith connected, viz. *First*, A branch Railway, to diverge from the said intended main line of railway, at or near to the lands or farm of Clifton, in that part of the parish of Kirkliston situated within the county of Edinburgh, or at or near to the castle or farm of Elliston or Illiston, situated in the parish of Uphall, and county of Linlithgow, or in that part of the parish of Kirkliston situated within the said county of Linlithgow, and to terminate at or near to the town or village of Mid-Calder, in the parish of Mid-Calder,

and county of Edinburgh, or at a point betwixt the towns or villages of Mid-Calder and East-Calder, in the parish of Kirknewton, or united parishes of Kirknewton and East-Calder, in the county of Edinburgh: *Second*, A branch railway to diverge from the said intended main line of Railway, at or near to the farm of Nettlehill, in the said parish of Uphall, and county of Linlithgow, to the freestone quarries of Binny, situated partly within the said parish of Linlithgow, and partly within the said parish of Uphall, both in the said county of Linlithgow: *Third*, A branch railway to diverge from the said intended main line of Railway, from a point at or near to the lands or farm of Barracks, in the parish of Livingstone, and county of Linlithgow aforesaid, or from a point at or near to the farm of Tailend, in the parish of Bathgate, or the farm of Deans, in the said parish of Bathgate, and county of Linlithgow, and to terminate at a point at, in, or near to the village of Whitburn, in the parish of Whitburn, and county of Linlithgow aforesaid: *Fourth*, A branch railway from or near to the point at which the said intended main line of Railway will terminate at Bathgate aforesaid, to or near to the point at which the said branch railway to Whitburn will terminate at Whitburn aforesaid; with a connecting line from said last mentioned branch line to the village of Blackburn, in the parish of Livingstone aforesaid; as also with another connecting line from said branch railway to Whitburn, from a point at or near to the lands of Moss-side, to another point on the said intended main line, at or near to the lands of Easter-Inch, or Spring-Grove, all in the parish of Bathgate, and county of Linlithgow aforesaid; which intended railway or railways, branch lines, and connecting lines and works, therewith connected, will be situate in, or will pass from, through, or into the several parishes and places following, or some of them respectively, viz. The parishes of Ratho, Kirknewton or the united parishes of Kirknewton and East Calder, and Mid-Calder, in the county of Edinburgh; as also that portion of the said parish of Kirkliston situated within the said county of Edinburgh; and the parishes of Kirkliston, Livingstone, Bathgate, Whitburn, Uphall, Ecclesmachan and Linlithgow, in the county of Linlithgow, as also the town or burgh of Bathgate, in the said county of Linlithgow; And it is 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 and watercourses, as it may be necessary or expedient to alter or divert for the purpose of making and main-

taining, or more conveniently making and maintaining, and using the said Railway or Railways, extensions, connections, branches and works, and conveniences connected therewith: And it is also intended to take powers in the said Bill or Bills, to deviate, in constructing the said intended Railway or Railways branches, connecting lines and 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 farther intended, by the said Bill or Bills, to incorporate a Company for making, maintaining, working, and using the said Railway or Railways, branches, connecting lines and works, and for conveying passengers, goods and minerals, on the said Railway or Railways, and other communicating Railways, and for other purposes; with powers for the compulsory purchase of lands, houses and other heritages: And it is also 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 Railways, branches, connecting lines and works, and for the conveyance of passengers, goods and minerals 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 Railway Company to enter into, and carry into execution, with any other company 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, branches, connecting lines and works, or for the use or for the working the same, or any portion of the same, or for amalgamating and incorporating the said intended Railway or Railways, branches, connecting lines and works, or any portion thereof, with such other Companies, corporations, and others, as may be considered expedient: And it is also intended, by the said Bill or Bills, to enable the Edinburgh and Glasgow Railway Company, or the Scottish Central Railway Company, or either of them, to purchase, rent, or take on lease the said intended Railway or Railways, branches, connecting lines and works, and to enable the company so to be incorporated to sell, let, or lease the same accordingly.

And Notice is also hereby given, that duplicate maps, or plans and sections, describing the lines, or situations, and

levels of the said intended Railway or Railways, branches, connecting lines, and other works, and the lands and houses 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 thirtieth day of November next, in the office in Linlithgow of the principal Sheriff-Clerk of the county of Linlithgow, and in the office in Edinburgh of the principal Sheriff-Clerk of the county of Edinburgh: 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 burgh before mentioned, will, on or before the thirty-first day of December next, be deposited as follows,—that is to say, so far as relate to each of the aforesaid parishes, with the Schoolmasters, if any, and if there be no Schoolmaster, with the Session-Clerk of each such parish, at the usual place of abode of such Schoolmaster or Session-Clerk; and so far as relates to the town or burgh of Bathgate, with the Town-Clerk of said town or burgh, at his office in said town of Bathgate.

PATRICK FORBES, Melville Street, Edinburgh.
DEANS, DUNLOP, & HOPE, Fludyer Street,
Westminster.

Edinburgh, 16th October 1845.

NOTICE IS HEREBY GIVEN,
THAT it is intended in the ensuing Session of Parliament, to apply for leave to bring in a bill or bills to alter and amend an Act, passed in the Session of Parliament holden in the 1st and 2d years of the reign of his Majesty King George the Fourth, entitled, "An Act for erecting the town of Airdrie, in the county of Lanark, into a burgh of barony, paving, lighting, and improving the same and establishing a Police therein;" or to repeal the said Act in whole or in part, and so far as necessary for the purposes herein after mentioned, to re-enact such of the powers and provisions thereof as may be necessary for such purposes: In which bill or bills it is proposed to erect and constitute into one Police district the parish of Oldmonkland, in the said county of Lanark, including the *quoad sacra* parishes of Crosshill and Gartsherrie, in the said county of Lanark, the parish of Newmonkland, in the said county of Lanark (including the burgh of barony of Airdrie), and the *quoad sacra* parishes of Airdrie East parish, Airdrie West parish, High Church, Broomknoll, and Clarkston, in said county of Lanark, and those parts of the parishes of Bothwell (including the *quoad sacra* parish of Holytown) and Shotts, in the said

county of Lanark, which are situated on the north side of the turnpike road leading from Edinburgh to Glasgow by Holytown and Bellshill, but including the whole of such turnpike road, so far as it adjoins the said district, and also including therein all the lands, houses, public works, mines, and places situated within the limits aforesaid, for the establishment of a police force within such district, and the regulation of such police force, and to empower the Sheriff of Lanarkshire to appoint one or more proper person or persons to act as his Substitute or Substitutes within the said district, and to him and them to hold courts and exercise jurisdiction therein; and also to empower the said Sheriff of Lanarkshire, and his Substitutes, and her Majesty's Justices of the Peace for the said county of Lanark, resident in the said district, and the provost, and the first or senior bailie of the said burgh of barony of Airdrie, to act as commissioners of police within the said district, with power to appoint a superintendent and other officers of police—surveyors, collectors, and all other persons necessary for these and other purposes, to be effected by the said bill or bills: To fix and provide suitable remuneration to such superintendent and officers of police, surveyors, collectors, and other persons as aforesaid, and for all the other expenses requisite or necessary in relation to the police of the said district, or the preservation of peace and good order within the same: To erect or provide, maintain, and furnish a court-house in the said town of Airdrie, and a prison or lock-up-house, and suitable offices and accommodation within the said town, and also a prison or lock-up-house at Coatbridge, and at such other place or places within the aforesaid district as may be thought requisite, with the like or suitable offices and accommodation, and to purchase and acquire, and to hold such lands, houses, and heritages, as may be necessary or required for all or any of the purposes aforesaid: And it is also intended by such bill or bills to alter, vary, increase, or diminish the several rates, duties, and assessments, payable under the said recited Act, or any of them, and to impose, levy, and recover such new rates, duties, and assessments, upon or from all proprietors, life-renters, or owners, lessees, occupiers, and possessors of lands, houses, shops, factories, mills, iron works, coal works, coal, ironstone, and other mines and minerals, and all other heritages within the said district, as shall be necessary for, or in connection with, the said purposes, and to alter, vary, or extinguish certain exemptions, rights, and privileges, in connection with the several objects before set forth, or some of them,

and to confer other exemptions, rights, and privileges in relation to the same; with power also to the said commissioners to borrow, or otherwise raise money on the credit of the assessments to be levied under the said intended bill or bills, or otherwise, for all or any of the foresaid purposes, and generally, with such other and farther powers as may be necessary for all or any of the purposes aforesaid: Which district of police, and the several towns, lands, houses, public works, mines, and places included therein, to which the said bill or bills is or are intended to apply, are situated in the said parishes of Newmonkland, Oldmonkland, Bothwell, and Shotts, and in the said *quoad sacra* parishes of Crosshill, Gartsherrie, Airdrie East parish, Airdrie West parish, High Church, Broomknoll, Clarkston, and Holytown, and all in the said county of Lanark.

Dated at Airdrie, this 30th October 1845.

SPOTTISWOODE & ROBERTSON, Solicitors,
27, Great George Street, Westminster,
London.

JOHN MACKERSY, 16, Graham Street, Airdrie.

GLASGOW, DUMFRIES, AND CARLISLE 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 the following Railways, or some of them, or some part or parts thereof respectively, with all proper works and conveniences connected therewith, *viz.*—First, A Railway diverging from and out of the extension line of the Glasgow, Paisley, Kilmarnock, and Ayr Railway, authorised by an Act relating to the said Railway passed in the last Session of Parliament, at or near to its southern termination at Horsecleugh, in the parish of Old Cumnock, in the county of Ayr, and terminating by a Junction with the Caledonian Railway at or near to the point where the said Railway is authorised to cross the river Sark, in the parish of Gretna, in the county of Dumfries, and passing from, through, or into the parishes, townships, burghs, or other places of Old Cumnock and New Cumnock, in the county of Ayr, and of Kirkeconnel, Sanquhar, Durrisdier, Morton, Closeburn, Kirkmahoe, Dunscore, Holywood, Dumfries, Saint Michael's of Dumfries, New Church of Dumfries, Torthorwald, Mousewald, Dalton, Ruthwell, Cummertrees, Annan, Dornoch and Gretna, in the county of Dumfries, or some of them. Second, A Railway diverging from and out of the said intended Railway above described, at or near to the burgh of Sanquhar, in the parish of Sanquhar, in the county of Dumfries, and terminating by a Junction with the Caledonian Railway at or near to the confluence of the Duneaton Water with the river Clyde, in the parishes of Crawfordjohn, Wiston and Robertson united, and Wandell and Lammingtoun united, or some or one of them, in the county of Lanark, and passing from, through, or into the parishes, townships, burghs, or other places of Sanquhar and Kirkeconnel, in the county of Dumfries, and Crawfordjohn, Wiston and Robertson united, and

Wandell and Lammingtoun united, in the county of Lanark, or some of them. Third, A Railway diverging from and out of the intended Railway first above described, in or near to the burgh of Dumfries, and terminating at or near to Arbigland, or to Southernness Point, both in the parish of Kirkbean, in the Stewartry of Kirkeudbright, and passing from, through, or into the parishes, townships, burghs, or other places of Dumfries, St Michael's of Dumfries, and New Church of Dumfries, in the county of Dumfries and of Troqueer, New Abbey, and Kirkbean, in the Stewartry of Kirkeudbright, or some of them. Fourth, A Railway to connect the intended Railway first above described with the intended Railway last above described, commencing and terminating in or near to the burgh of Dumfries, and passing from, through, or into the parishes, townships, burghs, or other places of Dumfries, St Michael's of Dumfries, and New Church of Dumfries, in the county of Dumfries, or some or one of them. Fifth, A Railway diverging from and out of the intended Railway first above described, at or near to where the same will pass Kilhead, in the parish of Cummertrees, in the county of Dumfries, and passing through and terminating in the said parish and county, at or near to the Lime Quarries at Kilhead. Sixth, A Railway diverging from and out of the said intended Railway first above described, in or near to the burgh of Annan, in the parish of Annan, in the county of Dumfries, and passing from and through and terminating in the parish or burgh of Annan, at or near to the Harbour of Waterfoot of Annan. Seventh, A Railway diverging from and out of the said intended Railway first above described, at or near to Springfield in the parish of Gretna, in the county of Dumfries, and terminating at or near to the church of Canobie, in the parish of Canobie, in the county of Dumfries, and passing from, through, or into the parishes, townships, burghs, and extra parochial, or other places of Gretna and Canobie, in the county of Dumfries and Kirk Andrews on Esk, Kirk Andrews Nether, and Kirk Andrews Middle, in the county of Cumberland, or some of them. Eighth, A Branch Railway diverging out of and from the intended Railway last above described, at or near to Newton, in the parish of Canobie, in the county of Dumfries, and passing through and terminating in the said parish and county at or near to Canobie Colliery. Ninth, A Railway to connect the intended Railway, seventhly above described, with the Caledonian Railway, commencing and terminating at or near to Springfield, in the parish of Gretna, in the county of Dumfries, and passing exclusively through the said parish and county. Tenth, A Railway diverging from and out of the Caledonian Railway at or near to the point where the said Railway is authorised to cross the River Eden, in the parish of St Mary, in the county of Cumberland, and terminating in or near to the city of Carlisle, in the parish of St Cuthbert, in the county of Cumberland, and passing from, through, or into the parishes, townships, burghs, extra-parochial, or other places of St Mary of Carlisle, St Cuthbert of Carlisle, Caldewgate, Botchergate, Upperby, Blackhall Low, Blackwell Low, English Street, and the city and borough of Carlisle, in the county of Cumberland, 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 also describing 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 Ayr, at Ayr; in the offices of the principal Sheriff Clerk for the county of Lanark, at Glasgow and also at Lanark; in the office of the principal Sheriff Clerk for the county of Dumfries, at Dumfries; in the office of the principal Steward-Clerk for the Stewartry of Kirkcudbright, at Kirkcudbright; and in the office of the Clerk of the Peace for the county of Cumberland, at Carlisle; 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, 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, if situated in Scotland, and with the Parish Clerk of each such parish, if situated in England, at the respective dwelling-places of such Schoolmaster and Session or Parish Clerk respectively, and with the Clerks to the royal burghs of Sanquhar, Dumfries, and Annan, at their respective offices at Sanquhar, Dumfries, and Annan.

And Notice is hereby further given, That it is intended by the said Act or Acts, to incorporate a Company for carrying into effect the said Railways and other works, and to enable the said Company to acquire compulsorily lands and houses for the purposes thereof, and to levy tolls, rates, and duties, on and for the use of the said 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, alter, or stop up, within the parishes, townships, burghs, and extra parochial or other 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 of the said intended Railways and works.

And Notice is further given, That power is intended to be taken by the said Act or Acts, to authorise and empower the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, to lease the foresaid intended Railways, or some of them, 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, and generally to enter into and carry into effect such arrangements in reference thereto, and to the maintenance thereof, and to the traffic which may pass over the said lines, or some part thereof, as may be mutually agreed on between the said 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 Glasgow, Paisley, Kilmarnock, and Ayr Railway, passed in the first, third and fourth, fifth, and eighth and ninth years of the reign of Her present Majesty.

And Notice is hereby further given, That it is intended by the said Act or Acts to introduce provisions for conferring power on the Company to be incorporated as aforesaid, and on the said Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, to use the portion of the Caledonian Railway lying between the proposed point of junction at or near the River Sark and the city of Carlisle, and for regulating the use thereof, and altering, fixing, or limiting the rates, tolls, and duties to be charged in respect of the traffic passing thereon to or from any of the Railways hereinbefore mentioned, and for that purpose to alter or vary the tolls, rates, and duties payable in respect of the traffic passing along the said Caledonian Railway, and to alter and amend the powers and provisions of the Act relating to such Railway, passed in the eighth and ninth years of the reign of Her present Majesty.

BANNATYNES & KIRKWOOD, Glasgow.
W. O. & W. HUNT, 10, Whitehall, Westminster.

Glasgow, 17th October 1845.

BALLOCHNEY RAILWAY.

SHOTTS BRANCH.

NOTICE IS HEREBY GIVEN, That application will be made to Parliament, in next Session, for leave to bring in a Bill, or Bills, to enable the Ballochney Railway Company to make and maintain a railway, or railways, in extension of the Clarkston branch of the said Ballochney Railway, with all proper works and conveniences in connection therewith, and approaches thereto, to commence at a point at or near to the eastern extremity of the said branch, in the parish of New Monkland, and to proceed to a point at or near to Springbank, and from thence to a point at or near to the Kirk of Shotts, in the parish of Shotts, which intended railway or railways, and works, will be situated in, and will pass from, through, or into the said parishes of New Monkland and Shotts, in the county of Lanark, or one of them.

And Notice is hereby also given, that plans and sections describing the lines and levels of 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 Lanark, Hamilton, and Glasgow 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 should be no Schoolmaster, with the Session Clerk of each of the said parishes, at the place of abode of such Schoolmaster or Session Clerk.

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, 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 in the said plans; and also

to alter and divert such highways, turnpikes 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 intended railways and works.

And Notice is also given, That it is intended, by the said Bill or Bills, to take 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 power 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. 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 it is intended by the said Bill, or Bills, to confer powers on 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 making the said intended railways and works, or maintaining the same and the said Ballochney Railway, or for the use of the same or of the said Ballochney Railway, or of any railway or railways communicating therewith, or for the sale or lease of any portion of the said intended railway or railways, or of the said Ballochney Railway, or the said works, or of any railway communicating therewith.

And Notice is hereby also given, That it is proposed by the said Bill or Bills, for the purposes foresaid, and for other purposes, to alter, increase, amend, enlarge, and in part repeal the powers and provisions of the following Acts relating to, and concerning the said Ballochney Railway respectively; viz. an Act passed in the seventh year of the reign of his late Majesty King George the Fourth; and also an Act passed in the session of Parliament held in the fifth and sixth years of the reign of His late Majesty King William the Fourth; and also, an Act passed in the session of Parliament held in the second and third years of the reign of Her present Majesty; and also, an Act passed in the session of Parliament, holden in the sixth and seventh years of the reign of Her present Majesty; and also, an Act passed in the eighth year of the reign of Her present Majesty, entitled, "An Act to alter, amend, enlarge, and in part repeal the Acts relating to the Wishaw and Coltness Railway," so far as the said last mentioned Act relates to the said Ballochney Railway; and to alter the tolls, rates, and duties, granted by the said before recited Acts, or some of them, or some of the said tolls, rates, and duties, and to vary or extinguish any exemptions from payment of such tolls, rates, and duties, and other rights and privileges in relation thereto, and to the said Ballochney Railway, and to confer certain exemptions from payment of the said tolls, rates, and duties, as they now exist, or may be so altered, and certain other rights and privileges in relation to the same, and to the said Ballochney Railway, or the said intended railway, or railways, and works. And it is

also intended to take power to the said Company to raise a farther sum of money by the creation of new stock or otherwise, and to alter the gauge of their rails.

MITCHELL HENDERSON & MITCHELL,

Glasgow
ARCH. GRAHAME MONCRIEF & WEEMS,
Westminster, Parliamentary Agents.

Dated this 16th day of 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 alter, amend, and enlarge, or to repeal some of the powers and provisions of an Act passed in the last Session of Parliament, intituled "An Act for making a Railway from Newcastle-upon-Tyne to Berwick-upon-Tweed, with Branches therefrom, to be called 'The Newcastle and Berwick Railway;'" and it is intended by the said Act or Acts so to be applied for, to enable the Newcastle and Berwick Railway Company, incorporated by the said recited Act, to make and maintain the Branch Railways following, or one of them, or some part or parts thereof, together with all proper works and conveniences connected therewith, and approaches thereto respectively—that is to say, A Branch Railway from and out of the Blyth Branch of the said Newcastle and Berwick Railway, commencing at or near a point marked A on the plans hereinafter mentioned, at or near a place where the said Blyth Branch crosses the turnpike road from Morpeth to North Shields in the township and chapelry of Horton, and parish of Woodhorn in the county of Northumberland, thence passing from, in, through, or into the several parishes, chapelries, townships, and extra-parochial or other places following, or some of them—that is to say, Horton, Woodhorn, Bebside, Cowpen, Blyth, and Bedlington, all in the county of Northumberland, and terminating at or near a point marked B on the said plans at the south side of the road leading from Bedlington to Newbiggen, in the township and parish of Bedlington aforesaid, or at some intermediate point between the said two places.

Another Branch Railway from and out of the main line of the said Newcastle and Berwick Railway, commencing at or near a point marked C on the said plans, at or near a certain wood called Chevington Wood, belonging to and in the occupation of the Right Honourable Earl Grey, in the township of West Chevington, chapelry of Chevington, and parish of Warkworth, in the said county of Northumberland, thence passing from, in, through, or into the several parishes, chapelries, townships, and extra-parochial or other places following or some of them—that is to say, Chevington, West Chevington, East Chevington, Warkworth, Togstone, Hadstone, Gloster, Hill, Amble, Hauxley, Acklington, and Broomhill, all in the said county of Northumberland, and terminating at or near a point marked D on the said plans at the Harbour of Warkworth, in the township of Amble and parish of Warkworth in the said county of Northumberland, or at some intermediate point between the said two places. And it is intended to apply for powers in the said Act or Acts to stop up, divert, or alter, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, canals, navigations, and railways within the said parishes, chapelries, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to stop

up, divert, or alter, for the purposes of such proposed Branch Railways and other works. And it is also intended by the said Act or Acts to take powers for the purchase, by compulsion or otherwise, of lands and houses for the purposes of the said intended Branch Railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the same Branch Railways and works, and to confer other rights and privileges, and also to levy tolls, rates, or duties, for or in respect of the use of the said intended Branch Railways and works, and to confer such exemptions from the payment of such tolls, rates, or duties as may be thought fit. And it is also intended by the said Act or Acts to authorise the said Newcastle and Berwick Railway Company to raise a further sum of money for the purposes of the said intended Branch Railways and works, and for the general purposes of the said undertaking.

And Notice is hereby further given, that plans and sections of the said intended Branch Railways and other works, and of the lands proposed 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, will be deposited for public inspection with the Clerk of the Peace for the said county of Northumberland, at his office at Newcastle-upon-Tyne, on or before the 30th day of November in this present year, and that on or before the 31st day of December next 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 intended Branch Railways and works are proposed to be made, will be deposited with the Parish-Clerk of each such parish.

Dated this 1st day of November 1845.

RICHARDSON & GUTCH, } York, Solicitors.
HENRY NEWTON, }

SLAMANNAN RAILWAY.

BATHGATE AND JAWCRAIG BRANCHES.

NOTICE is Hereby Given, that application will be made to Parliament in next Session for leave to bring in a Bill or Bills, to enable the Slamannan Railway Company to make and maintain a Railway or Railways, with all proper works and conveniences in connection therewith, and approaches thereto, to commence at or near to the town of Bathgate, in the parish of Bathgate, and to proceed to a point in the said parish, or in the parish of Muiravonside, or in the parish of Torpichen at or near to Luggiebrae, and from thence to diverge on the east to, and to terminate by a Junction with the Slamannan Railway, at or near to Glensplace, in the parish of Muiravonside; and on the west to, and to terminate by a Junction with the said Slamannan Railway, at or near to Blackstone, in the said parish of Muiravonside, with a branch railway or branch railways, to connect the said intended Railway or Railways, with several contem-

plated railways terminating at or near to the town of Bathgate aforesaid, or some one or more of the said contemplated railways, which intended Railways, and works, will be situated in, and will pass from, through, or into the parish of Muiravonside, in the county of Stirling, and the parishes of Torpichen and Bathgate, in the county of Linlithgow, or some of them; and also to enable the said Company to make or form and complete a branch railway or railways, and all proper works and conveniences in connection therewith, and approaches thereto, from the main line of the Slamannan Railway, where the same passes through the lands of Pirnie Lodge, to, or towards, into, or through the lands of Jawcraig, the lands of Oakers Dykes, the lands of Middlerighead, the lands of Stonyridge, the lands of Nappyfaulds, and the lands of Wester Jaw, or some of them, and to unite and incorporate the same with the Slamannan Railway, and to maintain and uphold the same; which last mentioned branch railway or railways are and will be situate in the parishes of Slamannan and Falkirk, and county of Stirling, or one of them.

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 thirtieth day of November next, be deposited for public inspection in the office in Linlithgow of the principal Sheriff-clerk of the county of Linlithgow, and 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 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.

And Notice is Farther Given, that it is intended by the said Bill or Bills, to take powers to deviate in the construction of the said several intended 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 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 intended Railways and works.

And Notice is Also Given, that it is intended by the said Bill or Bills to take 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 power 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, 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 it is intended by the said Bill or Bills, to confer powers on 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 for making the said intended Railways and works, or maintaining the same, and the said Slamannan Railway, or for the use of the same or of the said Slamannan Railway, or of any Railway or Railways communicating therewith, or for the sale or lease of any portion of the said intended railways, or of the said Slamannan Railway, or the said works, or of any railway communicating therewith.

And Notice is also given, That it is proposed by the said Bill or Bills, for the purposes foresaid, and for other purposes, to alter, increase, amend, enlarge, and in part repeal the powers and provisions of the following Acts relating to or concerning the said Slamannan Railway respectively, viz.:—Of an Act passed in the Session of Parliament held in the fifth and sixth years of William the Fourth; and of an Act passed in the Session of Parliament holden in the first year of Queen Victoria; and of an Act passed in the Session of Parliament held in the second and third years of Queen Victoria; and to alter the tolls, rates, and duties granted by the said before-recited Acts, or some of them, or some of the said tolls, rates, and duties; and to vary or extinguish any exemptions from payment of such tolls, rates, and duties, and other rights and privileges in relation thereto and to the said Slamannan Railway; and to confer certain

exemptions from payment of the said tolls, rates, and duties, as they now exist or may be so altered, and certain other rights and privileges in relation to the same, and in relation to the said Slamannan Railway, or the said intended Railways and works; and it is intended to take powers to the said Company to raise an additional sum of money, by the creation of new stock, or otherwise, and to alter the gauge of their rails.

And Notice is hereby given, That it is intended by the said Bill or Bills, to exempt the traffic passing along the said intended Railways 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 or duties 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 said Acts relating to the burgh of Linlithgow, and the customs and duties leviable there, herein before recited.

MITCHELL HENDERSON & MITCHELL,
Glasgow.
ARCH. GRAHAME MONCRIEF & WEEMS,
Westminster, Parliamentary Agents.

Dated this 16th day of October 1845.

ARGYLL CANAL.

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 make and maintain a Navigable Cut or Canal, from the harbour of East Tarbert, on Lochfine, to join West Loch Tarbert, at or near to the north-east end thereof; and also to deepen, and improve, the said harbour of East Tarbert, and to deepen and improve the navigation of the said West Loch Tarbert; with the necessary locks, floodgates, turn-bridges, quays, piers, sluices, drains, sewers, embankments, cuts, channels, feeders, wharfs, warehouses, sheds, storehouses, roads, avenues, approaches, light-houses, slips, graving docks, and other works and conveniences, for the purposes of trade and navigation, connected therewith; as also to make and maintain proper towing vessels, and dredging machines, to licence pilots,

weighers, and meters, to form a police establishment for the said Canal and works, and to make bye-laws, and regulations for the management of the same: And Notice is also hereby given, That it is intended to take power by the said Act, to acquire compulsorily, lands, houses, and other heritages, 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; as also to alter turnpike, Parliamentary, and other roads or streets, to divert or turn brooks or streams, and carry the same in a different direction, either past, or into, the said navigable Cut or Canal, or otherwise; which intended Cut or Canal, improved harbour and navigation, and whole other works and conveniences, are, or will be, situate in, and pass from, through, or into the parishes of South Knapdale and Kilcalmonell and Kilberry, or some of them, all in the county of Argyll: And Notice is also hereby given, That duplicate plans and sections of the said intended Cut or Canal, improved harbour and navigation, and other intended works, with books of reference thereto, will be deposited for public inspection, in the office at Inverary, of the principal Sheriff-Clerk of the county of Argyll, on or before the 30th day of November next, and that copies of the said plans, sections, and books of reference, or extracts thereof, so far as the same relate to such of the parishes aforesaid respectively, will be deposited for public inspection with the Schoolmaster; or where there is no Schoolmaster, with the Session-Clerk, if any, of each of the said parishes respectively, within the dwelling-houses of such Schoolmasters or Session-clerks, as the case may be, on or before the 31st day of December next; and it is also intended in the said Bill to take power to levy rates, tolls, and duties, upon all boats and vessels navigating the said intended Cut, or Canal, and improved navigation, and upon and for the goods and other articles carried or conveyed thereon, and for the use of the locks, basins, wharfs, slips, docks, towing vessels, and other works; and it is also intended in the said Bill, to take power to acquire by purchase, lease, or otherwise, the rights, powers, and privileges, conferred by the Act passed in the sixth year of Queen Anne, chapter 33, relating to the said Harbour of East-Tarbert, and to enable the person, or persons, or body, or bodies, in whom the said harbour is at present vested, to sell, or lease the same, to the said Company, or to make such agreements and arrangements for the use thereof, as may be agreed on by, and between such persons or bodies, and the said Company, and, so far as may be necessary for such purposes, to alter and amend the said Act of Queen Anne, and to vary, alter, increase, or diminish the tolls, rates, and duties, granted by the said Act, or entirely to repeal the same, and grant other and new tolls, rates, and duties, in lieu thereof, and to enable the Company, so to be incorporated, to levy and apply such tolls, rates, and duties, or either of them.

ALEXANDER & JAMES MORRISON,
Solicitors for the Bill, 40, St Vincent Place,
Glasgow.

Dated the 11th day of 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 or Bills, to authorize the assignment to and purchase by a Company of the following Letters Patent, and the privileges thereby respectively granted; (that is to say), Letters Patent under the Great Seal of the united kingdom, bearing date at Westminster on or about the 12th day of June in the 7th year of the reign of his late Majesty, granting unto William Fothergill Cooke, and Charles Wheatstone, the sole use of their Invention of "Improvements in giving Signals," and "sounding alarums in distant places by means of Electric Currents transmitted through metallic Circuits" in England, Wales, and Berwick-upon-Tweed: Also certain other Letters Patent under the said Great Seal, bearing date at Westminster, on or about the 18th day of April, in the 1st year of the reign of her present Majesty, granting unto the said William Fothergill Cooke the sole use of his invention of "Improvements in giving Signals, and sounding Alarums at distant places by means of Electric Currents transmitted through metallic Circuits" in England, Wales, and Berwick-upon-Tweed: Also certain other Letters Patent under the said Great Seal, bearing date at Westminster, on or about the 21st day of January in the 3d year of the reign of her present Majesty, granting unto the said Charles Wheatstone, and William Fothergill Cooke, the sole use of their invention of "Improvements in giving Signals, and sounding Alarums at distant places by means of Electric Currents" in England, Wales, Berwick-upon-Tweed, and her Majesty's Colonies and Channel Islands: Also certain other Letters Patent under the said Great Seal, bearing date at Westminster, on or about the 7th day of July in the 5th year of the reign of her present Majesty, granting unto the said Charles Wheatstone the sole use of his invention of "Improvements in producing, regulating, and applying Electric Currents" in England, Wales, and Berwick-upon-Tweed. Also certain other Letters Patent under the Great Seal, bearing date at Westminster, on or about the 8th day of September, in the 6th year of the reign of her present Majesty, granting unto the said William Fothergill Cooke the sole use of his invention of "Improvement in Apparatus for transmitting Electricity between distant places, which improvements can be applied, amongst other purposes, to apparatus for giving signals and soundings and alarums at distant places by means of Electric Currents" in England, Wales, and Berwick-upon-Tweed. Also certain other Letters Patent under the said Great Seal, bearing date at Westminster, on or about the 6th day of May, in the 8th year of the reign of her present Majesty, granting unto the said Charles Wheatstone and William Fothergill Cooke, the sole use of their invention of "Improvements in Electric Telegraphs, and in Apparatus relating thereto, parts of which improvements are applicable to other purposes," in England, Wales, and Berwick-upon-Tweed, and her said Majesty's Colonies and Channel Islands. Also certain Letters Patent under the Seal ordained by the Treaty of the Union to be used in Scotland, instead of the Great Seal thereof, sealed at Edinburgh on or about the 12th day of December 1837, granting unto the said William Fothergill Cooke and Charles Wheatstone, the sole use of their invention of "Im-

provements in giving Signals, and sounding Alarums at distant places, by means of Electric Currents, transmitted through metallic circuits," within Scotland aforesaid. Also certain other Letters Patent under the said last mentioned Seal, and sealed at Edinburgh on or about the 21st day of August 1840, granted unto the said Charles Wheatstone and William Fothergill Cooke, the sole use of their invention of "Improvements in giving Signals, and sounding Alarums at distant places, by means of Electric Currents," within Scotland aforesaid. Also certain other Letters Patent under the said last mentioned Seal, sealed at Edinburgh on or about the 3d day of July 1845, granting unto the said Charles Wheatstone and William Fothergill Cooke, the sole use of their invention of "Improvement in Electric Telegraphs, and in Apparatus relating thereto, part of which Improvements are applicable to other purposes," within Scotland aforesaid. Also certain Letters Patent under the Great Seal of Ireland, bearing date at Dublin, on or about the 23d day of April, in the 1st year of the reign of her present Majesty, granting unto the said William Fothergill Cooke, and Charles Wheatstone, the sole use of their invention of "Improvements in giving Signals, and sounding Alarums at distant places, by means of Electric Currents, transmitted through metallic circuits," within Ireland aforesaid. Also certain other Letters Patent under the said last mentioned Seal, bearing date at Dublin, on or about the 27th day of October, in the 4th year of the reign of her present Majesty, granting unto the said Charles Wheatstone and William Fothergill Cooke, the sole use of their invention of "Improvements in giving Signals, and sounding Alarums at distant places, by means of Electric Currents," within Ireland aforesaid. Also certain other Letters Patent under the said last mentioned Seal, bearing date at Dublin, on or about the 22d day of October, in the 9th year of the reign of her present Majesty, granting unto the said Charles Wheatstone and William Fothergill Cooke, the sole use of their invention of "Improvements in Electric Telegraphs, and in Apparatus relating thereto, part of which improvements are applicable to other purposes," within Ireland aforesaid. And also any other Letters Patent, for the sole use of any invention of any improvement or improvements upon such Electric Telegraphs and Inventions as aforesaid, or any part thereof, or of any other Invention or Inventions relating to the transmission of intelligence by means of Electricity. And also to authorise the assignment to, and purchase by, the said Company of any partial or other interest or interests, licence or licences, in or under the said several and respective Letters Patent, any or either of them. And also to enable such Company to make, use, exercise, and vend such inventions and improvements as aforesaid. And to make, construct, and erect Electric Telegraphs according to such inventions and improvements, and such Electric Telegraphs respectively to use, exercise, and let to hire, for the purpose of transmitting signals and intelligence in all and every, or any of the parts of the United Kingdom to which the said Letters Patent respectively extend. And to make provision for the protection of such Electric Telegraphs, and the works thereof, from injury or destruction. And to enable such Company to grant licences to make, use, exercise, and vend such Telegraphs, Inventions, and Improvements as afore-

said. And also to enable such Company to sell or otherwise dispose of the privileges granted by such Letters Patent as aforesaid, or any of them, or any part thereof, or interest therein respectively. And to incorporate the said Company, or to grant to the said Company, power to sue and be sued in the name or names of the said Company; or one or more of the Directors or Officers thereof; and also to make provision and grant powers for the constitution and regulation of the said Company. —Dated this third day of November 1845.

PEARCE PHILLIPS & WINCKWORTH,
Swishin's Lane, London,
WILSON & HARRISON,
1, Copthall Buildings, London. } Joint Solicitors.

BURGH OF LEITH.

PETTY CUSTOMS.

NOTICE is hereby given, That it is intended in the ensuing Session of Parliament to apply for leave to bring in a Bill or Bills for abolishing, altering, or modifying and regulating the customs, rates, imposts and market dues of whatever description, commonly called the Market and Petty Customs, at present exigible by, and payable to the Provost, Magistrates, and Council of the town of Leith, under the authority of the Act first and second of her present Majesty, chapter forty-fifth, intituled "An Act to Regulate and Secure the Debt due by the City of Edinburgh to the Public; to confirm an Agreement between the said City and its Creditors; and to effect a Settlement of the Affairs of the said City and the Town of Leith;" such customs, rates, imposts, and market dues so to be abolished, altered, or modified, comprehending amongst others those denominated the weighage and lyage dues, the customs on leather, the meal and corn market customs, the fruit and green market customs, the poultry and bread market customs, the custom on bestial, the fish market customs, and the impost on wines and foreign spirits, ale, and beer; or by whatever other name or names such customs, rates, imposts, and market dues may be denominated; and for authorising and enabling the said Provost, Magistrates, and Council of the said town of Leith, to levy and raise other and more uniform rates, duties, and customs in lieu thereof; for letting the said rates, duties, and customs, or any of them, to be imposed in lieu of the customs, rates, imposts, and market dues to be abolished, and for other purposes connected therewith; for altering or repealing so much of the before recited Act of the first and second of her present Majesty, chapter forty-fifth, as relates to the levying and uplifting the customs, rates, imposts, and market dues thereby transferred to the said Provost, Magistrates, and Council of the town of Leith; and for altering and amending all or any other Act or Acts, Statute or Statutes, Laws or Customs, in so far as may be necessary for effecting all or any of the purposes aforesaid, which Bill or Bills may affect the parishes of South and North Leith, Tolbooth, High Church, Trinity College Kirk, Tron Kirk, Lady Yester's, Old Kirk, New North, Old Greyfriar's, New Greyfriar's, St Andrew's, St George's, St Mary's, St Stephen's, Green-side, Canongate, St Cuthbert's, all in the county of Edinburgh, or some of them. Dated this Eleventh day of November Eighteen hundred and forty-five.

W. ANDERSON, Town-Clerk.



GLASGOW AND BELFAST UNION 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 main Line of Railway and Branches after-mentioned, or some of them, or parts of them, with such Stations, Wharfs, Staithes, Sidings, Tunnels, Bridges, Viaducts, Roads of communication, and all other proper Works and Conveniences necessary in connection therewith, which main Line of Railway is to lead from the Glasgow, Paisley, Kilmarnock and Ayr Railway, near to the manse of Newton, in the parish of Newton-upon-Ayr, and County of Ayr, to or near to the town or burgh of Stranraer, in the county of Wigtown; and with the Works and Conveniences to be connected therewith, will be situate in, or will pass from, in, through, or into the several parishes, townships, burghs and places following, or some of them, that is to say, Newton-upon-Ayr, St-Quivox, Ayr, Alloway, Ayr and Alloway united, Dalrymple, Kirkmichael, Maybole, Kirk-Oswald, Dailly, Girvan, Colmonell, and Ballantrae, in the said county of Ayr, Inch, and Stranraer, in the county of Wigtown, and which branches will diverge from or out of the said intended main Railway as follows, viz. First,—A Branch Railway diverging from or out of the said intended Main Railway, at or near to the said town or burgh of Stranraer, to or near to the town and harbour of Port-Patrick, in the parish of Port-Patrick and the said county of Wigtown, which branch or extension will be situate in, or will pass from, in, through, or into the several parishes, townships, burghs and places following, or some of them, that is to say, Inch, Stranraer, Stoneykirk and Port-Patrick, all in the said county of Wigtown. Second,—Another Branch Railway diverging from or out of the said intended Main Railway, at or near to St Johns, to or near to the town of Maybole, which branch will be situate in the said parish of Maybole and county of Ayr; and also a connection between the said intended Main Railway and the said Glasgow, Paisley, Kilmarnock and Ayr Railway, at or near to the said Manse of Newton-upon-Ayr, in the said parish of Newton-upon-Ayr and county of Ayr, as the said Main Railway, Branches and Connection, and other Works will be shewn and laid down on the plans to be deposited as after-mentioned.

And it is intended by the said Bill or Bills to take power to deviate in the construction of the said Main Railway, Branches and Connection, and Works from the lines delineated on the said plans to such an extent as will be shewn or defined on the said plans; and also to take power to alter and divert any Highways, Turnpike and other Roads, Tram-Roads, Railways, Streets, Paths, Passages, Rivers, Canals, Brooks, Streams, Sewers, Waters and Water Courses, so far as necessary in making and maintaining the said Main Railway, Branches and connection, and 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 Main Railway, Branches and Connection and Works, and for conveying passengers and goods on the same, and on

other communicating Railways, and for other purposes, with power to raise money therefor by the creation of shares or some other mode to be by the said Bill or Bills provided, and to take power 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 and houses so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said Main Railway, Branches, and Connection and Works, and to confer other rights, privileges and exemptions; and also with powers to the said Company to levy tolls, rates and duties for, and in respect of, the use of the said Main Railway, Branches, and Connection and Works, and the conveyance of passengers, merchandise, goods, animals, articles, and things upon or along the same; 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 with power to the said Company to enter into and carry into execution with any other Companies or Corporations, or any Commissioners, 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 or 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 all or any portion of the said intended Main Railway, Branches, and Connection, or any of them, or of any Railway communicating therewith; and it is also intended by the said Bill or Bills to ratify and confirm a certain agreement entered into, and to take powers to enter into and carry into effect other arrangements and agreements with the Glasgow, Paisley, Kilmarnock and Ayr Railway Company, in reference to the construction and maintenance and using and working of the said intended Main Railway, Branches, and Connection, and other Works, and also for the selling or leasing thereof to the said Glasgow, Paisley, Kilmarnock and Ayr Railway Company, on such terms and conditions as may be agreed upon, and to enable the said Glasgow, Paisley, Kilmarnock and Ayr Railway Company to enter into and carry into effect such arrangements and agreements as may be necessary for these, or any of these purposes, and for that purpose to alter and amend the powers and provisions, or some of them, of an Act passed in the eighth and ninth year of the reign of her present Majesty, entitled "An Act to authorise an extension of the Glasgow, Paisley, Kilmarnock and Ayr Railway to near Cumnock, and to amend the Acts relating to such Railway," and the several Acts therein recited relating to the said Railway, viz. the Acts passed in the first, in the third and fourth, and in the fifth years of the reign of her present Majesty.

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 of the county of Wigtown; and that a copy of so much of the said plans, sections, and books of reference respectively, as relate 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 situate 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 parishes, respectively, at the place of abode of such schoolmaster, or session-clerk; so far as regards the royal burgh of Ayr, with the town-clerk of Ayr, at his office in that town, and so far as regards the royal burgh of Stranraer, with the town-clerk of Stranraer, at his office in that town.

MONCRIEFF, PATERSON, & FORBES, Glasgow.
RICHARDSON & CONNELL, Fludyer Street,
Westminster.
Glasgow, 15th October 1845.

AIRDRIE AND COATBRIDGE WATER COMPANY.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill for supplying with Water the Towns of Airdrie and Coatbridge, Suburbs thereof, and places adjacent, comprehending, among others, Clarkston, Rawyards, Coatdyke, Dundyvan, New Dundyvan, Langloan, Summerlee, Gartsherrie, all which towns and places are situated within the parishes following, or some one or other of them, or some parts thereof, viz.: Old Monkland and New Monkland, both in the county of Lanark; in which bill, it is, for that purpose, intended to incorporate a Company, with power to make and maintain such cuts, reservoirs, aqueducts, dams, feeders, wasters, offlets or byewashes, sluices, catch drains, channels, embankments, tunnels, conduits, bridges, mains, pipes, filters, engines, machinery, roads of access, and such other works and conveniences as may be necessary for securing, purifying, and distributing the said supply of water, and for compensating the parties who may be deprived of the water to be so diverted, taken or used; As the said several works are delineated and laid down on the Plans after-mentioned, with power to deviate from the line or lines laid down on the said Plans to the extent marked thereon: In which Bill it is also intended, for the several purposes foresaid, to obtain power for the compulsory purchase of such lands, houses, buildings, and other heritages, as shall be necessary and convenient; and to divert into such cuts, aqueducts, reservoirs, and others foresaid, the water flowing in or through the following lochs, reservoirs, wells, brooks, streams or burns, rivulets and springs, and their various tributaries, or of some of them, or of such parts thereof as may be necessary, viz.: Lilyloch, Roughrigg Burn, Shotts Burn, Calder Burn, Tipperdavic Springs, Braco Springs, Duntellon Springs, Braco Loch, Hillend Loch or Reservoir, Forrestburn Water, Craig's Water or Loch, Black

Loch, Lochhill Loch, or any other sources of water in the districts or parishes in which the said lochs, reservoirs, wells, brooks, streams or burns, rivulets, springs and tributaries are situated, or some of them: and which said several lochs, reservoirs, wells, brooks, streams or burns, rivulets or burns, and their various tributaries, or some of them, either directly or derivatively, flow into the reservoir or reservoirs, feeder or feeders of the Monkland Canal, and Forth and Clyde Canal, or one or other of them,—and all which said several lands and other heritages, lochs, reservoirs, and other sources of water aforesaid are situated in, or flow into or through,—and all which said several works, to be made and maintained as aforesaid, are intended so to be made and maintained from, in, through, or into,—the several parishes, townships, townlands, and extra parochial places following, or some of them, or some parts thereof, viz., the Parishes of Old Monkland and New Monkland aforesaid, and parishes of Bothwell and Shotts, the Towns of Airrie and Coatbridge, and suburbs and places adjacent, all in the county of Lanark. And it is also intended by the said Bill to take powers to enable the said Company to lay down, keep up, remove, replace, and use such conduits, mains, and other pipes, cisterns, fountains, wells, waste pipes, and other works, in, upon, under, and along the several roads, streets, squares, lanes, canal wharfs or banks, passages, courts, houses, buildings, and other erections or places within the said towns or places before enumerated, and suburbs and places adjacent, and within the several parishes above-mentioned, as may be necessary for the purpose of distributing the water to be supplied as aforesaid:

And Notice is hereby farther given, That it is intended by the said Bill to take power to raise, levy, and recover, rents, rates, and assessments, from the persons supplied with water by the said Company; and also from the owners and occupiers of all inhabited and other houses and buildings, shops, warehouses, mills, manufactories, lands, and all other heritages whatsoever within the said towns or places before enumerated, and suburbs and places adjacent; and it is intended to take power to vary, alter, or extinguish, all existing rights and privileges in any way connected with the lands, houses, lochs, reservoirs, streams, and other sources of water, or other heritages, to be taken and acquired as aforesaid, necessary for the purposes of the said undertaking, and to confer other rights and privileges; and also to confer certain exemptions in relation to the rates and duties to be levied as aforesaid: And it is further intended to take power to alter or divert all such turnpike, parish, or other roads, and such brooks or streams of water as may be necessary in 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, and with all such further and other usual powers, privileges, and authorities as may be required for carrying the said undertaking into execution:

And it is also intended by the said Bill, to take powers to enable the said intended Company, and the Company of Proprietors of the Forth and Clyde Navigation, in Scotland, in-

corporated by, or acting under, an Act passed in the fourth and fifth year of the reign of her present Majesty, entitled "An Act to consolidate, amend, and enlarge the powers and provisions of the several Acts relating to the Forth and Clyde Navigation," and the Company of the Proprietors of the Monkland Navigation, in Scotland, incorporated by, or acting under, an Act passed in the tenth year of the reign of his late Majesty, George the Third, entitled, "An Act for making and maintaining a Navigable Cut or Canal and Waggon Way from the Collieries in the Parishes of Old and New Monkland to the City of Glasgow," to transact and agree together for and with reference to the said lochs, reservoirs, and others foresaid, or such of them as are belonging to, or used by, the said respective Companies of Proprietors, or either of them, according to their respective rights and interests therein, for diverting the said lochs, reservoirs, and others foresaid from the purposes of the said respective navigations, so far as the same are or might be used therefor, and for applying the same to the purposes of the said intended Company; and for better enabling the said intended Company and the said Canal Companies so to transact and agree, it is intended in the said Bill to repeal, alter, vary, and re-enact the powers, provisions, and clauses of the foresaid Act passed in the fourth and fifth year of the reign of her present Majesty, relating to the Forth and Clyde Navigation, and the other Acts relating to that navigation, passed in the fifth and sixth years, in the eighth year, and in the eighth and ninth years, all of the reign of her present Majesty, and also the powers, provisions, and clauses of the foresaid Act, passed in the tenth year of the reign of his late Majesty, George the Third, relating to the Monkland Navigation, and the other acts relating to that navigation, passed in the thirtieth year, and in the fifty-third year, both of the reign of his said late Majesty, and in the fourth and fifth years of the reign of her present Majesty, or such of the powers, clauses, and provisions of the said several recited acts as may be requisite for the purposes foresaid.

And Notice is hereby farther given, That duplicate plans and sections, describing the line, situation, and levels of the whole of the several works foresaid, and the lands, houses, and other heritages to be taken and acquired for the purposes thereof, and in or through which the same are to be made and maintained, or through which every communication to or from the said works is to be made, and the brooks and streams to be diverted into any of the foresaid cuts, reservoirs, or aqueducts, or others for supplying the same with water, 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, houses, and other heritages, respectively, will be deposited for public inspection in the offices of the principal Sheriff-Clerk of the said county of Lanark at Glasgow and Hamilton, on or before the 30th day of November, 1845; and that a copy of so much of the said plans, sections, and books of reference as respectively relates to each of the said several parishes through which the several works foresaid are to be made and maintained, will be deposited, 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, on or before the 31st day of December, 1845.

DEANS, DUNLOP & HOPE, Solicitors, Fludger Street, London. and MONCRIEFF, PATERSON & FORBES, 45, West George Street, Glasgow.

Dated this 16th Oct. 1845.

CITY OF GLASGOW IMPROVEMENT COMPANY.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made, in the next ensuing Session of Parliament, for leave to bring in a Bill to incorporate a Company for the purposes of widening and improving Mitchell Street, in the City of Glasgow, and of forming two Arcades or covered Ways, to communicate with that Street—the one from Buchanan Street, and the other from Union Street—and both on the line, or nearly so, of Argyle Arcade, all in the said City of Glasgow and County of Lanark, to be called, the said Company, by the name or title of "THE CITY OF GLASGOW IMPROVEMENT COMPANY," or such other name as may afterwards be sanctioned by Parliament: In which Bill it is intended to apply for powers to take and acquire, by compulsory purchase or otherwise, and enter upon, the Lands, Houses, and other Heritages, of every description, fronting both sides of Mitchell Street aforesaid, and of as much thereof as will admit of that Street being made of a width not exceeding sixty-five feet, and of buildings being erected on each side thereof, and to take down, remove or alter, the houses, buildings and other erections, now on the ground so to be acquired, and to erect other buildings thereon: also for power to take and acquire as aforesaid, and enter upon, the Lands, Houses, and other Heritages, of every description, between Mitchell Street and Buchanan Street, and between Mitchell Street and Union Street, all aforesaid, to such extent as may be required for the formation of the foresaid two Arcades or covered Ways, and for the erection of suitable buildings on each side of the said two Arcades or covered Ways, both into Mitchell Street—the one leading thereto from Buchanan Street, and on a line, or nearly on a line, with the termination of Argyle Arcade in that Street, and the other leading from Mitchell Street by a continuation of the same line; and to take down, remove and alter, the houses and buildings now on the ground last mentioned, and to erect other buildings thereon: also for power to sell, feu, or otherwise dispose of, the said ground, after the same has been acquired, or of any part thereof, in order that the said Buildings, Arcades, and others, or any part thereof, may be erected, constructed and finished by others: also for power to erect buildings on, and convert to any useful and lawful purpose whatever, any ground or property acquired for the purposes aforesaid, or in connection therewith, which may not be used or appropriated in effecting such purposes: also for power to watch, cleanse and lighten the said Arcades or covered Ways, and to enact bye-laws for the regulation and management thereof: and also for power to construct all and whatever erections, buildings, works and conveniences, and for all such further powers

as may be found requisite for completely effecting the purposes aforesaid, or in connection therewith: which lands, houses, and other heritages, so to be taken and acquired for the purposes aforesaid, with the works so to be constructed and formed, are and will be situate within the several parishes, townships, townlands, and extra parochial places following, or some of them, or some parts thereof, viz.: Glasgow, Saint Enoch's of Glasgow, Saint George's of Glasgow, and Barony of Glasgow, all in the county of Lanark; and it is intended to vary, alter, or extinguish all existing rights of way and of servitude, and all other rights and privileges in any way connected with the lands, houses, and other heritages, to be taken and acquired as aforesaid, and to confer new and other rights and privileges in relation thereto. And Notice is hereby further given, that duplicate plans, describing the lines and situation of the lands, houses, and other heritages, to be taken and acquired as aforesaid, and of the works to be made thereon, and the extent to which it is intended to take powers to deviate from the lines laid down in such plans, in executing such 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 the lands, houses, and other heritages, to be taken and acquired as aforesaid, will be deposited for public inspection in the office of the principal Sheriff-Clerk of the said county of Lanark, at Glasgow, on or before the 30th day of November 1845, and that a copy of so much of the said plans, sections, and books of reference, as, respectively, relates to each of the said several parishes and Royal Burgh in which the several erections or works aforesaid are to be made and maintained, will be deposited also for public inspection with the Schoolmaster, if any, and if there be no Schoolmaster, then with the Session Clerks of each of the said several parishes, at their respective residences, and with the Town Clerk, or Town Clerks of the said Royal Burgh of Glasgow, at his or their office, within the said Royal Burgh, on or before the 31st day of December 1845.

DEANS, DUNLOP & HOPE, Fludyer Street, Westminster, London.
MONCRIEFF, PATERSON & FORBES, West George Street, Glasgow.

Dated, this 15th day of October 1845.

**EDINBURGH AND LEITH
ATMOSPHERIC 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 or near St James' Square, in the parish of St Cuthbert's, in the City of Edinburgh or extended royalty thereof, in the county of Edinburgh, thence proceeding to certain points of the town, burgh, harbour, and Port of Leith, all in the parishes of South and North Leith, in

the County of Edinburgh; and which Railway 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 St Cuthbert's, South Leith, North Leith, Green-side, St Mary's, and St Andrew's, in the county of Edinburgh;—together with branches diverging from or out of the said intended Railway as follows, *videlicet*:—*First*, A branch railway diverging from or out of the Main Line at or near St James Square aforesaid, and passing from, in, through, or into the parishes of St Andrew's and St Mary's, in the county of Edinburgh, and terminating at a point in York Place or North St Andrew Street, in the said parish of St Andrew's in the county of Edinburgh; *Second*, A branch railway diverging from or out of the said intended Main Railway at or near St James' Square aforesaid, to a point in south St Andrew Street, near to Prince's Street, in the parish of St Andrew's and county of Edinburgh aforesaid; *Third*, A branch railway diverging from or out of the said intended Main Railway at or near St James' Square aforesaid, and passing from, in, through, or into the parish of St Cuthbert's, and county aforesaid, and terminating at or near to the terminus of the North British Railway, in the city of Edinburgh aforesaid; *Fourth*, A branch railway diverging from or out of the said intended Main Railway at or near to a place called Junction Street, in the aforesaid parishes of South Leith and St Cuthbert's and county of Edinburgh, and terminating at a point at or near to the Coal-Hill or Upper Draw-Bridge, in the parishes of South and North Leith, in the said county of Edinburgh; *Fifth*, Another branch diverging from or out of the said intended Main Railway from the aforesaid point in Junction Street, within Leith aforesaid, and terminating at the Lower Draw-Bridge, in the parishes of South and North Leith, in the county of Edinburgh aforesaid, together with a diverging line from the said last-mentioned branch at or near to Timber Bush, in the parish of South Leith aforesaid, and terminating at or near that part of the Shore of Leith called Ferry-Boat Stairs: And it is intended to take powers in the said Bill or Bills to deviate in constructing the said railway and branches 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, 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 levying of tolls, rates, and duties on and for the use of the said intended railway and branch railways.

And it is also intended by the said Bill or Bills to incorporate a Company for carrying into effect the said undertaking; 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, or any part or parts thereof, or for the use of the same, or 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 Notice is also hereby given, That duplicate plans and sections describing the lines or situations and levels of the said intended railway and branches, 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; 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 and other works are respectively intended to be made, at their respective residences, and also with the town-clerks of the city of Edinburgh and town or burgh of Leith, at their respective offices within the said city, town, or burgh respectively; and also 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, city, town, or burgh respectively.

GEORGE ALLEN, Solicitor in the English Law Courts, residing in Edinburgh.
SAMUEL APPLEBY, Harpur Street, Red Lion Square, London.

Edinburgh, 18th October 1845.

**GLASGOW, STRATHAVEN, AND
LESMAHAGOW DIRECT 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 upon the Glasgow Barrhead and Neilston Direct Railway, at or near to Pollokshaws, or at or near to Crossmyloof, by a junction with the said Railway, and to terminate at or near to the Town of Strathaven, and to pass from, in, through, or into, the several parishes and places following, or some of them, viz. the Parishes of Eastwood, Govan, Cathcart, Mearns, Carmunnock, Eagleshame, Kilbride or East Kilbride, Glassford, and Avondale or Strathaven, in the counties of Renfrew and Lanark; Second, to make and maintain a Continuation or Branch Railway or

Railways, with all proper works and conveniences connected therewith, to diverge out of and from the said intended main line of Railway, at or near to the town or village of Strathaven, and to terminate at or near to the Coal-fields of the estates of Auchlochan, and Stockbriggs, and to pass from, in, through, or into the several parishes and places following, or some of them, viz. the parishes of Avondale or Strathaven, Stonehouse and Lesmahagow, in the county of Lanark; Third, to make and maintain a Continuation or Branch Railway or Railways, with all proper works and conveniences connected therewith, to diverge out of and from the said intended main line of railway first described, at, or near to the town or village of Strathaven, and to terminate at, or near to, the town or village of Muirkirk, and to pass from, in, through, or into the several parishes and places following, or some of them, viz. the parishes of Avondale, or Strathaven, and Muirkirk, in the counties of Lanark and Ayr; Fourth, to make and maintain a continuation or Branch Railway or Railways with all proper works and conveniences connected therewith, to diverge out of and from the said intended main line of Railway first described, at or near to the lands of Bogton, and to terminate at or near to the village of Eagleshame, and to pass from, in, through, or into the several parishes and places following, or some of them, viz., the parishes of East Kilbride or Kilbride and Eagleshame, in the counties of Lanark and Renfrew; Fifth, to make and maintain a continuation or Branch Railway or Railways with all proper works and conveniences connected therewith, to diverge out of and from the said intended main line of Railway first described, at or near to the lands of Bogton, and to terminate at or near to the village of East Kilbride, and to pass from, in, through, or into the parish of Kilbride or East Kilbride, in the county of Lanark.

And it is also intended by the said act or acts, to incorporate a Company for making and maintaining the said railway or railways, continuation or 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, continuation or 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 parishes and places aforesaid, the turnpike and other roads, streets, railways, tramways, rivers, streams, canals, and water-courses, which it may be necessary to interfere with in the construction of the said intended railway or railways, continuation or 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, continuation or 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 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 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, continuation or 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, continuation or 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 and 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 any 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 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 Notice is hereby given, that plans, sections, and duplicates thereof, describing the lines or situations and levels of the said intended railway or railways, continuation or 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 30th day of November in the present year, in the office of the principal Sheriff-Clerk of the county of Renfrew at Paisley; in the office of the principal Sheriff-Clerk of the County of Ayr, at Ayr; and in the offices of the principal Sheriff-Clerk of the county of Lanark, at Glasgow, Hamilton, and Lanark; 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, continuation or branch railways, and works are intended to be made, will be deposited on or before the 31st 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.

CAMPBELL & TENNENTS, 40, George Square, Glasgow.

G. H. LANG, 37, Great George Street, Westminster
Solicitors for the Bill.

Glasgow, 18th October 1845.

SCOTTISH DIRECT NORTHERN JUNCTION RAILWAYS, AND FERRY FROM NORTH BERWICK TO ELIE.

NOTICE IS HEREBY GIVEN, THAT it is intended to apply to Parliament in the ensuing Session for authority to make and maintain a Railway and to establish a Ferry, with all proper works and conveniences therewith connected, to be called "The Scottish Direct Northern Junction Railway and Ferry," commencing at a point on the North British Railway, at or near to Betony in the parish of Athelstoneford, and county of Haddington, and terminating at the harbour of North Berwick, in the parish thereof, and county foresaid. ALSO, to construct certain Works and Piers, Accesses, and other Works, Houses, and Offices, for the improvement of the said Harbour of North Berwick, and also to construct certain Piers, Accesses thereto, and other Works, Houses, and Offices, at the Harbour of Elie, in the parish of Elie, and county of Fife, and to construct and maintain a Railway from the Harbour of Elie to a point on the East of Fife Railway, at or near Bowhouse, in the parish of Elie, and county of Fife; AND ALSO to construct a Branch Line from a point on the said main line, at or near the harbour of Elie, to a point on the line of the East of Fife Railway, near Kincaig, in the parish of Elie, and county of Fife: Which Railways and Harbours above-mentioned, will be situated in, or will pass from, through, or into the several parishes, townships, burghs, and extra parochial places following, or some of them:—That is to say, Athelstoneford, Prestonkirk, Dirlton, Whitekirk, North Berwick, in the county of Haddington; and the parishes of Kilconquhar, Elie, Newburn, and St Monance, in the county of Fife; and it is intended to take powers in said Bill to deviate in constructing the said intended Railways and Piers from the line or lines laid down on the maps or plans thereof, to be deposited as after-mentioned, to such an extent as is or will be defined in the said plans.

And it is also intended by the said Bill to incorporate a Company for making, maintaining, working, and using the said Railways and Harbours, with the branches and works aforesaid, and for conveying goods and passengers on the said Railways and branches, and on other communicating railways, to confer upon the said Company the exclusive right of ferry between the harbours of North Berwick and Elie aforesaid, and of levying tolls, rates, and duties, at the said respective harbours, for and in respect of the said ferry; and also to impose, demand, and levy tolls, rates, duties or dues on ships or boats, and other vessels resorting to or using the said harbours and piers, and either of them, and on all goods, merchandize, minerals, passengers, live stock, articles, matters, and things of every kind landed or shipped at the said harbours and piers, or either of them, and to establish new ferry rates and duties, for and in respect of the ferry to be established by the Bill, and to confer, vary, or extinguish any exemption from payment of tolls, rates, or duties, or any other rights or privileges necessary for the purposes of the said Bill, and to borrow, take up at interest, or raise money by loan, subscription, or otherwise, for the purpose of erecting, constructing, extending, and maintaining the said harbours and piers, railways and branches, or either of them, and works and accesses con-



nected therewith, and generally to do all matters and things necessary for the said purposes, or any of them; with powers for the compulsory purchase of lands, houses, and other heritages, necessary to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said Railways, Branches, Harbours, Piers, accesses, and other works, and to confer other rights and privileges in relation thereto;

And it is intended by the said Bill to confer power on the said intended Company, and to authorize all other companies or corporations, or any commissioners, road trustees, harbour trustees, or other bodies or persons, to enter into such arrangements and agreements as may be expedient or proper for making and maintaining the said intended Railway, and branches, and transferring their interest in the said harbours, piers, and other works, or in any railway or railways communicating therewith, or for working the same, or any portion thereof, as may be agreed upon, to the said proposed Company;

And it is further intended by the said Bill to enable the North British Railway Company, or the projected East of Fife Railway Company, to rent, or to take on lease, or to purchase, the said intended railways, or branches, harbours, piers, right of ferry, and other works, or any part thereof, and to enable the Company so to be thereby incorporated, to let or lease, or to sell and convey the same;

And it is also intended by the said Bill to take powers for altering and diverting such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, mill-leads, 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 railways, branches, harbours, piers, accesses, and works and conveniences therewith connected, and, so far as may be necessary for any of the purposes aforesaid, it is intended to alter and amend the acts of the North British Railway herein-after recited, or one or other of them, and the tolls, rates, and duties authorised to be levied thereon—that is to say, an act passed in the 7th and 8th years of the reign of her present Majesty, entitled, “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 an act passed in the 8th and 9th years of the reign of her present Majesty, entitled, “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 connection therewith;” and to alter any act or acts in relation to the said harbours of Elle and North Berwick respectively.

And Notice is also hereby given, That maps or plans and sections describing the lines or situations and levels of the said intended Railways, branches, harbours, piers, accesses, 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, houses, and heritages respectively, will, on or before the 30th day of November next, be de-

posited for public inspection, as follows.—That is to say, at the office, in Haddington, of the Principal Sheriff-Clerk of the county of Haddington; and in the office, in Cupar, of the Principal Sheriff-Clerk of the county of Fife; 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, and to the royal burghs before mentioned, 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 foresaid parishes, with the schoolmaster, if any; and if there be no schoolmaster, then with the session-clerk of each of such parish, at the place of abode of such schoolmaster or session-clerk; and so far as relates to the burghs, with the town-clerks, at their offices.

CUNINGHAMS & BELL, W.S., Edinburgh.
HUGH INNES CAMERON, and GEORGE BAIN,
Parliament Street, London.

NOTICE IS HEREBY GIVEN.

THAT it is intended to apply to Parliament in the next Session, for leave to bring in a bill, to Make and Maintain a Navigable Cut or Branch Canal, with all Locks, Bridges, Towing-Paths, Basins, Wharfs, Quays, Loading places, and all proper Works and Conveniences necessary in connection therewith, which said intended Navigable Cut or Branch Canal will diverge out of and from the Monkland Canal, at or near Kennyhill Distillery, in the Barony Parish of Glasgow, in the county of Lanark, and will terminate at the River Clyde, at or near the Barrowfield Print-Works, belonging to Messrs Henry Monteith and Company, in the said Barony Parish of Glasgow, in the county aforesaid; and to make and maintain a Reservoir or Compensation Pond, in connection with the said intended Navigable Cut or Branch Canal, at or near Kennyhill Distillery aforesaid, in the said Barony Parish of Glasgow, in the county aforesaid; and to form a conduit aqueduct or pipe, for the purpose of conveying the water to and from the said navigable cut or branch canal, and the said intended Compensation Pond or Reservoir: Which intended Navigable Cut or Branch Canal, and Compensation Pond or Reservoir, and conduit aqueduct or pipe, and other works aforesaid, will be situated in, or will pass from, in, through, or into the royalty or extended royalty of the city or royal burgh of Glasgow, and the following parishes, viz. the said barony parish of Glasgow, the parish of Saint John's of Glasgow, and the Inner High Church parish of Glasgow, in the said county of Lanark, or some of them; and it is intended to supply the said Navigable Cut or Branch Canal, and the said Compensation Pond or Reservoir, and the locks, basins, and other works therewith connected, directly or derivatively, with water from the river Clyde; And it is intended to take power, in and by the said Bill, to deviate from the lines, courses, or sites respectively, of the said intended Navigable Cut or Branch Canal, and Compensation Pond or Reservoir, and conduit aqueduct or pipe, and other works connected therewith, as the same will be laid down on the plans to be deposited as after mentioned; to such an extent as will be defined in the said plans; and also to alter and divert any highways, turnpike or other roads, railways, tram-roads, streets, paths, passages, rivers, canals,

brooks, streams, sewers, waters, and water courses, so far as may be necessary in making and maintaining the said Navigable Cut or Branch Canal, and other works before mentioned to be therewith connected; and to take powers for the compulsory purchase of lands, houses and heritages, for the completion of the said works; and to levy tolls, rates and duties, on and for the use of the said Navigable Cut or Branch Canal, and other works aforesaid, and for the passage and carriage along the same of passengers, goods, minerals, merchandise, animals, and other articles and things; And it is intended by the said Bill to vary, alter, and extinguish all existing rights and privileges, or exemptions, which would, in any manner, obstruct or interfere with the formation, maintenance, or use of the said Navigable Cut or Branch Canal, and other works to be therewith connected, and to confer other rights, privileges and exemptions; and for carrying into effect the objects of the said Bill, it is intended thereby to incorporate a company for making, maintaining, working, and using the said Navigable Cut or Branch Canal, and other works aforesaid, with power to raise money by the creation of shares, or by some other mode to be provided by the said Bill; and to take powers to enable such Company to sell, or let, or lease, the said intended Navigable Cut or Branch Canal, Compensation Pond or Reservoir, and conduit aqueduct or pipe, and basins, locks, and other works and conveniences connected therewith, or any part thereof, to the Company of Proprietors of the Monkland Navigation, or any other company or person, and to enable the said Company of Proprietors of the Monkland Navigation, or such other company or person as aforesaid, to purchase or lease the same, and to exercise all the powers of the Company to be incorporated in reference thereto, or otherwise to authorise and enable the said Company of Proprietors of the Monkland Navigation to make and maintain the foresaid Navigable Cut or Branch Canal, and whole other works before mentioned to be therewith connected, and to assume the same as an integral part of their undertaking; And for all or any of these purposes, to alter, amend, and enlarge the powers and provisions of an act passed in the fourth and fifth year of the reign of her present Majesty, intitled, “An Act to enable the Monkland Canal Company to raise a farther sum of money,” and the other Acts therein recited, relating to the said Monkland Navigation.

And Notice is hereby farther given, that duplicate plans and sections, describing the line or situation and levels of the said intended Navigable Cut or Branch Canal, Compensation Pond or Reservoir, and conduit aqueduct or pipe, and other works therewith connected, and also describing the lands, houses, and heritages to be taken and used for the purposes 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 such lands and houses respectively, will be deposited for public inspection, on or before the 30th day of November in this present year, at the office in Glasgow of the principal Sheriff-Clerk of the said county of Lanark; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes before named, in or through which

the said intended works are proposed to be made, or in which the lands, houses and heritages, intended to be taken and used for the purposes thereof are situated, will be deposited for public inspection, on or before the 31st day of December in this present year, with the schoolmaster, (if any,) and if there be no schoolmaster, then with the session-clerk, (if any,) of each such parish respectively, at the respective dwelling-places of each such schoolmaster or session-clerk, and in so far as relates to the royal burgh of Glasgow, with the town-clerks thereof, at their office in the said city.

C. D. DONALD & SONS, Glasgow.
RICHARDSON & CONNELL, London, Solicitors
for the Bill.

Glasgow, October 1845.

WEST OF SCOTLAND JUNCTION 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, and to repeal some of the powers and provisions of the several 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 the eighth and ninth years of the reign of her present Majesty; and of an act relating to the Glasgow Junction Railway, passed in the eighth and ninth years of the reign of her present Majesty; and of the several acts relating to the 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; and to enable the Edinburgh and Glasgow Railway Company, and the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, or either of them, to make and maintain the following Railways, or some of them, or some part or parts thereof, respectively, with all proper works and conveniences connected therewith, viz.—First, 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 terminating by a Junction with the Joint Line of Railway between Glasgow and Paisley, at or near to the stations thereon at Glasgow, in the parish of Govan, in the county of Lanark, and passing from, through, or into the parishes, townships, burghs, or places of Glasgow, barony of Glasgow, Saint George's of Glasgow, and Govan, all in the county of Lanark. Second, An extension of the said intended railway, diverging from and out of the same, at or near to its southern termination aforesaid, or from and out of the joint line of Railway between Glasgow and Paisley, at or near to the stations thereon at Glasgow, in the parish of Govan, in the county of Lanark, and passing through and terminating in the said parish, and in the counties of Lanark and Renfrew, or one of them, at one or more points, by a junction with the Glasgow, Barrhead, and Neilston Direct Railway, and with the Polloc and Govan Railway, or one of them, at or near to the Glasgow, Paisley, and Johnstone Canal, or to the Gas Works.

Third, A railway diverging from and out of the railway last above described, and from and out of the Glasgow, Barrhead, and Neilston Direct Railway, and the Polloc and Govan Railway, or some or one of them, at or near to the Glasgow, Paisley, and Johnstone Canal, or to the Gas Works, both in the parish of Govan, in the counties of Lanark and Renfrew, or one of them, and passing through, and terminating in, the said parish and counties, or one of them, by a Junction with the Joint Line of Railway between Glasgow and Paisley, at or near to Shiel's Bridge.

And Notice is hereby 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 30th day of November, in the present year, in the office of the principal Sheriff-clerk of the county of Lanark, at Glasgow, and in the offices of the principal Sheriff-clerk of the county of Renfrew, at Paisley and also at Greenock; and that a copy of so much of the said plans, sections, and books of reference as relates to each parish or royal burgh in or through which the said railways are intended to be made, will be deposited on or before the 31st 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 clerk to the royal burgh of Glasgow, at his office in Glasgow.

And Notice is hereby further given, That it is proposed by the said act or acts to enable the Edinburgh and Glasgow Railway Company, and the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, or one of them, to carry the said first mentioned railway by means of a bridge across the river Clyde, and to make agreements with each other, or with any other Company or person, with reference to the division or appropriation, or the working and using the said undertakings, or any part thereof, and 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 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 of the said intended railways 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 barony parish of Glasgow, which will be shown upon the said plan as in-

tended to be so diverted and altered, or shut up and appropriated.

BANNATYNES & KIRKWOOD, Glasgow,
W. O. & W. HUNT, 10 Whitehall, Westminster.
Glasgow, 17th October 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; by which intended act or acts it is proposed to enable the Edinburgh and Glasgow Railway Company to make and maintain a Railway, with all proper works and conveniences connected therewith, 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 the town and harbour of Borrowstowness in the parish of Borrowstowness, in the county of Linlithgow, and passing from, through, or into the parishes, townships, burghs, or places of Muiravonside and Polmont, in the county of Stirling, and Borrowstowness in the county of Linlithgow, or some of them.

And Notice is hereby given, that plans and sections describing the line or situation and levels of the said Railway, and also describing 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 30th day of November, in the present year, in the offices of the principal sheriff-clerk of the county of Stirling, at Stirling and also at Falkirk; 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, as relates to each parish in or through which the said Railway is intended to be made, will be deposited, on or before the 31st 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 further given, that it is intended by the said act or acts, 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 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 intended 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 water-courses, which it may be necessary to interfere with in the construction of the said intended Railway and works.

And Notice is hereby further given, That it is intended by the said act or acts 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 Railway 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 given, That it is intended by the said act or acts to exempt the traffic passing along the said intended Railway 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 or duties 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 railway, 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 said acts relating to the burgh of Linlithgow, and the customs and duties leviable there, herein before recited.

BANNATYNES & KIRKWOOD, Glasgow.
W. O. & W. HUNT, 10, Whitehall, Westminster.
Glasgow, 17th Oct. 1845.

EDINBURGH AND GLASGOW AND DUMBARTONSHIRE JUNCTION 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 Railway, with all proper works and conveniences connected therewith, commencing at or near to Blythswood Holm, in the Barony parish of Glasgow, in the City of Glasgow, in the county of Lanark, and terminating in or near to the village of Helensburgh, in the parish of Row, in the county of Dumbarton, and passing from, through, or into the parishes, townships, burghs, or places of Glasgow, Blythswood, Barony of Glasgow, Anderston, and Govan, in the county of Lanark, of Renfrew in the county of Renfrew, and of East or New Kilpatrick,

West or Old Kilpatrick, Dumbarton, Cardross, and Row, in the county of Dumbarton, or some of them. Second, A Branch Railway diverging from and out of the intended Railway above described, at or near to Barshagrie Moor, in the parish of Govan, in the county of Lanark, and terminating by a Junction with the Glasgow, Garnkirk, and Coatbridge Railway, at or near to Broomhill, in the parish of Glasgow, or Inner High Church of Glasgow in the same county, and passing from, through, or into the parishes, townships, burghs, or places of Govan, Barony of Glasgow, Cadder, Glasgow, and the Inner High Church parish of Glasgow, in the county of Lanark, or some of them. Third, A branch railway diverging from and out of the intended railway last above described, at or near to Keppoch, in the barony parish of Glasgow, in the county of Lanark, and passing from and through and terminating in the same parish and county by a Junction with the Edinburgh and Glasgow railway, at or near to Colston. Fourth, A railway diverging from and out of the intended railway first above described, at or near to Yoker, in the parish and county of Renfrew, and passing from and through and terminating in the same parish and county, at or near to Yoker Lodge. Fifth, A railway diverging from and out of the intended railway first above described, at or near to Bowling, in the parish of West or Old Kilpatrick, in the county of Dumbarton, and passing through and terminating in the said parish and county, at or near to the Basin of the Forth and Clyde Canal. Sixth, A railway diverging from and out of the intended railway first above described, at or near to the town's common of Dumbarton, in the parish and county of Dumbarton, and passing through and terminating in the said parish and county, and in the burgh of Dumbarton, at the river Leven, near to the Church-yard dyke. Seventh, A railway diverging from and out of the intended railway first above described, at or near to the bridge across the river Leven, at the burgh of Dumbarton, in the parish of Cardross, in the county of Dumbarton, and terminating at or near to Balloch, in the parish of Bonhill, in the county of Dumbarton, and passing from, through, or into the parishes, townships, burghs, or places of Dumbarton, Cardross, and Bonhill, in the county of Dumbarton, or some of them. Eighth, A branch Railway diverging from and out of the intended railway last above described, at or near to Renton, in the parish of Cardross, in the county of Dumbarton, and passing from and through and terminating in the same parish and county, at or near to Cordale Printfield. Ninth, A branch Railway diverging from and out of the intended railway seventh above described, at or near to Pillenflat Farm, in the parish of Cardross, in the county of Dumbarton, and terminating at or near to Dalquhurn, in the parishes of Dumbarton and Cardross, or one of them, in the county of Dumbarton, and passing from, through, or into the parishes, townships, burghs, or places of Cardross and Dumbarton, in the county of Dumbarton, or one of them. Tenth, A branch Railway diverging from and out of the intended railway seventh above described, at or near to Bonhill-house, in the parish of Bonhill, in the county of Dumbarton, and passing through and terminating in the said parish and county, at or near to Dillichip Printfield. Eleventh, A branch

Railway, diverging from and out of the intended railway seventh above described, at or near to Ferryloan, in the parish of Bonhill, in the county of Dumbarton, and passing through and terminating in the said parish and county, at or near to Dalmonach Printfield.

And Notice is hereby given, That plans and sections describing the line or situation and levels of the said intended railways, 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 30th day of November, in the present year, in the office of the principal sheriff-clerk for the county of Lanark, at Glasgow; in the office of the principal sheriff-clerk for the county of Dumbarton, at Dumbarton; and in the office of the principal sheriff-clerk for the county of Renfrew, at Paisley and also at Greenock; 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 and works are intended to be made, will be deposited on or before the 31st 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 Clerks to the royal burghs of Glasgow and Dumbarton, at their respective offices at Glasgow and Dumbarton.

And Notice is hereby given, That it is proposed by the said act or acts to incorporate a Company for carrying into effect the said 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 the said 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 proposed to be taken by the said act, or acts, to divert, alter, or stop up, temporarily or permanently, within the parishes, townships, burghs, and 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 of the said intended railways and works.

And Notice is hereby specially given, That it is proposed by the said act or acts, to take power to divert and alter, and to shut up and appropriate, the sites of certain streets, or lanes, or intended streets or lanes, situated within the parish of barony of Glasgow, 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 proposed by the said act or acts, to enable the Company to be incorporated as aforesaid, and the Magistrates and Town Council of Dumbarton to enter into agreements with each other in regard to the tolls, rates, and duties, leviable at the harbour of Dumbarton, and on cattle or other articles passing through the burgh of Dumbarton, or across the river Leven, and to limit or alter the said tolls, rates, and duties, and to grant exemptions therefrom, and to empower the said magistrates and town council to sell or lease to the Company to be incorporated as aforesaid, the said harbour, or the said tolls, rates, and duties, or some part or

parts thereof, and to enable the said Company to make the said purchase, and to accept of the said lease.

And Notice is further 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 railways, or some of them, 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, and generally to enter into and carry into effect such arrangements in reference thereto, and to the maintenance thereof, and to the traffic thereon, or which may pass over the said railways, above described, and over the Edinburgh and Glasgow Railway, or one of them, or some part or parts 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 eight and ninth years of the reign of her present Majesty.

BANNATYNES & KIRKWOOD, Glasgow.
W. O. & W. HUNT, 10. Whitehall, Westminster.

Glasgow, 17th October 1845.

SCOTTISH GRAND 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 the Railways following, and all proper works and conveniences connected therewith; namely, a Railway commencing at or near the village of Callander, in the parish of Callander and county of Perth, proceeding by or near to Crianlarich and Tyndrum, and terminating at, in, or near to the town of Oban, in the county of Argyll; a Branch Railway diverging from or out of the said intended Railway, at or near to Crianlarich aforesaid, in the parish of Killin, proceeding by the moor of Rannoch, and terminating at a point at or near to Dalwhinnie, in the county of Inverness; another Branch Railway diverging from or out of the said intended Railway first before mentioned, at or near to Crianlarich aforesaid, proceeding by Glenfalloch, and terminating at a point at or near to the upper end of Lochlomond, in the parish of Arrochar and county of Dumbarion; and another Branch Railway diverging from or out of the said intended Railway first before mentioned, at or near to Suie in Glendochart, in the said parish of Killin, and terminating at a point at or near to the upper end of Lochtay, in the same parish; which Railways, and the works and conveniences connected therewith, 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, Balquhider, Killin, Comrie, Kenmore, Weem, Logierait and Fortingal, in the county of Perth; the parish of Muckairn, or united parishes of Ardchattan and Muckairn, the united parishes of Glen-

orchy and Inishail, the united parishes of Kilmore and Kilbride, and the united parishes of Kilchrennan and Dalavich, in the county of Argyll; the parishes of Laggan and Kingussie, in the county of Inverness; and the parish of Arrochar in the county of Dumbarion:

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 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 Inverary of the principal sheriff-clerk of the county of Argyll; in the office in Inverness of the principal sheriff-clerk of the county of Inverness; and in the office in Dumbarion of the principal sheriff-clerk of the county of Dumbarion; 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 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 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 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 17th day of October 1845,
DAVIDSON & SYME, W. S. Edinburgh,
ARCH. REID, Perth.
ROB. LAMOND, Glasgow.
ARCH. GRAHAME, MONCREIFF & WEEMS,
30. Great George Street, Westminster, Parliamentary Agents.

SCOTTISH 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 following Railway or Railways, with stations, wharfs, staithes, sidings, tunnels, bridges, viaducts, roads of communication, and all other proper works and conveniences necessary in connection therewith, to be called "The Scottish Western Railway;" That is to say, A railway commencing in, at, or near to the town or burgh of Oban, in the united parishes of Kilmore and Kilbride, and county of Argyll, and terminating at or near to Tyndrum, or at or near to the head of Glenfalloch, both in the parish of Killin and county of Perth; and which said Railway and works will be situated in, and will pass from, through, or into the parishes or places following, or some of them: That is to say, the town or burgh of Oban, the parishes of Kilmore and Kilbride, or the united parishes of Kilmore and Kilbride, Ardchattan and Muckairn, Glenorchy and Inishail, in the county of Argyll; and the parish of Killin in the county of Perth; together with a continuation of the said line of railway from Tyndrum or Glenfalloch aforesaid, to, and to terminate at or near to Balloch, in the parish of Bonhill, and county of Dumbarion, where it is intended to form a Junction with one or other of the projected railways from Glasgow by Dumbarion to Balloch, the one called the Caledonian and Dumbarionshire Junction Railway, and the other called the Edinburgh and Glasgow and Dumbarion Railway, or with the proposed Forth and Clyde Junction Railway at Balloch aforesaid; or otherwise to terminate at a point at or near Balloch aforesaid; and which said line of railway, and works connected therewith, will be made in, and will pass from, through, or into the following parishes or places, or some of them: That is to say, the parish of Killin in the county of Perth, the parish of Buchanan in the county of Stirling, and the parishes of Arrochar, Luss, and Bonhill, in the county of Dumbarion; and with another railway in continuation of the said Main Line of Railway, from Tyndrum or the head of Glenfalloch aforesaid, to, and to terminate at or near a place called Ballat, or the Bog of Ballat, in the parishes of Drymen and Balfron, or one or other or both of them; and in the county of Stirling, or by a Junction, at or near Ballat aforesaid, with the said proposed Forth and Clyde Junction Railway; the proposed extension of the Edinburgh and Glasgow Railway, or the proposed branch of the projected Caledonian and Dumbarionshire Railway from Milngavie, in the parish of East or New Kilpatrick and County of Dumbarion, to Bal-



lat aforesaid, or with one or other of such projected railways; which said last mentioned continuation-line of railway and works connected therewith is intended to be made in and will pass from, through, or into the following parishes or places, or some of them: That is to say, the parishes of Killin, Callander, Balquhider, Aberfoyle, and Port of Menteith, in the county of Perth; and Buchanan, Drymen, Balfroun, and Killearn, in the county of Stirling; together with a branch line diverging out of and from the continuation line last above mentioned, at or near Glenfalloch aforesaid, to a point at or near Inverarnan, at or near the head of Lochlomond, and which branch railway, and works connected therewith, will be made in and will pass from, through, or into the following parishes and places, or some of them: That is to say, the said parish of Killin in the county of Perth aforesaid, the parish of Buchanan in the county of Stirling, and the parish of Arrochar in the county of Dumbarton: Together also with a line of railway in connection with the said railways, with such stations, wharfs, staithes, sidings, tunnels, bridges, viaducts, roads of communication, and all other proper works and conveniences necessary in connection therewith, commencing at a point in the parish of Kilmartin, or in the parish of Kilmichael Glasry, or one or other of them, at or near to the south-west end of Lochawe, and terminating at or near to the town or village of Lochgilphead, or at or near to the village of Ardrissaig, both in the parish of Kilmichael Glasry, and the parishes of North Knapdale or South Knapdale, or one or other of them, all in the said county of Argyll; which line of railway, and the works and conveniences to be connected therewith, will be situate in or will pass from, through, or into the several parishes and places following, or some of them: That is to say, the parish of Carmichael Glasry, Kilmartin, the said parishes of North Knapdale, South Knapdale, and the towns or villages of Lochgilphead and Ardrissaig, all in the said county of Argyll; all as the said railways and other works, are or will be shewn on the plans to be deposited as hereinafter mentioned; with power to form one or other of the said continuation lines of railway from Tyndrum or Glenfalloch aforesaid, as alternative lines, or to form both, in continuation, or as part of the said Main Line, as may be most expedient; And it is intended by the said Bill or Bills, to take powers to deviate in the construction of the said railway or railways and works, from the lines delineated on the said plans, to such extent as will be shewn or defined on the said plans; and also to alter and divert any highways, turnpike and other roads, ferries, tramroads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, so far as necessary in making and maintaining the said railway or railways, or any of the works and 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 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 power to raise money therefor by the creation of shares, or some other mode to be by the said Bill or Bills provided; and to take powers for the compul-

sory 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 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, and works, 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 said railway or railways and works, and the conveyance of passengers, merchandise, goods, animals, articles, and things, upon or along the same; 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, with power 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 railway or railways, and works, or for the use of the same, or of any railway or railways communicating therewith; 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 Edinburgh and Glasgow Railway Company, the Scottish Central Railway Company, the projected Forth and Clyde Railway Company, or the Caledonian Dumbartonshire Junction Railway Company.

And Notice is hereby given, That duplicate plans and sections describing the line or situation and levels of the said intended railways, respectively, and works, and also describing 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, on or before the 30th day of November, in the present year, be deposited for public inspection as follows: That is to say, in the office in Inverary of the principal Sheriff-Clerk of the county of Argyll; in the offices in Perth and Dunblane of the principal Sheriff-Clerk of the county of Perth; in the offices in Stirling and Falkirk of the principal Sheriff-Clerk of the county of Stirling; and in the office in Dumbarton of the principal Sheriff-Clerk of the county of Dumbarton; and that a copy of so much of the said plans, sections, and books of reference, respectively, as relate to each parish and royal burgh, in which the lands intended to be taken and used for the purposes aforesaid, are situate, will, on or before the 31st day of December next, be deposited for public inspection with the Schoolmaster, (if any,) and if there shall be no Schoolmaster, then with the Session-Clerk of each such parish at his residence, and with the town-clerk of the royal burgh of Oban, at his office in that town.

EDINBURGH AND LEITH PAVING.

NOTICE IS HEREBY GIVEN,

THAT it is intended to apply to Parliament in the ensuing Session thereof for leave

to bring in a Bill or Bills to alter and amend, or altogether repeal the following acts, or such of them as are still in force, and to take further and more effectual powers in lieu thereof, *videlicet*—An act passed in the fourth year of the reign of his Majesty King George the Third, intituled—“An Act to amend and render more effectual two several acts passed in the twenty-fourth and twenty-eighth years of the reign of his late Majesty for repairing the high roads in the county of Edinburgh, to and from the city of Edinburgh, and from Cramond Bridge to the town of Queensferry, in the county of Linlithgow;” an act passed in the twenty-fourth year of the reign of his said Majesty King George the Third, intituled, “an act for regulating and rendering more effectual the exaction of the statute work within the shire of Edinburgh, and for authorising the trustees for putting in execution several acts for repairing the high roads in the county of Edinburgh, to borrow upon the credit of the tolls arising within the district of Lasswade a further sum of money to be applied for payment of certain sums borrowed on the personal security of the said trustees, and for further repairing the roads within the said district;” an act passed in the twenty-fifth year of the reign of his said Majesty King George the Third, intituled, “an act for opening an easy and commodious communication from the High Street of Edinburgh to the country southward, and also from the Lawnmarket to the new extended royalty on the north, and for enabling trustees to purchase lands, houses, and areas for that purpose; for widening and enlarging the streets of the said city, and certain avenues leading to the same; for rebuilding or improving the University; for enlarging the public markets and communications thereto; for regulating certain taxes; for lighting the said city; for providing an additional supply of water; for extending the royalty of the said city, and for levying an additional sum of money for statute labour in the middle district of the county of Edinburgh;” an act passed in the forty-third year of the reign of his said Majesty King George the Third, intituled, “an act for enlarging and altering the powers of, and rendering more effectual several acts of the twenty-fourth and twenty-eighth years of his late Majesty, and of the fourth, twenty-fourth, twenty-fifth, twenty-ninth and thirty-eighth years of his present Majesty’s reign for repairing the turnpike and other high roads in the county of Edinburgh;” an act passed in the forty-ninth year of the reign of his said Majesty, intituled, “an act for rendering more effectual several acts for repairing the turnpike and other high roads in the county of Edinburgh, and for repairing the roads from the city of Edinburgh to the town of Leith;” an act passed in the third year of the reign of his Majesty King George the Fourth, intituled, “an act for more effectually repairing and maintaining the district of roads in the county of Edinburgh, termed the Leith Walk district, and for other purposes relating thereto, and for altering and increasing the conversions, and defining the bounds of the middle district of roads in the said county;” an act passed in the fifth and sixth year of the reign of his late Majesty King William the Fourth, intituled, “an act for further regulating the statute labour, and repairing the highways and bridges in the county of Edinburgh;”—in so far as the said acts, or any of them, relate to the making,

maintaining, upholding, and repairing of roads, streets, bridges, causeways, footpaths, or pavements, lying or situate within the bounds and limits of the middle district of roads in the county of Edinburgh, as defined in the said last-mentioned act of the fifth and sixth year of his late Majesty's reign, and the road money or conversions of statute labour, or rates and duties in lieu thereof, payable to or leviable by the trustees of the said middle district of roads; to enable the said trustees of the middle district to pave and maintain all roads, streets, bridges, and causeways hitherto paved and maintained by feuars or house owners within the bounds of the said middle district, and in lieu of such obligation to impose a limited assessment upon the said feuars or house owners; and if necessary for effecting the intended purposes herein mentioned or referred to, to alter and amend the following acts, in so far as the same, or any of them, remain in force and relate to any of the said intended purposes, *videlicet*, an act passed in the third and fourth year of the reign of his late Majesty King William the Fourth, intituled, "an act to explain and amend an act passed in the first and second year of the reign of his present Majesty, intituled, "an act to alter and amend an act passed in the seventh and eighth year of the reign of his late Majesty, intituled, "an act for carrying into effect certain improvements within the city of Edinburgh, and adjacent to the same;" and the said two several acts therein recited of the seventh and eighth year of the reign of his Majesty King George the Fourth, and first and second year of the reign of his said late Majesty King William the Fourth; also another act passed in the seventh year of the reign of his said late Majesty King William the Fourth, intituled, "an act for continuing, altering, and amending certain acts for regulating the police of the city of Edinburgh, and the adjoining districts, and for other purposes relating thereto;" and the several acts therein recited of the eleventh, twelfth, twenty-fifth, forty-fifth, fifty-second, fifty-sixth, and fifty-seventh years of the reign of his Majesty King George the Third; the third and seventh years of the reign of his Majesty King George the Fourth; and the second, fourth and fifth years of the reign of his late Majesty King William the Fourth; and also another act passed in the first and second years of the reign of her present Majesty, intituled, "an act to regulate and secure the debt due by the city of Edinburgh to the public, to confirm an agreement between the said city and its creditors, and to effect a settlement of the affairs of the said city and the town of Leith;" and any other acts or statutes now in force in regard to the said intended purposes, or any of them,—in which Bill it is intended to provide for the more effectually making, maintaining, upholding and repairing of the whole of the roads, streets, bridges, and causeways, lying and situated within the said bounds of the said middle district, in so far as the same are or may be open to and used by the public, and are not presently maintained, upheld, and repaired by, or are not under the charge of, the trustees of the turnpike roads of the county of Edinburgh, or the trustees of the landward parishes of the said county; to divide the said district, so as to distinguish the boundaries of that part of the district within the town of Leith; to separate the same from the middle district of the county of Edinburgh; and to add to the said

Leith district that portion of the county within the Parliamentary bounds of the said town of Leith; and to provide for the separate assessment for and maintenance of the roads, streets, bridges and causeways within the separate district of the town of Leith; also to provide for the payment of the officers and others to be employed under the said trustees in the respective districts in the matters aforesaid, or any of them; and to take powers to alter or repeal the rates, duties and assessments leviable under the said act of the fifth and sixth year of the reign of his late Majesty within the bounds of the said middle district, and to continue, vary, or extinguish any existing exemptions from payment of the same; to levy other rates, duties and assessments for the purposes aforesaid, and to confer other exemptions or rights or privileges in regard to the same, and to provide and regulate the mode of suing and being sued in regard to the several purposes aforesaid, and of recovering the said rates, duties, assessments, and arrears thereof:—All which said roads, streets, bridges, causeways, and others comprehended within the said middle district of roads, in the county of Edinburgh, are or will be situated within the several parishes of High Church, Tolbooth Church, St John's, Old Church, New North Church, Old Greyfriars, New Greyfriars, Lady Yester's Church, Tron Church, Trinity College Church, St Andrew's, St George's, St Mary's, St Stephen's, Canongate, Greenside, South Leith, North Leith, St Cuthbert's, Cramond, Duddingston and Liberton, and in the *quoad sacra* parishes of Lady Glenorchy's, New Street, Leith Wynd, St Paul's, St David's, St Luke's, Henderson Church, Gaelic Church, Newington, Buccleuch, Roxburgh, St Bernard's, Dean, Morningside, St John's, Leith, St Thomas and Newhaven,—all in the said county of Edinburgh.

ALEX. CUNNINGHAM, Clerk to the Trustees
of the Middle District of Roads, County of Edinburgh.
SPOTTISWOODE & ROBERTSON, Great George
Street, Westminster.

1st November 1845.

GLASGOW WATER-WORKS.

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, enlarge, and explain, and in part repeal the powers and provisions of the following Acts, or some of them, *viz.*—The several acts relating to the Glasgow Water Works, passed in the forty-sixth and fifty-ninth years of the reign of his Majesty George the Third, and in the first and second year of the reign of her present Majesty, and the several acts relating to the Cranstonhill Water Works, passed in the forty-eighth, the fifty-second, and the fifty-ninth years of the reign of his Majesty George the Third.

And Notice is farther given, That it is intended to take powers by the said Bill, or Bills, to the Company of Proprietors of the said Glasgow Water Works, to construct Additional Works for the purpose of introducing a supply of Water from Loch Lubnaig, and from the River Teith, and from the Lochs or Streams adjacent, or some one or more of them, all situated in the county of Perth—into

the city and royal burgh of Glasgow and suburbs thereof, and places adjacent; and for that purpose to take, acquire, and divert certain springs, brooks, and streams of water, and to construct one or more weirs, reservoirs, and ponds, and to form, build, and make such cuts, conduits, aqueducts, dams, feeders, sluices, catch drains, channels, tunnels, air pipes, and air shafts, cisterns, bridges, mounds, and embankments, filters, and roads of communication, and to lay such mains and pipes, and to execute such other works and conveniences as may be proper and necessary for obtaining, diverting, collecting, storing, and purifying such Water, and conveying the same to the said city and suburbs, and places adjacent: And also for obtaining, diverting, collecting, storing in the said lochs or streams, or in artificial reservoirs or ponds, and conveying therefrom a sufficient supply of water for compensating parties who may be affected by such operations, and for securing a more regular supply to the owners of mills and other works erected on the streams to be so diverted, or on the rivers into which such streams flow; and for that purpose to form, build, and make such cuts, conduits, aqueducts, dams, feeders, sluices, catch drains, channels, tunnels, bridges, mounds and embankments, and roads of communication, as may be proper and necessary for accomplishing such last mentioned objects; which works will be situated in, or pass from, through, or into the royal burgh of Glasgow, and the several parishes following, *viz.*—The parishes of Balquhider, Callander, Kincardine, Kilmadock, Port of Monteith, and Aberfoil, in the county of Perth, the parishes of Drymen, Balfron, Killearn, Buchanan, Strathblane, Baldernock, and Campsie, in the county of Stirling, the parish of East or New Kilpatrick in the counties of Stirling and Dumbarton, the parish of Govan in the counties of Lanark and Renfrew, and the parishes of Cadder, Inner High Church and barony of Glasgow, in the county of Lanark, or some of them; which springs, brooks, and streams of water, or some of them, flow or proceed into the river Teith, and thence, into the river Forth, and into that part of the said river called the "Forth Navigation." And it is farther intended to take powers in the said Bill or Bills to the said Company, for the compulsory purchase of lands, houses, and other property, and to vary and extinguish all existing rights and privileges connected with the lands, houses, and property so to be purchased. And it is intended to take power in the said Bill or Bills to the said company, in addition to the powers already conferred on them by the acts before recited, or some of them, not only to use all conduits, mains, and other pipes, reservoirs cisterns, aqueducts, waste pipes, wasters or by-washes, drains, plugs, and stop-cocks, and other works, belonging to them, or which they are already authorised to make and construct, but to make and construct other similar works in addition thereto, in, upon, and under the lands, houses, roads, streets, bridges, squares, quays, wharfs, lanes, closes, and passages within the said city or royal burgh of Glasgow, suburbs thereof, and places adjacent, for the purpose of conveying the said water, as well as the water which the said Company may derive from their present sources of supply, to the various parts thereof, for the supply of the inhabitants, mills, and other works therein; which said city and

royal burgh of Glasgow and Suburbs, and places adjacent so to be supplied, comprehend the Royal Burgh and the ancient and extended Royalty of Glasgow, and the suburbs, called Little Govan, Hutchesontown, Gorbals, Laurieston, Kingston, Kinninghouse, Parkhouse, Greenlaw, Tradeston, Anderston, Finnieston, Partick, Port Dundas, Blythswood, Cowcaddens, Camlachie, Parkhead, Calton, Bridgeton, and other suburbs and adjacent places, the royal burgh or town of Rutherglen, and the buildings and lands of the University and College of Glasgow, and are all situated within the following parishes, or some of them, viz. the parish of Glasgow, and the several subdivision parishes thereof, called or known by the names respectively of the Inner High Church or St Mungo, Tron or St Mary, College or Blackfriars, Outer High Church or St Paul, St George, Ramshorn or St David, St Andrew, St Enoch, St John, and St James, the Barony Parish of Glasgow, and the parishes of Govan, Gorbals, Cathcart, and Rutherglen, all in the counties of Lanark and Renfrew, or one of them; and it is intended to alter or repeal the existing rents, rates, and duties authorised to be levied by the said recited acts, and to take power in the said Bill, or Bills, to the said Company to levy and recover such other rents, rates, and duties, or such Assessments as may be proper and necessary; and to vary or extinguish all exemptions from payment of such existing rents, rates, and duties, and other rights and privileges in relation thereto, or which would in any manner interfere with the objects aforesaid, and to confer certain exemptions from payment of the rents, rates, and duties or assessments 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 present and intended works. And power is also intended to be taken by the said Bill or Bills, to divert or alter within all or any of the parishes, burghs, and 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 of the said intended works; and with power also to the said Company to raise either by the creation of New Stock, or by way of a loan, such sum or sums of money as may be necessary for all or any of the purposes aforesaid, with all such farther and other usual powers, privileges, and authorities, as may be required for carrying the said undertaking into execution. And power is also intended to be taken by the said Bill or Bills to enable the said Company to sell, transfer, and convey to the Lord Provost, Magistrates, and Town Council of the city of Glasgow, or to Improvement Commissioners to be appointed for behoof of the public, the whole of the existing works belonging to the said Company, as well as the said intended works, on such terms as may be mutually agreed on between the parties, and to authorise and empower the Lord Provost, Magistrates, and Town Council, or such Improvement Commissioners, as the case may be, to purchase and acquire such works, and to hold the same, and to exercise all the functions and powers already conferred by the said recited acts, or to be conferred by such Bill or Bills on the said Company.

And Notice is farther given, That plans and sections and duplicates thereof, respectively,

describing the lands, houses, and other property intended to be taken and acquired, and the brooks and streams intended to be directly diverted as aforesaid, and describing the lines, situations and levels of the weirs, reservoirs, ponds, cuts, conduits, aqueducts, 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 lines 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, houses, and other property respectively, will, on or before the 30th day of November next, be deposited for public inspection in the offices at Perth and Dunblane respectively, of the principal sheriff-clerk for the county of Perth, and in the offices at Stirling and Falkirk respectively, of the principal sheriff-clerk for the county of Stirling; and in the office at Dumbaron, of the principal sheriff-clerk for the county of Dumbaron; and in the office at Glasgow, of the principal sheriff-clerk for the county of Lanark; and in the offices at Paisley and Greenock respectively, of the principal sheriff-clerk for the county of Renfrew; and that copies of so much of the said plans, sections, and books of reference as relates to each parish or royal burgh, in or through which the works are intended to be made, will be deposited for public inspection, on or before the 31st day of December next, with the schoolmaster, or, if there be no schoolmaster, then with the session clerk of each of the said several parishes at their respective residences, and also with the town-clerks of the royal burghs of Glasgow and Rutherglen, at their offices in each of such burghs respectively.

BANNATYNES & KIRKWOOD, Glasgow.
 ARCHD. GRAHAME, MONCRIEFF & WEEMS,
 30, Great George Street, Westminster.
 Glasgow, 17th October 1845.

HELENSBURGH POLICE BILL.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament in next Session, for leave to bring in a Bill to annex to the burgh of Helensburgh, as established by royal charter, dated the 28th day of July 1802, and sealed the 25th March 1803, and instrument of sasine, following thereon, dated 22d, and recorded in the particular Register of Sasines, Reversions and other Writs, kept at Dumbaron for the shires of Dumbaron, Argyle, Bute, Arran and Tarbet, the 25th April 1803, the lands of Easterton, Westerton, Woodend, and part of the barony of Milligs, including the lands of Kirkmichael, Drumfad, and Stuckleckie, and places adjacent thereto, and to extend the said charter to and over the said whole lands and places, with the whole rights, powers, privileges, immunities, faculties, authorities, and civil and criminal jurisdictions and municipal government, granted in favour of the burgh of Helensburgh by the said royal charter, as the same now exist, or may be altered, modified, and extended, by the said intended Bill; and to alter, modify, abridge, or enlarge the powers and provisions of, and the constitution established by the said royal charter; to abolish or alter the present

qualification of burgesses in the said burgh, and to substitute another qualification in lieu thereof; to alter the qualification of persons entitled to elect, and of persons eligible for election as provost, bailies, councillors, and other functionaries; to regulate and increase the number, and to provide for the more suitable election, by open poll or otherwise, of councillors of the said burgh, by the feuars and burgesses, whether resident or non-resident in the said burgh, and by the rate-payers, under the said intended Bill; and to increase the number of the councillors, and to provide for the election of the provost, bailies, and treasurer, of the said burgh, from among and by the said councillors or otherwise; and also to provide for the appointment of the town clerks, fiscals, and other officers of the said burgh; and to make provision for the management, appropriation, and regulation of the common good, property and funds, of the said burgh; to make provision for suitable salaries or remuneration to the clerks, treasurers, and other officers of the said burgh; and generally to make provision for the more effectual municipal government and management of the affairs of civil and criminal jurisdictions and authorities within the said burgh. Which said burgh of Helensburgh, and lands of Easterton, Westerton, and Woodend, part of the barony of Milligs, including the lands of Kirkmichael, Drumfad, and Stuckleckie, are bounded as follows: by the river Clyde on the south, the lands of Ardincaple on the west, the lands of Drumfork and Camiseskin on the east, and on the north by a line running from the said western to the said eastern boundaries, and at a distance of 1600 yards from the centre of the turnpike road leading from Dumbaron to the kirk of Row: And it is further intended by the said Bill to take powers for the improvement of the said burgh of Helensburgh, defined as aforesaid, for the establishment of a police therein and the regulation of the same; and to empower the provost, bailies, and councillors, to be elected in pursuance of the said Bill, to act as commissioners of police, with full powers of cleansing, watching, and lighting, within the said limits; and of appointing a superintendent and officers of police, watchmen, firemen, clerks, surveyors, collectors, and all other officers necessary for these and other purposes to be effected by the said Bill; and to provide suitable remuneration for such persons so to be employed; and for all other expenses requisite or necessary in relation to the improvement and police of the said burgh, or the preservation of peace and order within the same: to impose, levy and recover, such rates, duties, and assessments, upon or from all renters, occupiers or possessors of houses, warehouses, counting houses, shops, factories, mills, yards, stables, breweries, gas works, water works, print works, lands, tenements, and other heritages within the said limits, as shall be necessary for, or in connection with, the said purposes; and to confer, vary or extinguish certain exemptions from payment of such rates, duties and assessments, or any other rights and privileges in relation to the lands, houses, or persons to be affected by the said Bill: to erect and maintain weighing machines, and to erect and provide fire engines, and to impose and levy rates for the use of the said machines and engines, either upon or from property or persons interested therein, or benefited there-

by; to regulate the trade of pawn-broking and dealing in second-hand articles, and to charge certain fees or dues on the persons carrying on such trades: to make provision for the establishment and maintenance of public slaughter-houses, markets and market-places, within the said limits, and for the appointment and payment of inspectors and other officers in connection therewith; to levy and recover rates and duties from persons making use of the said markets, market-places, slaughter-houses or any of them: and it is further intended by the said Bill to constitute a police court, and to authorise the provost and magistrates to act as judges on the trial and punishment of offences, to provide for the appointment of a procurator-fiscal, police clerk, and other officers necessary, and to make provision for suitable remuneration to the persons to be appointed to such offices; also to empower the commissioners of police to acquire or erect a court-house, and prison or lockup houses, and all suitable offices and accommodation connected therewith; and to acquire lands, houses, and heritages for the above purposes; and it is also intended by the said Bill to empower the commissioners of police to widen and improve, to open up and relay the streets, lanes and passages, within the said limits, and to remove obstructions and nuisances therefrom; to take down, rebuild, or dispose of waste or ruinous tenements, and to provide and maintain common sewers and drains, and generally all such powers as may be necessary for preserving peace and good order, and the cleanliness and comfort of the inhabitants within the said limits; with powers also to borrow money on the credit of the assessments to be levied under the said Bill, for all or any of the foresaid purposes; Which burgh of Helensburgh, and the lands above described, to which the said Bill is intended to apply, are situate within the parish of Row and county of Dumbarton.

Dated this 4th day of November 1845.

JOHN BLACK, Town Clerk, Helensburgh.
ARCHD. GRAHAME MONCRIEFF & WEEMS,
30, Great George Street, Westminster.

GENERAL TERMINUS AND GLASGOW HARBOUR RAILWAY.

NOTICE IS HEREBY GIVEN, THAT it is intended to apply to Parliament in the next Session, for an Act to authorise the making and maintaining of a Railway, with all stations, wharfs, staithes, sidings, tunnels, depots, warehouses, stores, roads of communication, and all proper works and conveniences necessary in connection therewith, the said intended Railway to commence at a point upon the Polloc and Govan Railway, near to the Cavalry Barracks, at or near Tradeston of Glasgow, and to terminate at the River Clyde, on the South Bank thereof, at or near Parkholm Printfield, nearly opposite to what is known and called by the name of "Napier's Dock," situated on the north side of the said River and the harbour of Glasgow; together with a branch railway diverging from and out of the said intended Main Line of Railway at a point on the lands of Parkhouse, or Sheills and Kinninghouse, or some of them, and terminating by a Junction with the Joint Line of the Glasgow Paisley and Greenock, and Glasgow Paisley Kilmarnock and Ayr Railways, at a point upon the said lands of Sheills and Kinninghouse; together with another branch railway diverging from and out of the said first-mentioned intended Main Line of Railway, at or near the Brick and Tile Work in the lands of Sheills, on the south side of the Glasgow and Paisley Canal, and terminating by a Junction with the intended line of the Glasgow Barrhead and Neilston Direct Railway, at a point on the said lands of Sheills, or the lands of Titwood; Which said intended Main Line of Railway and branch railways, and other works aforesaid, are intended to be made, and will be situated in, or will pass from, in, through, or into the parishes of Govan and Gorbals, or one of them, in the counties of Lanark and Renfrew, respectively; And it is also intended to take powers, in and by the said Act, to deviate from the lines, courses, or sites respectively, of the said intended Main Line of Railway and branch railways, and other works to be connected therewith, as the same will be laid down on the plans thereof, to be deposited as after-mentioned, to such extent as shall be defined on the said plans; and also to take powers to alter, vary, and divert the lines, levels, and inclinations, respectively, of any highways, turnpike or other roads, railways, tram-roads, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, so far as may be necessary in making and maintaining the said intended Main Line of Railway and branch railways, and other works before mentioned; And it is also intended by the said Act, 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, warehouses, and other works, and other communicating railways; and to levy tolls, rates, and duties on and for the use of the said intended Railway and branch railways, and other works aforesaid, and for the passage and carriage along the same of passengers, goods, minerals, merchandise, animals, and other articles and things; And it is intended by the said Act, to vary, alter, or extinguish all existing rights and privileges or exemptions, which would, in any manner, obstruct or interfere with the formation, maintenance, or use of the said intended Main Line of Railway and branch railways, and other works aforesaid, and to confer other rights, privileges, and exemptions: And for the purpose of carrying into effect the objects of the said Act, it is thereby intended to incorporate a Company, for making, maintaining, working, and using the said intended Main Line of Railway and branch railways, and other works aforesaid, to be therewith connected, with power to raise money by the creation of shares, or by some other mode to be authorised by the said Act; And it is farther intended, by the said Act, to take powers to authorise the Company so to be incorporated as aforesaid, to enter into, and carry into effect arrangements and agreements with any other Company, corporation, or other bodies or persons whatever, in reference to the construction and maintenance, and using and working of the said intended Railway and branch railways, and other works aforesaid, and also for selling or leasing thereof to the proprietors of any communicating railway, or any other Company, corporation, or other bodies or persons whatever, on such terms and conditions as may

be agreed upon, and to authorise and enable such proprietors, Company, or corporation, or other bodies or persons, to enter into and complete such agreements and arrangements accordingly: And in particular, it is intended, by the said Act, to take powers to the said intended Railway Company to sell or lease the said Railway and branch railways, and other works aforesaid connected therewith, to one or other of the following Railway Companies, or any of them, viz.:—The Caledonian Railway Company, the Polloc and Govan Railway Company, the Clydesdale Junction Railway Company, the Glasgow Paisley Kilmarnock and Ayr Railway Company, the Glasgow Paisley and Greenock Railway Company, and the Glasgow Barrhead and Neilston Direct Railway Company, or to make such arrangements and agreements with the said Companies, or any of them, for the use and working of the said intended Railway, branch railways, and works, or to guarantee such rent thereon, or percentage on the stock thereof, as may be agreed upon by and between the said Companies, or any of them, and the said intended Company to be incorporated by the said Act, and to enable the said Companies, or any of them, to purchase or take in lease, or to use and work the said intended Railway and branch railways and works, and to enter into and complete the arrangements and agreements aforesaid accordingly; And in so far as may be necessary for all or any of the purposes aforesaid, it is intended, by the said Act, to alter, amend, and enlarge the powers and provisions of the several acts relating to the said respective Railway Companies before named, or any of them.

And Notice is hereby farther given, That plans and sections describing the line or situation and levels of the said intended Main Line of Railway and branch railways, and works therewith connected, and also describing the lands, houses, and other heritages, to be taken and used for the purposes 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 such lands and houses respectively, will be deposited for public inspection, on or before the 30th day of November, in this present year, in the office at Glasgow of the principal Sheriff-Clerk of the said county of Lanark, and in the office at Paisley of the principal Sheriff-Clerk of the said county of Renfrew, and that a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes aforesaid, in or through which the said intended works are proposed to be made, or in which the lands and houses intended to be taken and used for the purposes thereof are situated, will be deposited for public inspection, on or before the 31st day of December, in this present year, with the Schoolmaster, (if any,) and if there be no Schoolmaster, then with the Session-Clerk, (if any,) of each such parish respectively, at the respective dwelling-places of each such Schoolmaster or Session-clerk.

Glasgow, October 1845.

C. D. DONALD & SONS, Glasgow,
DEANS, DUNLOP, & HOPE, London, Solicitors for the Bill.

NOTICE IS HEREBY GIVEN,

THAT it is intended to apply to Parliament in the ensuing session for an Act to authorise the making and maintaining of a Railway, with all proper works and conveniences connected therewith, commencing at or near the intended termination of the Drumpeller Railway, now in the course of formation, at a point upon the estate of Rosehall, near to a farm house called Bankhead, in the parish of Old Monkland, and county of Lanark, passing thence, in continuation of the said Drumpeller Railway, in or through the said parish of Old Monkland, and the parish of Bothwell in the said county of Lanark, and terminating by a junction with the Wishaw and Coltness Railway, at a point upon the said last mentioned railway, at or near the town or village of Motherwell, in the parish of Dalziel and county aforesaid. And it is intended to take powers, in and by the said act, to deviate, in constructing the said intended railway, and works to be connected therewith, from the lines, courses, or sites thereof, respectively, as the same will be laid down on the plans to be deposited as after-mentioned, to such an extent as will be defined on the said plans. And it is also intended to take powers to alter, vary, and divert the lines, levels, and inclinations respectively, of any highways, turnpike or other roads, railways, tram-roads, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water courses, so far as may be necessary in making and maintaining the said intended railway, and the works and conveniences to be connected therewith. And it is also intended to take powers, in and by the said act, for the compulsory purchase of lands, houses, and heritages, for the formation and completion of the said intended railway, and works to be connected therewith; and to levy tolls, rates, and duties, on and for the use of the said intended railway and works, and for the passage and carriage along and upon the same, of passengers, goods, minerals, merchandise, animals, and other articles, and things: And it is intended by the said act, to alter, vary, or extinguish all existing rights, privileges, or exemptions, which would in any manner obstruct or interfere with the formation, maintenance, or use of the said intended railway and works, and to confer other rights, privileges, and exemptions. And, for the purpose of carrying into effect the objects of the said act, it is thereby intended to incorporate a Company, for making, maintaining, working, and using the said intended railway and works, with power to raise money by the creation of shares, or some other mode to be authorised by the said act. And it is further intended, by the said act, to take powers to authorise the Company so to be incorporated as aforesaid, to enter into and carry into effect, arrangements and agreements with the company of proprietors of the Monkland Navigation, or the company of proprietors of the said Drumpeller Railway, or any other railway or canal company or companies, or any other bodies or persons whatever, in reference to the construction and maintenance, and using and working of the said intended railway and other works, and also for selling or leasing thereof to the said company of proprietors of the Monkland Navigation, or to the said company of proprietors of the Drumpeller Railway, or any other railway or canal company or companies, or other bodies or persons, on such terms and conditions as may be agreed upon; and to autho-

rise and empower the said company of proprietors of the Monkland Navigation, or the said company of proprietors of the Drumpeller Railway, or any other company or companies, bodies, or persons, to enter into and complete such arrangements and agreements accordingly, and to exercise all the powers of the company to be incorporated by the said act, in reference thereto; and, so far as may be necessary for all or any of these purposes, to alter, enlarge, and amend the powers and provisions of an act passed in the fourth and fifth year of the reign of her present Majesty, entitled, "An act to enable the Monkland Canal Company to raise a farther sum of money," and the other acts therein recited, relating to the said Monkland Navigation; and another act passed in the sixth and seventh year of the reign of Her present Majesty, entitled, "an act for making a railway, with other necessary works, to connect certain coal fields in the parishes of Old Monkland and Bothwell in the county of Lanark, with the Monkland Canal," being the act incorporating the said Drumpeller Railway Company.

And Notice is hereby farther given, That plans and sections, describing the line and situation and levels of the said intended railway and works, and also describing the lands and houses to be taken and used for the purposes thereof, together with a book of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses respectively, will be deposited for public inspection, on or before the thirtieth day of November in this present year, in the office at Glasgow of the principal sheriff clerk of the said county of Lanark, and that a copy of so much of the said plans and sections, and book of reference, as relates to each of the said parishes of Old Monkland, Bothwell, and Dalziel, in or through which the said intended works are proposed to be made, or in which the lands and houses intended to be taken for the purposes thereof, are situated, will be deposited for public inspection, on or before the thirty-first day of December in this present year, with the schoolmaster (if any,) and if there be no schoolmaster, then with the session clerk (if any,) of each such parish respectively, at the respective dwelling places of each such schoolmaster or session clerk.

C. D. DONALD & SONS, 37, Virginia Street, Glasgow,
Solicitors for the Bill.
Glasgow, October 1845.

GLASGOW, PAISLEY, KILMARNOCK, AND AYR 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 Glasgow, Paisley, Kilmarnock, and Ayr Railway, passed respectively 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 Glasgow, Paisley, Kilmarnock, and Ayr 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 from and out of the goods station of the Glasgow, Paisley, Kilmarnock, and Ayr Railway, at Clyde Place in the city of Glasgow, and passing to and along the South Quay of the harbour of Glas-

gow, from Glasgow Bridge to the west boundary of Windmill Croft—which works will be wholly situated in the parish of Govan, in the county of Lanark. Second, A railway diverging from and out of the joint line of railway between Glasgow and Paisley at or near to the stations thereon at Glasgow, in the parish of Govan, in the county of Lanark, and passing through and terminating in the said parish, and in the counties of Lanark and Renfrew, or one of them, at one or more points, by a junction with the Glasgow, Barrhead, and Neilston Direct Railway, and with the Polloc and Govan Railway, or one of them, at or near to the Glasgow, Paisley, and Johnstone Canal, or to the Gas Works. Third, A railway diverging from and out of the said joint line of railway between Glasgow and Paisley at or near to Sheils Bridge, in the parish of Govan, in the counties of Lanark and Renfrew, or one of them, and passing through and terminating in the said parish and counties, or one of them, at one or more points, by a junction with the Glasgow, Barrhead, and Neilston Direct Railway and with the Polloc and Govan Railway, or one of them, at or near to the Glasgow, Paisley, and Johnstone Canal or to the Gas Works. Fourth, A railway diverging from and out of the Glasgow, Paisley, Kilmarnock, and Ayr Railway, at or near to the Busby station thereof, in the parish of Kilmarnock, in the county of Ayr, and terminating in or near to the town of Paisley, in the county of Renfrew, at three several points, viz. Firstly, by a junction with the joint line of railway between Glasgow and Paisley, at or near to where the same crosses the river Cart, in the Abbey parish of Paisley; secondly, by a junction with the Glasgow, Paisley, Kilmarnock, and Ayr Railway, at or near to Barskiven, in the Abbey parish of Paisley; and thirdly, by a junction with the Paisley and Renfrew Railway at or near to the station of the said railway, in the Abbey parish of Paisley, which railway and terminal forks will pass from, in, through, or into the parishes, townships, burghs, or places of Kilmarnock, Dreghorn, and Stewarton, in the county of Ayr, of Dunlop and Beith in the counties of Ayr and Renfrew, or one of them, and of Neilston, the Abbey parish of Paisley, the High Church parish of Paisley, the Middle Church parish of Paisley, and the Low Church parish of Paisley, in the county of Renfrew, or some of them. Fifth, A branch railway diverging from and out of the intended railway last above described, at or near to Standalane, in the parish of Kilmarnock, in the county of Ayr, and terminating at or near to the village of Fenwick, in the parish of Fenwick, in the said county, and passing from, through, or into the parishes, townships, burghs, or places of Kilmarnock, Fenwick, and Kilmarnock, or Low Church parish thereof, in the county of Ayr, or some of them. Sixth, A branch railway diverging from and out of the intended railway fourthly above described, at or near to Holybush, in the Abbey parish of Paisley, in the county of Renfrew, and terminating at or near to Househill, and at or near to Levern Church, both in the Abbey parish of Paisley, and in the parish of Eastwood, or one of them, in the county of Renfrew, and passing from, through, or into the parishes, townships, burghs, or places of the Abbey parish of Paisley and Eastwood, in the county of Renfrew, or one of them. Seventh, A railway diverging from and out of the Glasgow, Paisley, Kilmarnock, and Ayr Railway, at or near to Barskiven, in the Abbey parish of Paisley, in the county of Renfrew, and terminating at or near Linwood Mills, in the parish of Kilbarchan in the said county, and passing from, through, or into the parishes, townships, burghs, or other places, of the Abbey parish of Paisley and Kilbarchan, in the county of Renfrew, or one of them. Eighth, A railway diverging from and out of the main line of the Glasgow, Paisley, Kilmarnock, and Ayr Railway, at or near to West Kersland, in the parish of Dalry, in the county of Ayr, and terminating in the same parish and county, at or near Swinlees, and passing from, through, or into the parishes, townships, burghs, or places of Dalry and Kilbirnie in the county of Ayr, or one of them. Ninth, A railway diverging from and out of the said Glasgow, Paisley, Kilmarnock, and Ayr Railway, at or near to the Busby station thereof, in the parish of

Kilmaurs, in the county of Ayr, and terminating by a junction with the said Glasgow, Paisley, Kilmarnock, and Ayr Railway, at or near to the Irvine station thereof, in the parish of Dundonald, in the said county, and passing from, through, or into the parishes, townships, burghs, or places of Kilmaurs, Dreghorn, Irvine, and Dundonald, in the county of Ayr, or some of them. Tenth, A branch railway diverging from and out of the intended railway last above described, at or near to Capringstone, in the parish of Dreghorn, in the county of Ayr, and passing through and terminating in the same parish and county, at or near Perceton Coal Works. Eleventh, A railway diverging from and out of the Glasgow, Paisley, Kilmarnock, and Ayr Railway, at or near to the Irvine station thereof, in the parish of Dundonald, in the county of Ayr, and passing through and terminating in the same parish and county, at, upon, or near to the quay of the harbour of Irvine. Twelfth, A railway diverging from and out of the Glasgow, Paisley, Kilmarnock, and Ayr Railway, at or near to the Busby station thereof, in the parish of Kilmaurs, in the county of Ayr, and terminating at or near to Drybridge, in the parish of Dundonald, in the county of Ayr, by a junction with the Kilmarnock and Troon Railway, and passing from, through, or into the parishes, townships, burghs, or places of Kilmaurs and Dundonald, in the county of Ayr, or one of them. Thirteenth, A railway diverging from and out of the Glasgow, Paisley, Kilmarnock, and Ayr Railway, at or near to the Kilmarnock station thereof, in the parish of Kilmarnock, or Low Church parish of Kilmarnock, in the county of Ayr, and passing through and terminating in the said parish and county, by a junction with the Kilmarnock and Troon Railway, at or near the weigh-house thereon. Fourteenth, A railway diverging from and out of an extension line of railway from Kilmarnock to Cumnock, authorised by the said act passed in the eighth and ninth years of the reign of her present Majesty, at or near to Blair in the parish of Riccarton, in the county of Ayr, and terminating at or near to the town of Strathaven, in the parish of Strathaven, in the county of Lanark, and passing from, through, or into the parishes, townships, burghs, or places of Riccarton, Galston, and Loudon, in the county of Ayr, and of Strathaven, in the county of Lanark, or some of them. Fifteenth, A railway diverging from and out of the said extension line from Kilmarnock to Cumnock, at or near to the village of Auchinleck, in the parish of Auchinleck, in the county of Ayr, and terminating by a junction with the Glasgow, Paisley, Kilmarnock, and Ayr Railway at or near to the town of Newton-upon-Ayr, in the parish of Newton-upon-Ayr, in the county of Ayr, and passing from, through, or into the parishes, townships, burghs, or places of Auchinleck, Ochiltree, Stair, Coylton, Ayr and Alloway united, St Quivox, Newtown upon-Ayr, and Ayr,—all in the county of Ayr, or some of them. Sixteenth, A branch railway, diverging by two forks from and out of the intended railway last above described, at or near to Gatefoot, in the parish of Ochiltree, in the county of Ayr, and terminating at or near to Knockinshimoch, in the parish of Dalrymple, or alternatively at or near to Dalmellington, in the parish of Dalmellington, both in the county of Ayr, and passing from, through, or into the parishes, townships, burghs, or places of Ochiltree, Stair, Coylton, Dalrymple, and Dalmellington, all in the county of Ayr, or some of them. Seventeenth, A branch railway diverging from and out of the intended branch last mentioned, at or near to Old Smithstone, in the parish of Dalrymple, in the county of Ayr, and terminating at or near to Patna, in the parish of Straiton, in the county of Ayr, and passing from, through, or into the parishes, townships, burghs, or places of Dalrymple and Straiton,—both in the county of Ayr, or one of them. Eighteenth, A railway diverging from and out of the said extension line from Kilmarnock to Cumnock, at or near to the village of Auchinleck, in the parish of Auchinleck, in the county of Ayr, and terminating at or near to West Glenbuck, in the parish of Muirkirk, in the county of Ayr, or alternatively terminating by a junction with the

Caledonian Railway at or near to Lampits, in the parish of Carnwath, in the county of Lanark, and passing from, through, or into the parishes, townships, burghs, or places of Auchinleck and Muirkirk, in the county of Ayr, and of Douglas, Lesmahagow, Carmichael, Lanark, Pitouain, Carstairs, and Carnwath, in the county of Lanark, or some of them. Nineteenth, A branch railway diverging from and out of the intended railway last above described, at or near to Common, in the parish of Auchinleck, in the county of Ayr, and passing through and terminating in the same parish and county, at or near to Lugar Iron Works. Twentieth, A branch railway diverging from and out of the intended railway eighteenthly above described, at or near to Common, in the parish of Auchinleck, in the county of Ayr, and terminating at or near to Hilliar, in the parish of Sorn, in the county of Ayr, and passing from, through, or into the parishes, townships, burghs, or places of Auchinleck and Sorn, in the county of Ayr, or one of them. Twenty-first, A branch railway diverging from and out of the intended railway eighteenthly above described, at or near to Stonebriggs in the parish of Auchinleck, in the county of Ayr, and passing through and terminating in the same parish and county at or near to Gillhall. Twenty-second, A branch railway diverging from and out of the intended railway eighteenthly above described, at or near to where the same will cross the turnpike road from Glasgow to Carlisle, in the parishes of Douglas and Lesmahagow, in the county of Lanark, or one of them, and terminating at or near to Lesmahagow, in the parish of Lesmahagow, in the county of Lanark, and passing from, through, or into the parishes, townships, burghs, or places of Douglas and Lesmahagow, in the county of Lanark, or one of them. Twenty-third, A branch railway diverging from and out of the intended railway eighteenthly above described, at or near to the confluence of the Glespin and Douglas Waters, in the parish of Douglas, in the county of Lanark, or alternatively, at or near to Knowhead, in the parishes of Douglas or Lesmahagow, in the county of Lanark, or one of them, and terminating by a junction with an intended branch of the proposed Glasgow, Dumfries, and Carlisle Railway, through the Crawick and Duneaton Valleys, at or near to East Town, in the parish of Crawfordjohn, in the county of Lanark, and passing from, through, or into the said parishes of Lesmahagow, Douglas, and Crawfordjohn, in the county of Lanark, or some of them. Twenty-fourth, A railway diverging from and out of the said extension line from Kilmarnock to Cumnock, at or near to Burnside, in the parish of Old Cumnock, in the county of Ayr, and passing through and terminating in the same parish and county, at or near to Garalan. Twenty-fifth, A railway diverging from and out of the said extension line from Kilmarnock to Cumnock, at or near to its southern termination at Horsecleugh, in the parish of Old Cumnock, in the county of Ayr, and terminating at or near to the burgh of Sanquhar, in the parish of Sanquhar, in the county of Dumfries, and passing from, through, or into the parishes, townships, burghs, or places of Old Cumnock and New Cumnock, in the county of Ayr, and of Kirkconnel and Sanquhar in the county of Dumfries, or some of them. And it is proposed by the said intended act or acts, to authorise the alteration of so much of the said extension line from Kilmarnock to Cumnock, as lies between the Glasgow, Paisley, Kilmarnock, and Ayr Railway, at or near Kilmarnock, and a point on the said extension line, at or near to Woodside; and the abandonment of the said line as at present authorised to be made between the said points; and the formation of a new line of railway in lieu thereof, diverging from and out of the said Glasgow, Paisley, Kilmarnock, and Ayr Railway, at or near to the Kilmarnock station thereof, in the parish of Kilmarnock, or Low Church parish of Kilmarnock, in the county of Ayr, and terminating by a junction with the said extension line at or near to Woodside, in the parish of 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 Kilmarnock,

Low Church parish of Kilmarnock, and High 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 branch railways, and also describing 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 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; in the offices of the principal Sheriff-Clerk for the county of Renfrew, at Paisley and Greenock; in the office of the principal Sheriff-Clerk for the county of Ayr, at Ayr; and in the office of the principal Sheriff-Clerk for the county of Dumfries, at Dumfries; and that copies of so much of the said plans, sections, and books of reference as relates to each parish or royal burgh in which the lands intended to be taken, used, or interfered with, for the purposes aforesaid, are situated, will be deposited for public inspection on or before the 31st 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, and with the clerks to the royal burghs of Ayr, Irvine, and Sanquhar, at their respective offices at Ayr, Irvine, and Sanquhar.

And Notice is hereby given, That it is intended to take power by the said act or acts to acquire compulsorily, lands and houses, and to levy tolls, rates, and duties, on and for the use of the said railways and branch railways 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. And power is also intended to be taken by the said act or acts to divert, alter, or stop up, within the parishes, townships, burghs, and extra parochial and other 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 of the said intended railways and branch railways.

And Notice is hereby further given, That it is proposed by the said act or acts to unite and amalgamate or incorporate with the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, the Paisley and Renfrew Railway Company, and the Glasgow, Paisley, and Johnstone Canal Company, or one of them, or alternatively to take power to the said last-mentioned Companies, or either of them, to unite and amalgamate or incorporate with the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, or to sell or lease to such company their respective undertakings, and to enable the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company to unite and amalgamate or incorporate with the said Companies, or either of them, or accept a sale or lease of the said respective undertakings, or either of them, and to empower the said Paisley and Renfrew Railway Company, and the said Glasgow, Paisley, and Johnstone Canal Company, to enter into agreements with the said Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, and the said Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, to enter into agreements with them, or either of them, fixing the terms upon which such amalgamation, sale, or lease shall take place, and upon which the traffic upon the said railways or canal shall be conducted. And for the above purposes or otherwise, 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 act relating to the said Paisley and Renfrew Railway, passed in the fifth and sixth years of the reign of his late Majesty William the Fourth, and the acts relating to the said Glasgow, Paisley, and Johnstone Canal, passed in the forty-sixth year of the reign of his Majesty George the Third, in the seventh and

eight years of the reign of his Majesty George the Fourth, and in the third and fourth years of the reign of her present Majesty.

And Notice is hereby further given, That it is intended in the said act or acts, to introduce provisions for conferring power on the said Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, to use the said Glasgow, Barrhead, and Neilston Direct Railway, and for regulating the use thereof, and fixing and limiting the rates, tolls, and duties to be charged in respect of the traffic passing thereon, to or from any of the railways herein-before mentioned, and for such purpose to alter or vary the tolls, rates, and duties chargeable in respect of the use of the said Glasgow, Barrhead, and Neilston Direct Railway, and to alter, amend, and enlarge, or in part repeal, the powers and provisions of the act relating to the said Glasgow, Barrhead, and Neilston Direct Railway, passed in the eighth and ninth years of the reign of her present Majesty.

BANNATYNE & KIRKWOOD, Glasgow.
W. O. & W. HUNT, 10 Whitehall, Westminster.
Glasgow, 17th October 1845.

GREENOCK ARCADE AND IMPROVEMENTS.

NOTICE IS HEREBY GIVEN,

THAT Application is intended to be made to Parliament in the next Session, for an Act or Acts to authorise the Making and Maintaining an Arcade or Arcades, and Archway or Archways, in the town of Greenock, in the county of Renfrew, to commence in Cathcart Street, at or near to East Quay Lane, and to terminate at or near the Custom House of Greenock, in the New or Middle Parish of Greenock, or in the Old or West Parish of Greenock, and county of Renfrew; and it is also intended to take power in and by the said act or acts to make, form, and maintain a New Street, commencing at or near to East Quay Lane, and terminating at or near to West Burn Street, or commencing and terminating at some points between the said East Quay Lane and West Burn Street respectively, which said New Street is proposed to be made, and to pass from, in, through, or into the New or Middle Parish, and Old or West Parish of Greenock; and also to make, form, and maintain new, and enlarge and improve existing streets and lanes, from the line of the said intended New Street, to the harbours and docks of Greenock, and to Cathcart Street, Hamilton Street, and Regent Street, in Greenock, or some of them, which new and other streets and lanes will be situated in the old or west parish, new or middle parish, and east parish of Greenock, or some of them; And it is further intended to take power, in and by the said act, to make, erect, and maintain on the ground, or on some part thereof, to be taken for the foresaid purposes, houses, with shops, and all suitable conveniences, and to sell, let, or use the same. And which said Arcade or Arcades, Archway or Archways, Street or Streets, and other buildings and works foresaid, will be situated and comprehended within the several parishes of Greenock, or some of them, viz., the old or west parish, the new or middle parish, and the east parish of Greenock, and county of Renfrew.

And it is further intended by the said act so to be applied for, to incorporate a Joint Stock Company for executing the said proposed undertaking, or any part thereof, with powers to purchase lands and houses by compulsion or agreement for the purposes aforesaid, and to

levy and take rents and profits or other considerations in respect of said intended works; And it is also intended to authorise and empower the said Joint Stock Company to enter into and carry into effect arrangements and agreements with the Provost, Magistrates, and Town Council of Greenock, and with the other Trustees, for the further improvement of the town of Greenock and other purposes, under the act third Vict. cap. 27, and with the said Provost, Magistrates, and Town Council, and the other trustees, under the act fifth Vict. cap. 54, for further improving, enlarging, and maintaining the harbours of the town of Greenock, or other incorporated bodies in, and of, the said town of Greenock, and also with the Glasgow, Paisley and Greenock Railway Company, or any other Corporations, Companies, or Persons who may be so minded, in reference to the erection, construction, formation and maintenance, and the using and enjoying of the said arcade or arcades, and archway or archways, street or streets, houses, buildings, and other works, or any part thereof: And also for the selling or leasing, or otherwise disposing of the same, or any part thereof, or for the total or partial, and temporary perpetual use or enjoyment thereof, or any of them, to the said Corporations, Companies, or other persons, or such of them as may be so minded, on such terms and conditions, and in such way and manner as may be mutually agreed upon, and to enable the said Provost, Magistrates and Town Council of Greenock, and other Trustees respectively above-mentioned, and the said Glasgow, Paisley and Greenock Railway Company, or other Corporations, Companies, or persons whatsoever, to provide from the capital or revenues of the trusts, or corporations or companies in which they are respectively interested, or otherwise, such funds as may be necessary for carrying out the foresaid purposes, or any of them, and to enter into and carry into effect such arrangements and agreements as may be necessary or proper for these or any of these purposes, on such terms and conditions, and in such way and manner, and at such times or within such periods, as may be most advisable or necessary; and also to authorise the raising and providing such funds, and in such way and manner, as may be most expedient or necessary for executing the works, and accomplishing the purposes aforesaid, or any of them; and further to authorise and empower the said Joint Stock Company to sue and be sued in their corporate name and capacity, and to appoint officers and make bye-laws and regulations.

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

And Notice is hereby given, That plans and sections, describing the said intended works, together with a book of reference thereto, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of the lands, houses, and property, in or through which such works and improvements are intended to be made, or which are to be taken or used for such purposes, will be deposited for public inspection in the offices of the principal sheriff-clerk of the county of Renfrew at Greenock and Paisley, on or before the 30th day of November next; and that copies thereof will be deposited on or before the 31st day of

December next, with the schoolmasters, if any, and if there be no schoolmaster, with the session clerks of the old or west parish of Greenock, the new or middle parish of Greenock, and the east parish of Greenock, at their respective residences, and also with the town-clerk of Greenock, within his office, at the Council Chambers of Greenock.

Dated this 18th day of October, 1845.
TURNER & M'KELLAR, Church Place, Greenock.
LIDDELL & KING, Watt Place, Greenock.

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 from Lochgilp, to Loch Crinan, in the county of Argyll, to be called the Argyll Railway, as also a branch therefrom to or near Lochawe in the said county, with all works and conveniences necessary and proper for the construction and use of the same, which railway is intended to commence at or near the eastern entrance of the Crinan Canal at Ardrishaig in the parish of South Knapdale, and to terminate at or near the western entrance of the said canal at Loch Crinan in the parish of North Knapdale, passing from, in, through, or into the parishes of South Knapdale, North Knapdale, Glassary, or Kilmichail, and Kilmartin in the said county, or some of them, and which branch railway is intended to diverge from, or out of the said main railway, at, or near Cairnbaan, parish of Glassary, and to terminate at Ford, at, or near the south end of Lochawe in the parishes of Kilmartin or Glassary, passing from, in, through, or into the parishes of Glassary and Kilmartin in the said county or some or other of them, as the said railway and branch works and conveniences will be shewn and laid down in the Plan to be deposited as aftermentioned.

And it is intended to take power in the said Bill to deviate in constructing the said railway, branch, works, and conveniences from the line or lines thereof laid down in the said plans to such extent as will be defined on the said plans, and also to take power to alter, vary and divert the lines, levels and inclinations of highway roads, paths, passages, rivers, canals, brooks, streams, waters, water-courses, and mill and other ponds, when requisite, for the construction of the said railway, branch, and works in the said several parishes or some of them, and that to such extent as will be shewn on the plans to be deposited as hereinafter mentioned.

And it is also intended by the said Bill to incorporate a Company for carrying into effect the said undertakings, and to obtain power for the compulsory purchase of lands, houses, and other property for the several purposes aforesaid.

And it is further intended by the said Bill to empower the Company so to be incorporated to levy tolls, rates and duties for, and in respect of the use of the said railway, branch, works, and conveniences, and of the engines and carriages thereon, and for and in respect of the passage and carriage of passengers, animals, goods, merchandise, articles and things, upon or along the said railway and branch, to confer certain exemptions from payment of toll rates and duties, to vary or extinguish all rights or privileges which would interfere with the objects aforesaid, or in any way connected with

the lands, houses, and other property 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, branch, works, and conveniences.

And it is also intended by the said Bill to empower the Company so to be incorporated to purchase and acquire or to take or lease the canal called the "Crinan Canal," and to enable the company of proprietors of the said canal to sell, and convey or lease the said canal, to the company so to be incorporated, and also to enter into, and carry into effect any other arrangements or agreements with the said company of proprietors of the Crinan Canal, and with other companies, bodies or persons, for the construction, use, and working of the said railway, branch, works and conveniences, or any part or parts thereof, on such terms and conditions as may be mutually agreed upon by and between the company so to be incorporated, and the said Crinan Canal Company or other bodies, companies, or persons, and also so far as may be necessary for all or any of the above purposes, to alter, amend, or repeal an act passed in the thirty-third year of the reign of his late majesty king George the Third, entitled, "an act for making and maintaining a navigable canal from Loch Gilp to Loch Crinan in the shire of Argyll," and also another act passed in the thirty-ninth year of the reign of his said late Majesty entitled "an act for amending and rendering more effectual an act passed in the thirty-third year of the reign of his present Majesty, entitled an act for making and maintaining a navigable canal from Loch Gilp to Loch Crinan in the shire of Argyll," and also to improve and enlarge the said Crinan Canal, and the locks, works, and conveniences connected therewith, or belonging thereto, and to alter, enlarge, or limit the tolls, rates, and duties leviable under the said act, and to confer certain exemptions from payment thereof, and to vary or extinguish all rights or privileges relative to the said canal, which would interfere with the objects aforesaid, and to confer other rights and privileges in relation to the said canal.

And Notice is hereby given, that duplicate plans and sections, describing the lines or situations and levels of the said intended railway and branch, and the lands, houses, and other property to be taken and used 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 property respectively will be deposited for public inspection in the office in Inverary of the principal sheriff-clerk for the said county of Argyll, on or before the 30th day of November instant, and that a copy of so much of the said plans and sections as relates to each of the said several parishes, together with books of reference thereto respectively, will be deposited for public inspection 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, on or before the 31st day of December 1845.

ARCHIBALD McNEILL, W.S. Edinburgh.
DAVID CALDWELL, Golden Square, Westminster,
Parliamentary Agent.

Dated the 6th day of November 1845.

LOCHFINE AND CLYDE 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 stations, wharves, staithes, sidings, tunnels, bridges, viaducts, roads of communication, and all other proper works and conveniences necessary in connection therewith, commencing at or near to Kilmun, in the parish of Kilmun, or in the united parishes of Dunoon and Kilmun, in the district of Cowal and county of Argyll, or, at or near Sandbank, in the parish of Dunoon, or in the parish of Kilmun, or some of them, or in said united parishes of Dunoon and Kilmun, and terminating at or near to Pole, on the eastern shore of Lochfine, in the parish of Strachur, or united parishes of Strachur and Stralachlan; together with a branch, or continuation line, of the said main line, from Kilmun or Sandbank aforesaid, or from a point on the said main line at or near to the lands of Dalinlongard, or to the lands of Achnalachur in said parish of Dunoon, or in said united parishes of Dunoon and Kilmun, to the village or town of Dunoon, in said parish of Dunoon, or united parishes of Dunoon and Kilmun, which railway or railways, and the works and conveniences to be connected therewith, together with the said branch, or continuation line, and works and conveniences connected therewith, will be situate in, or pass from, through, or into, the parishes and places following, or some of them; that is to say, the said parishes of Dunoon and Kilmun, or united parishes of Dunoon and Kilmun, and the said parishes of Strachur and Stralachlan, or united parishes of Strachur and Stralachlan; all in the said county of Argyll—as the said railway or railways, branch, or continuation line, and other works, will be shown and laid down on the plan to be deposited as aftermentioned. 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 or continuation thereof, from the line or lines laid down on the said maps or plans thereof, to such extent as is, or shall be, defined on the said plans; and also to alter and divert, within the parishes and places aforesaid, any highways, turnpike, and other roads, tram roads, streets, paths, passages, rivers, brooks, streams, sewers, waters and water courses, so far as necessary, in making and maintaining the said railway or railways, branch or continuation line, 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 making, maintaining, working, and using the said railway or railways, branch, or continuation line, and works, and for conveying passengers and goods thereon, and for other purposes; with power to raise money thereon, 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 and houses 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 works, and to con-

fer 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 railway or railways, and works, and the conveyance of passengers, merchandise, goods, animals, articles, and things upon or along the same; 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, with power 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 and proper for the making and maintaining the said intended railway or railways, and works, or for the use of, or for the working of, the same, or for the sale or lease of all or any portion of the said intended railway or railways and works.

And Notice is hereby given, that duplicate plans and sections describing the line or situation and levels of the said intended railways and branch railway or continuation line respectively, and works, and also describing 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, in the office of the principal Sheriff Clerk of the county of Argyll, at Inverary; and that a copy of so much of the said plans, sections, and books of reference as relates to each parish in which the lands intended to be taken and used for the purposes aforesaid are situate, will be deposited for public inspection on or before the 31st day of December next, with the schoolmaster (if any), and if there shall be no schoolmaster, then with the session-clerk of each such parish, at his residence.

Dated this 16th October, 1845.

BRIDGETON IMPROVEMENT.

NOTICE IS HEREBY GIVEN,

THAT it is intended to apply to Parliament in the ensuing Session for leave to bring in a Bill for paving, lighting, cleansing, and otherwise improving the town or village of Bridgeton, and the adjacent lands called Barrowfield, Newlands, Dalmarnock, Springbank, and Belvidere, or certain parts thereof, all in the county of Lanark, as the said town or village and lands are hereinafter bounded and described, namely,—on the west and north-west, by the present boundary of the royalty of the city of Glasgow, and by the boundary of the police limits of the town or village of Calton or Calton and Mile-end; on the north, partly by the public footpath leading along the northern boundary of the said lands of Newlands, partly by that public road leading from Camlachie to Springbank, and partly by that public road called London Road; on the south-east, by the Parliamentary boundary of the city of Glasgow; and on the south, by the centre of the river Clyde.

By which Bill it is intended to confer power on the inhabitants within the said limits liable to the assessments to be levied in virtue thereof,

in the manner and with and under the qualifications and conditions to be therein provided, to elect commissioners for carrying the purposes of the said Bill into effect; to vest in the commissioners so to be elected, and to place under their control and management the present and future streets, squares, lanes, roads, highways, and other public passages and places, drains, and sewers, within the said limits, and all materials incident and pertaining thereto; to confer on the commissioners power to pave, widen and improve, open up and relay, and to cleanse the said streets, lanes, roads, passages and places, and to remove obstructions and nuisances therefrom; to take down, rebuild, or dispose of waste and ruinous tenements; to make and maintain common sewers and drains; to light the said streets, lanes, passages, and places with gas or otherwise, and to provide lamps, lamp posts, and all other requisites for such purpose; to provide weighing machines and weighing houses; to establish and maintain public slaughter-houses, markets, and market-places within the said limits; and to levy rates or assessments in respect of such weighing machines and houses, slaughter-houses and markets; and generally to confer on the commissioners all such powers as may be necessary for improving the said town or village and places adjacent, and for promoting the health, cleanliness and comfort of the inhabitants; with power to provide for the appointment and remuneration of such clerks, surveyors, collectors, and other officers and persons as may be necessary for fully carrying into effect the several purposes above and hereinafter set forth; and also to enable the said commissioners to sue and be sued, and to hold heritable and other property in name of any two or more of them, or of their clerk or other officer.

And by the said Bill power is further intended to be taken to continue, alter, increase, diminish, modify, commute, or compound for, the statute labour conversion money at present leviable within the said limits, or to discontinue or repeal the same, and to grant new rates or assessments in lieu thereof; and to enable the said commissioners to levy the said statute labour conversion money, or the said rates or assessments, and to apply the same in the formation and maintenance of the streets, roads, (excepting turnpike roads,) foot pavements, and other ways and passages and common sewers within the said limits; to repeal, alter, modify and amend as may be just and equitable, all existing obligations, agreements, and regulations as to the making and maintaining by feuars, owners, or occupiers of heritable property, of causeways, sewers, or foot pavements, or in relation to other matters and things within the said limits, and to impose and levy assessments in lieu thereof, or otherwise as may be just; and so far as necessary for these purposes to alter and amend, or in part repeal, an act passed in the forty-seventh year of the reign of his late Majesty King George the Third, intituled, "an act for amending an act of the twelfth year of his present Majesty, for repairing and widening several roads through the county of Lanark, and for building a bridge over the river Clyde, at or near a place called the Howford, in the said county; and for making more effectual and converting the statute labour within the said county; and for repairing and regulating the roads within the same."

And by the said Bill it is further intended to

vest in the said commissioners the property known by the name of the Public Washing Green of Bridgeton, with power to manage and regulate the same, and to erect a washing house thereon for the common behoof, and to levy dues for the use thereof, or if necessary to sell the same, and to provide another elsewhere more suitable and convenient for the general body of the feuars and inhabitants; with power generally to acquire by voluntary agreement all such lands or houses as may be necessary for all or any of the purposes of the said Bill.

And it is also intended to take powers in the said Bill for the regulation of the police in the said district, and for watching, the detection and punishment of crime, and other necessary police measures, for the protection of the property and inhabitants within the said limits, with power to appoint a superintendent and officers of police, sergeants, constables, and other officers, under the charge, and to be paid by, the said commissioners, out of the rates to be levied by them, or under the charge of the Magistrates, Justices of the Peace, or Sheriff, as shall be deemed expedient.

And power is intended to be taken in the said Bill to impose and levy tolls, rates, duties, and assessments on the owners, occupiers, renters, or possessors of all houses, lands, tenements and other buildings within the said limits, for carrying into effect all or any of the several purposes above set forth; to borrow such sums of money on the credit thereof, or any property to be acquired by the said commissioners as may be necessary for the said purposes, and repayment of the debt already contracted for the making and maintaining of the present streets and roads, and for improving the said town or village and places adjacent; and to confer, vary, or extinguish certain exemptions from payment of such tolls, rates, duties and assessments, or any other rights or privileges in relation thereto, or to the purposes of the said Bill, or to the lands, houses, and persons to be affected by the same: which town or village of Bridgeton and districts above described are situated within the barony parish of Glasgow and county of Lanark.

ROBERT LAMOND, 29, St Vincent Place,
Glasgow.

LAW & ANTON, 18, Fludyer Street, Westminster.

Dated at Glasgow, the 10th November 1845.

GLASGOW SOUTHERN TERMINAL 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 or near to the lands of Titwood, on the estate of Polloc, by a junction with the Glasgow, Barrhead and Neilston Direct Railway, and to terminate at a point in or near to Dunlop Street, in the city of Glasgow, and to pass from, in, through, or into the following parishes, royal burgh, or places, or some of them, viz., the parishes of Govan and Gorbals in the counties of Renfrew and Lanark, and the royal burgh of Glasgow, the parish of Glasgow, and St Enoch's parish of Glasgow, in the county of Lanark.

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 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 the said Railway or Railways, and other 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, royal burgh, and places aforesaid, the turnpike and other roads, streets, gas pipes, water pipes, railways, tramways, canals, rivers, ferries, streams, 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 also to carry the said Railway or Railways across the river Clyde, and to make and maintain all proper works and conveniences, depots, landing, loading and shipping places, on the lines, and at the terminations of the said Railway or Railways.

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 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 and Greenock Railway Company, the Clydesdale Junction Railway Company, the Polloc and Govan 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, 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 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 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, and Greenock Railway, passed in the first, the third and fourth, the fourth and the sixth years of the reign of her present Majesty; the Act relating to the Clydesdale Junction Railway passed in the eighth and ninth year of the reign of her present Majesty; the Acts relating to 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; 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 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 name 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 of the county of Renfrew at Paisley, 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 book or books of reference, as relates to each parish or royal burgh in or through which the said Railway or Railways, and other works, are intended to be made, will be deposited, on or before the 31st 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 the town clerks of the royal 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, 18th October 1845.

CALEDONIAN AND DUMBARTONSHIRE AND SCOTTISH CENTRAL RAILWAYS 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 the Caledonian and Dumbartonshire Railway, at a point at or near the village of Maryhill, in the barony parish of Glasgow, and county of Lanark, or in that part of the said parish which forms the *quoad sacra* parish of Maryhill, in the county last mentioned, and terminating at or near Castlecary, in the parishes of Cumbernauld and Denny, and counties of Dumbarton and Stirling, respectively, or either of them, and forming a Junction with the Scottish Central Railway, and with the Edinburgh and Glasgow Railway, or either of them, at or near Castlecary aforesaid; which railway or railways and works will be situate in, or will pass from, through, or into the several parishes or places following, or some of them, viz.: The said barony parish of Glasgow, and the said *quoad sacra* parish of Maryhill, and the parishes of East or New Kilpatrick, Strathblane, Baldernock, Cadder, Campsie, Kilsyth; that part of the last-mentioned parish which forms the *quoad sacra* parish of Banton, and the parishes of Kirkintilloch and Denny; all which parishes are situated in the counties of Lanark, Dumbarton, and Stirling, 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 after-mentioned, 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 intended 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 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, 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 or 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 or 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 enable the Company so to be incorporated to sell, let or lease the said intended Railway or Railways and works to the said Caledonian and Dumbartonshire Railway Company, the said Scottish Central Railway Company, and the said Edinburgh and Glasgow Railway Company, or any of them; 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 and water-courses, as it may be necessary or expedient to alter or divert for the purpose of making or maintaining, or more conveniently making and maintaining, and using the said intended Railway or Railways and works and conveniences connected therewith; and it is also intended to take power in the said Bill or Bills to make and maintain wharfs, staiths and shipping places, on the River Kelvin, at or near Torrance, in the parish of Campsie, and county of Lanark, and at or near Kilsyth, in the parish of Kilsyth, and county of Stirling, or either of these places, all in connection with the said intended Railway or Railways, and to levy tolls, rates and dues for the use of the said wharfs, staiths and shipping places, and to confer exemptions from payment thereof, and other rights and privileges in relation thereto.

And Notice is also hereby given, That 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 Dumbarton, of the principal Sheriff-Clerk of Dumbartonshire, and in the office, in Stirling, of the principal Sheriff-Clerk of Stirlingshire: 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 with the Schoolmaster, if any, and, if there be no Schoolmaster, with the Session-Clerk of each of such parishes, at the place of abode of such Schoolmaster or Session-Clerk.

Glasgow, 17th October 1845.

MARSHALL, HILL & HILL, Writers, 41. West George Street, Glasgow.
LAW & ANTON, Parliamentary Agents, 18. Fludyer Street, Westminster.

GLASGOW MUNICIPALITY AND POLICE.

NOTICE IS HEREBY GIVEN,

THAT it is intended to apply to Parliament during the ensuing Session, for leave to bring in a Bill or Bills for continuing, altering, enlarging, amending, and wholly or partly repealing the following Acts of Parliament, or such other Acts as may be affected by the said Bill or Bills, viz.:—An act passed in the third and fourth years of the reign of his late Majesty King William the Fourth, entitled, “an act to alter and amend the laws for the election of the Magistrates and Councils of the Royal Burghs in Scotland.” An act passed in the fourth and fifth years of the reign of his said Majesty, King William the Fourth, entitled, “an act to explain certain provisions of an act of the third and fourth years of the reign of his present Majesty, to alter and amend the laws for the election of the Magistrates and Councils of the Royal Burghs in Scotland.” An act passed in the sixth and seventh years 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,” with the prior acts therein recited. An act passed in the sixth and seventh years of the reign of her present Majesty, entitled “an act for regulating the Police, and paving, cleansing, and lighting the streets of the town or barony of Gorbals, in the county of Lanark, and grounds adjacent, and for other purposes relating thereto,” with the prior acts therein recited. An act passed in the second year of the reign of his late Majesty King William the Fourth, entitled, “an act to alter and amend an act passed in the sixth year of the reign of his late Majesty King George the Fourth, for regulating the conversion of the statute labour within the barony of Gorbals, in the city of Glasgow, and county of Lanark,” with the prior acts therein recited. An act passed in the third and fourth year of the reign of her present Majesty, entitled, “an act to continue the term and amend and alter the powers of an act for regulating the Police of the burgh of Calton, and village and lands of Mile-End, in the county of Lanark,” with the prior act or acts therein recited. An act passed in the sixth and seventh years of the reign of her present Majesty, entitled, “an act for the im-

provement of the burgh of Anderston, in the county of Lanark, for regulating the Police thereof, and of certain lands adjacent, and for other purposes relating thereto," with the prior act or acts therein recited; and an act passed in the third and fourth years of the reign of her present Majesty, entitled, "an act for further deepening and improving river Clyde, and enlarging the harbour of Glasgow, and for constructing a wet dock in connection with the said river and harbour," with the prior acts therein recited. By which Bill or Bills it is intended, *inter alia*, to take power to extend the burgh, or ancient and extended royalty of Glasgow, and the powers and provisions of the two acts first above recited, over the whole lands and territory comprehended within the Parliamentary franchise boundaries of Glasgow; and to annex such portions of said lands and territory, as are at present beyond the limits of the burgh or ancient and extended royalty of Glasgow to, and to constitute the same part of the said burgh of Glasgow; and to extend the municipal franchise, rights, privileges and immunities of the said burgh, and the powers and jurisdictions of the Magistrates and Dean of Guild Court thereof, over the whole of said lands and territory so to be annexed, and the inhabitants of the same. Also to take power to establish a uniform system of Police, including paving, watching, lighting, cleansing, and other relative things within the said Parliamentary franchise boundaries of Glasgow, including such parts of the ancient and extended royalty of the said city as may be beyond the said boundaries, and generally to extend, enlarge, re-apportion, re-adjust, or continue and render more effective, in such manner and to such an extent as may be considered most advisable, the systems of Police and of Statute Labour within the said limits; and to unite the present and proposed extended limits of the said burgh of Glasgow under one municipal and police establishment; To take power to abolish certain petty customs and burgh fines, at present exigible within said burgh of Glasgow, payable to the Corporation of said city and others; and farther, to increase, alter, re-adjust, or diminish all or any of the rates, duties, or assessments granted by the said acts, or any of them, and also to impose, levy, and recover such assessments upon, or from the owners and tenants or occupiers of lands, dwelling houses, shops, warehouses, counting houses, factories, mills, works, stalls, stables, vaults, cellars, yards, markets, and all other premises, and buildings and pertinents thereof, within the foresaid limits, as shall be necessary, for, or in connection with all or any of the foresaid purposes, or any other purpose specified in the said several recited acts or any of them, and to borrow money for the said purposes, and to appoint Procurators Fiscal, Superintendents, Clerks of Police, Collectors, Surveyors, Inspectors, and all other officers necessary for the purposes of the said Bill or Bills or any of them; and to obtain powers for the compulsory purchase of lands or houses. And it is also intended to confer, vary or extinguish all exemptions, rights, and privileges necessary towards carrying the said Bill or Bills into execution and effect; and to grant such other powers, in relation to any or all of the purposes before noticed, as may be expedient or necessary towards the accomplishment of the object of the said Bill or Bills.

City Chambers, 11th November 1845.

NOTICE.

NOTICE IS HEREBY GIVEN, THAT it is intended to apply to Parliament during the ensuing Session, for leave to bring in a Bill or Bills to authorise the Parliamentary Trustees on the River Clyde and Harbour of Glasgow, appointed by, or under an act passed in the session of Parliament, held in the third and fourth years of the reign of her Majesty, Queen Victoria, entitled "An Act for farther deepening and improving the River Clyde, and enlarging the Harbour of Glasgow, and for constructing a Wet Dock in connection with the said River and Harbour," and the acts therein recited, to acquire by compulsory purchase, or by voluntary agreement, a portion of ground and heritages, consisting of from 140,000 to 150,000 square yards, forming part of the lands of Stobcross on the north bank of the River Clyde, or such further portion of the said lands or other adjacent lands or heritages as they may consider expedient; and to form, construct, or erect on the said lands or heritages, to be so acquired by them, a Wet Dock or Tidal Basin, to be supplied with water from the River Clyde, with quays or wharfs connected therewith, all of the description and dimensions delineated on the plan and sections to be deposited in manner hereinafter mentioned, and such sheds, rails, cranes, and other works as may be necessary; and it is intended to take power by the said Bill or Bills to deviate from the lines of works to an extent not exceeding fifty yards on the lands or heritages delineated on the said plan; and it is farther intended to apply for express powers to the trustees to lay rails along the quays constructed, or to be constructed, on the north and south sides of the River, within the limits of the Harbour, as defined in the said recited act, and also upon the portion of the lands of Stobcross, to be acquired as aforesaid; and to extend, for the farther period of three years, the compulsory powers granted by the said recited act, for acquiring by jury valuation the grounds on the south side of the said River, belonging to William Davidson Blair, William Hamilton of Mavisbank, and William M'Lean of Plantation; likewise to levy rates and duties for the use of the said Wet Dock or Tidal Basin, and quays or wharfs, and for the use of the said rails and other works to be constructed as aforesaid, and to apply the said rates and duties, and the other rates and duties at present authorised to be levied, and now under the management of the said trustees, under the said acts, towards the purchase of the said lands and heritages, and the construction and maintenance of the said Wet Dock or Tidal Basin, and quays or wharfs, rails, sheds, cranes, and other relative works, and defraying all the other expenses incident thereto; or to the management thereof; and it is intended to vary, alter, or extinguish any existing rights and privileges, and exemptions, which may in any way obstruct or interfere with the construction and maintenance of the said Wet Dock or Tidal Basin, quays or wharfs, rails, and other works, and to confer other rights, privileges, and exemptions: to take power to raise or borrow such sums, or additional sums of money, on the credit of the existing rates and duties, or of the rates and duties to be created or to arise under the Bill or Bills, or both or either, as may be necessary to enable the said trustees to

pay the purchase money of the said lands or heritages, and to construct the said Dock or Basin, quays or wharfs, rails, and other works, and for the other purposes of the said acts: and to take power to divert or alter any street, footpath, passage-way, or road, or sewer, or water-course, that may be necessary towards the formation or construction of the said Dock or Basin, quays or wharfs, rails, and other works; And to take such other powers and authorities as may be necessary and expedient, in relation to, or in connection with the said Wet Dock or Basin, quays or wharfs, rails, and other works; and it is farther intended to take power by the said Bill or Bills to sell or dispose of the lands of Windmillcroft, or part thereof, belonging to the said trustees, and situated on the south side of the said Harbour, without erecting a Wet Dock thereon, as authorised by the said recited act, and also to sell or dispose of such other superfluous lands as may, from time to time, belong to the said trustees: Which said Wet Dock or Tidal Basin, quays or wharfs, lands, rails, and other works, are, or will be situated and comprehended in, or bounded by, the town or parliamentary burgh of Glasgow, in or by the barony parish of Glasgow, and the parish of Govan or Gorbals, in the county of Lanark; and it is also intended, as far as necessary, to alter, consolidate, or amend the said acts. And Notice is hereby farther given, That duplicate plans and sections, describing the said intended Wet Dock or Basin, quays or wharfs, lands, rails, and other works, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands, houses, and heritages in or through which such works or improvements are to be made, or which are to be taken and used for such purposes, will be deposited for public inspection, on or before the 30th day of November 1845, in the offices of the principal Sheriff-Clerk for Lanarkshire, at Lanark, Hamilton and Glasgow, and that a copy of so much of the said plans, sections, and book of reference as relate to the said parishes and to the city or parliamentary burgh of Glasgow, will be deposited for public inspection on or before the 31st day of December 1845, with the schoolmaster, if any, and if there shall be no schoolmaster, then with the session-clerk of the said parishes, respectively, at the residence of such schoolmaster or session-clerk, and also with the town-clerks of the burgh of Glasgow, at their chambers within the said burgh.

Glasgow, 18th October 1845.

SLAMANNAN AND BORROWSTOUNESS EXTENSION.

NOTICE IS HEREBY GIVEN, THAT application will be made to Parliament, in next session, for leave to bring in a Bill or Bills, to enable the Slamannan Railway Company, or the said Company, in conjunction with the Ballochney Railway Company and the Monkland and Kirkintilloch Railway Company, to make and maintain a railway or railways, from a point at or near to the northern terminus of the said Slamannan Railway, or from a point in the line of the Edinburgh and Glasgow Railway, at or near to Easter Manual, to the Frith of Forth, at a point upon or near to the lands and barony of Kinneil, belonging to his Grace the Duke of Hamilton; and from thence to the town and harbour of Borrowstouness with a side branch

or branches from the said intended railway or railways, to join to, and communicate with, the Edinburgh and Glasgow Railway, at or near to Mirehead; and with all necessary and convenient wharfs, depots, stations and warehouses, piers and jetties, for shipping and unshipping goods, cranes and sheds, and roads of communication, and other works connected with the said intended railway or railways, which intended railway or railways, and side branch or branches, will be situated in, or will pass from, through, or into, the following parishes, or some of them, viz. the parishes of Muiravonside and Polmont, in the county of Stirling, and Borrowstouness, 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 as follows, viz. in the office in Linlithgow of the principal Sheriff-clerk of the county of Linlithgow, and 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 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. And Notice is further given, that it is intended to take powers to deviate in the construction of said intended 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 ways, 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 intended railway or railways, or any of the works or conveniences connected therewith, and it is intended to enable the said Slamannan Railway Company, or the said Company in conjunction with the said Ballochney Railway Company and Monkland and Kirkintilloch Railway Company, to acquire or lease the said harbour of Borrowstouness, in the county of Linlithgow, and the whole works and conveniences thereof, and to confer upon and vest in the said company or companies all the powers and privileges vested or intended to be vested by the acts after-recited in the trustees of the said harbour, so far as such powers and privileges relate to the said harbour, and to enable the said trustees to sell and transfer, or lease, the said harbour and works, and others, to the said company or companies, and to vest the same in the said company or companies accordingly, or otherwise to enable the said company or companies to advance in loan to the trustees for the said harbour such sums of money as may be agreed upon for the purpose of the improvement of the said harbour, and to enter into and make such other agreements or arrangements for the use thereof by the said company or companies, and for the dues and rates to be taken by the said trustees for such use as may be deemed expedient, and to enable the said trustees to borrow the said sums, and enter into the said agreements and arrangements. And Notice is also given, that it is intended to take powers to the said company or companies 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 to take powers to the said company or companies to levy tolls, rates, and duties on, and for the use of, the said railways and works, and the said harbour and works connected therewith, in the event of the said company or com-

panies acquiring or leasing the same, 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 it is further intended to empower the said company or companies to make provision for guaranteeing such percentage as may be agreed on, on the sums to be subscribed for making the said intended railways and works, and acquiring the said harbour. And also, to make provision for the said company or companies purchasing or acquiring the stocks held by the subscribers to the said intended railways, and works, and harbour, and for enabling such subscribers to sell the same. And it is further intended to empower the said company or companies to make provision for forming the said intended railways, and other works connected therewith first above mentioned and the foresaid harbour and works therewith connected, in the event of the same being acquired, as aforesaid, into a separate financial department of the undertaking of the Slamannan Railway, or the said Slamannan and the said Ballochney and Monkland and Kirkintilloch Railways, distinct in its capital and revenues from the present lines and works thereof, and for the special application of such capital and revenues. And also to make provision for altering, and putting an end to, the said separate financial department. And Notice is further given, that it is intended by the said Bill or Bills, to enable the said Slamannan Railway Company, or the said Company and the Ballochney and Monkland and Kirkintilloch Railway Companies, to lease or to sell and transfer, the said intended railway or railways, and harbour, or any portion thereof, and all, or any of the powers of the said Company or Companies in connection therewith, or in relation thereto, on such terms as may be mutually agreed upon, to the Company of Proprietors of the Edinburgh and Glasgow Railway; and to enable the said Edinburgh and Glasgow Railway Company to lease or purchase the said intended railway or railways and works, and the said harbour, in the event of the same being acquired as aforesaid; and to exercise all or any of such powers of the said Companies, and also to enable the said Company or Companies to enter into, and carry into effect, with any other Companies, or Corporations, or any Commissioners, Road Trustees, or other bodies or persons, such further and other arrangements and agreements as may be expedient or proper for widening and improving, making, maintaining, working, or using the said intended railways and works, and harbour and works, or any of them, or any part thereof, or any railway or railways communicating therewith, or any portion thereof, or otherwise in relation thereto, or for the sale or lease of the said railways and works, and harbour, or any portion thereof, or any railway or railways communicating therewith. And Notice is also hereby given, that it is intended to alter, increase, amend, and in part repeal, some of the powers and provisions of 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; and of 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 sixth year of the reign of his late Majesty William the Fourth, and the third and seventh years of the reign of her present 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 fourth year of the reign of his late Majesty William the Fourth, and in the third, seventh, and ninth years of the reign of her present Majesty; and of an act passed in the eighth year of the reign of her present Majesty, intitled, "An Act to alter, amend, enlarge, and in part repeal, the Acts relating to the Wishaw and Coltness Railway;" in so far as the said last-mentioned act relates to the said Ballochney and Monkland and Kirkintilloch Railway, and of several acts relating to and concerning the town and harbour of Borrowstouness respectively, passed in the seven-

teenth year of the reign of his Majesty King George the Second; the seventh, thirty-fourth, and fifty-sixth years of the reign of his Majesty King George the Third; and in the seventh year of the reign of her present Majesty, and of several acts relating to the Edinburgh and Glasgow Railway respectively passed in the second, fourth, fifth, eighth, and ninth years of the reign of her present Majesty; and of an act passed in the eighth year of the reign of her present Majesty, entituled, "An Act for making a Railway, to connect the Edinburgh and Glasgow and Slamannan Railways; as also to alter the tolls, rates, and duties, granted by the before-recited acts, or some of the said tolls, rates, and duties, and to vary or extinguish any exemptions from payment of such tolls, rates, and duties, and other rights and privileges in relation thereto, and to the said railways and harbour; and to confer certain exemptions from payment of the said tolls, rates, and duties, as they now exist or may be so altered; and certain other rights and privileges in relation to the same, and in relation to the said railway or railways, or branch or branches, and works, and the said harbour and works; and it is intended to take powers to the said Company, or the said Companies, to raise an additional sum of money by the creation of new stock or otherwise.

And Notice is hereby given, That it is intended by the said Bill or Bills, to exempt the traffic passing along the said intended railways 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 or duties 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 said acts relating to the burgh of Linlithgow, and the customs and duties leviable there, hereinafter recited.

MITCHELL, HENDERSON & MITCHELL,
Glasgow.

ARCHD. GRAHAM, MONCRIEFF & WEEMS,
Westminster, Parliamentary Agents.

Dated this 16th day of 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 or Bills, to authorize and effect an exchange of the Lands, Buildings, and Heritages belonging to the College of Glasgow, situate in the Parish of Glasgow, and in the parishes of Blackfriars and St Jolin's of Glasgow, or some of them, and county of Lanark, presently used as and for the purposes of the said College, and the University of Glasgow, and occupied, in whole or in part, by the Principal, Professors, Masters, Regents, and other Office-Bearers of the said College and University of Glasgow, and vested in the Faculty of the said College, for and in lieu, and stead of other suitable and convenient lands and heritages situate in the Barony Parish of Glasgow, and county of Lanark, with proper and sufficient halls, class-rooms, houses, and other buildings, and erections, gardens, and other works, affording complete and adequate accommodation for carrying on the system of instruction in the several departments of Literature and Science, now taught in the said

University and College, with the same facility and efficiency as at present;—such other lands, with the buildings and erections, works and conveniences, thereon, to be holden and possessed upon the same terms, and for the same ends, uses, and purposes as the present College and lands, and buildings aforesaid are now held; And it is intended by the said Bill or Bills, to authorise and empower the Principal and Professors of the said College, and Faculty, or persons having right, upon such new lands and buildings, being validly conveyed to, and vested in the said College and Faculty thereof, to transfer, dispose, and convey in exchange therefor, to the Company of Proprietors of an intended Railway to be called the Glasgow, Airdrie, and Monklands Junction Railway, or to any other Railway or other Company or Companies, or person or persons providing and conveying such new grounds and accommodations, or to such Company or persons, as they may appoint, the whole or any portion of the lands, buildings and heritages forming the present College of Glasgow, with the garden and other grounds connected therewith, and dwelling-houses, courts, and offices, and other subjects, belonging to the said College, and adjoining and contiguous thereto. And it is also intended by said Bill or Bills to authorise and enable the Principal and Professors of the said College of Glasgow, as Trustees of the Museum in Glasgow, known as the Hunterian Museum, situated within the precincts of the said College, upon a suitable hall or premises being provided by the said Railway Company or other Company, or person or persons, within the lands to be exchanged, in lieu of the present lands, buildings, and heritages of the said College aforesaid, as and for a Museum, instead of the present Hunterian Museum, to accept and hold the same, upon the same terms, and for the same ends, uses, and purposes as the present Museum is held, and upon acquiring possession of such new premises, to remove, and convey the whole coins, medals, gems, fossils, paintings, anatomical preparations, books, manuscripts, and other articles contained in the said Museum, to such new buildings and premises; and also to authorise and enable the members and office-bearers of the University of Glasgow, to accept and hold other suitable and sufficient premises, in lieu and instead of the present premises possessed by them for, and known as the University Library, within the precincts of the said College, upon the same terms, and for the same ends, uses, and purposes as the present Library is held, and upon acquiring possession of such new premises to remove and convey the whole books, manuscripts, and other property contained in the premises so possessed by them to such new buildings and premises.

And it is intended by the said Bill or Bills, to confirm, or to authorise and empower the Principal and Professors of the said College or Faculty, and the Trustees of the said Museum, and the Members and Office-bearers of the said University, to enter into all contracts and agreements with the said Company, or any other Company or Companies, or person or persons, for effecting the purposes aforesaid; for acquiring such new lands, buildings, and heritages, or for acquiring such lands, and the erecting thereon of proper and suitable buildings and accommodation, and the execution of the necessary works and conveniences,

and for removing to such new premises the contents of the Museum and Library aforesaid, and for transferring, disposing, and conveying to the said Company or any other Company or Companies, person or persons, providing and conveying the new lands, buildings, and heritages; or any Company or person to be named and appointed by them, the present lands, buildings, and heritages, of and belonging to the said College.

And it is intended, by the said Bill or Bills, to vary or extinguish all trusts, interests, immunities, exemptions, rights and privileges, relating to, or affecting, the lands and heritages, forming the present site of the said College, or attached thereto, or the buildings thereon, in so far as the same relate to, or affect the said lands, or heritages to be disposed of as aforesaid: and to transfer, and attach to and confer on, the new lands, buildings, and heritages, to be provided for, and acquired by the College and Faculty thereof, as aforesaid, all such trusts, interests, immunities, exemptions, rights and privileges; and to exempt the new lands, buildings and heritages to be acquired by the said College, from all public and local taxes, rates, assessments, and jurisdictions, and to alter or repeal, so far as may be necessary, an act passed in the forty-seventh year of the reign of his Majesty, King George III., entitled “An act for amending an act of the 12th year of his present Majesty, for repairing and widening several roads through the county of Lanark, and for building a bridge over the river Clyde at or near a place called the Howford, in the said county, and for making more effectual, and converting the statute labour within the said county, and for repairing and regulating the roads within the same,” and any other act or acts of Parliament imposing any taxes, rates, assessments, and jurisdictions, within the city and burgh of Glasgow, or the parishes thereof aforesaid, and the barony parish thereof, in the county of Lanark, or to vary, or extinguish, such taxes, rates, assessments, and jurisdictions, or some of them.

MITCHELL, HENDERSON & MITCHELL,
Glasgow,
RICHARDSON & CONNELL, Westminster,
London.

Glasgow, 7th November 1845.

NOTICE IS HEREBY GIVEN,
THAT application will be made to Parliament, in the ensuing Session, for leave to bring in a Bill or Bills, to erect, constitute, unite and incorporate the village or town of Ardrossan, in the parish of Ardrossan, and county of Ayr, and lands adjacent, all as hereinafter specified and described, and all the lands, houses and places within the same, into a free and independent burgh of barony, by the name and title of the burgh of Ardrossan, with all the rights, powers, privileges, liberties, immunities, faculties, authorities, and civil and criminal jurisdictions, and municipal government, usually conferred on, possessed by, pertaining and belonging, competent by law to, and exercised within, burghs of barony in Scotland, since the passing of an act in the twentieth year of the reign of his late Majesty King George the Second, (cap. 43.) relating to the abolition of heritable jurisdictions, and to other matters, in that part of Great Britain called Scotland; in which burgh of barony it is intended to comprehend and embrace, All and

Whole, those parts of the lands and barony of Ardrossan, lying in the parish of Ardrossan and county of Ayr, extending, bounded and described, as follows: viz. from a point where the Monfode burn enters the sea at Burnfoot, in said parish, along the course of the said burn to a point where it is crossed by the parish road, leading from West Kilbride to Mill Farm, from thence eastward along the north fence of said road, and passing Mill Farm House to the point where said parish road joins the road leading from Sorbie to Saltcoats; from this point southwards along the east fence of the said road to Saltcoats, to a point where said road is crossed by the line of the turnpike road leading from Parkhouse to Stevenston, along said last-mentioned road to the point where said road is joined by the road called Jack's road, leading from Springvale to the town of Saltcoats, along the south fence of said road called Jack's road, to a point where this last-mentioned road joins Manse Street of Saltcoats; from this point along the west side of Manse Street to the corner of the grounds attached to the Gaelic Chapel of Saltcoats; from said point along the south side of the road leading to the Saltcoats salt pans, to the sea; and from this last mentioned boundary along the sea to the said first-mentioned point near Burnfoot: together with the roads forming part of the boundaries above mentioned, or some part or parts of the lands and barony aforesaid, comprehended within the limits and boundaries aforesaid, and so much of the sea as is included within the following acts, viz. ; an act passed in the Session of Parliament, held in the forty-fifth year of the reign of his late Majesty King George III., 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 Session of Parliament held 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.” By which Bill or Bills it is intended to provide for the municipal government of the said burgh, to confer powers on the inhabitants within the limits thereof, who shall be rated to the assessments to be levied in virtue thereof, or others, in the manner, and under the conditions to be therein provided, to elect councillors for the said burgh, and to confer powers on the councillors so to be elected, to elect or appoint a provost and bailies, treasurer, town clerk, and other usual and necessary office-bearers; to provide for establishing a common good for the said burgh and management thereof, and to make provision for suitable salaries or remunerations to the clerks and other officers of the said burgh; and generally to make such other provisions for the more effectual municipal government and management of the affairs of, and civil and criminal jurisdictions and authorities within the said burgh, as may be expedient and necessary: And it is farther intended to take powers for the improvement of the said burgh; for the establishment and regulation of a police therein, and to empower the provost, magistrates and councillors thereof, to act as commissioners of police, or to take powers to divide the said territory into wards, and to make provision for the election and qualification of commissioners of police for the whole of the said territory, or any part thereof, by open poll, of certain rate payers, or otherwise, and



by the appointment of the magistrates for the time, *ex officio* commissioners of police, with power to appoint officers, clerks, superintendents, and watchmen, with suitable salaries or remuneration, and for all other purposes, necessary for police, statute labour, or other purposes of the said burgh; and to provide for the due and proper preservation of the peace, and detection, suppression, and punishment of crime committed within the said burgh, and for the proper paving, lighting and cleansing, watering and watching, the streets and passages thereof; and suppression of nuisances therein, and preservation of the health of the inhabitants thereof, to establish and regulate the use of weighing machines and fire engines within the limits of the said burgh, and to charge such reasonable rates or remuneration for the use thereof, either on property, or from parties interested, as may be just; with power also to regulate the trade or business of pawnbrokers, or of other persons receiving pledges, and the trade of broking or dealing in second-hand articles, and to charge fees or dues on persons exercising or carrying on such trades; and to regulate the licensing of houses for the sale of exciseable liquors within the said burgh, and to charge certain fees or dues for such licenses, and to regulate the conduct of houses so licensed, and the persons in charge thereof: Farther, to regulate the use of weights and measures by dealers in the said burgh, and to charge fees or dues in respect thereof. It is farther intended by the said Bill or Bills to take power to erect in the said burgh, a court house, police office, jail and bridewell, lock up houses, police stations, and other offices, and accommodation necessary for the purposes aforesaid: with power also to suppress all private slaughter houses within the limits of the said burgh, and to establish and regulate public slaughter houses therein; also, to establish and regulate public fairs, markets, and market places, or any of them, within and for the said limits, or any part thereof, and to exact reasonable dues and rates for the use of the same, or any of them, and to make provision for the appointment and payment of inspectors and other officers in connection therewith: And farther it is intended to take powers to continue, alter, increase, or diminish the statute labour conversion money at present leviable within the said burgh, and to vest the levying, assessing, recovering and applying the same, or the rates and duties to be imposed in lieu thereof, in the commissioners of police to be appointed under the said Bill or Bills, or to discontinue or repeal the same, and to apply the same, or the money to be raised for or in lieu of statute labour, in the formation and maintenance of the streets, lanes, passages, roads, foot pavements, and other ways, excepting turnpike roads, and common sewers, at present existing or hereafter to be formed within the said limits, or part thereof; and so far as necessary for the purposes aforesaid, or any of them, to alter and amend, or repeal an act passed in the Session of Parliament, held in the seventh and eighth years of the reign of his late Majesty King George the Fourth, intituled, "an act for repairing and keeping in repair the turnpike roads in the county of Ayr; for making and maintaining certain new roads, for rendering turnpike certain parish roads, and for regulating the statute labour in the said county. And it is farther intended by the said Bill or Bills, to confer upon the magistrates of the said

burgh, the same jurisdiction, civil and criminal, within the said limits, as is at present possessed therein, by the Sheriff of the county of Ayr, or any of her Majesty's Justices of the Peace for the said county, or as is possessed by the Magistrates and Deans of Guild of royal burghs in Scotland; and also to constitute civil and criminal courts within the said burgh, the magistrates being judges, for the adjudication of civil causes, and for the trial and punishment of offences under the act to be obtained, or such other offences, as are at present cognisable by Magistrates and Deans of Guild of royal burghs, or burghs of barony, or Justices of the Peace; and also with power to determine all questions arising within the limits of the said burgh respecting ruinous, waste, or dilapidated tenements, or buildings therein, with power to take down, rebuild or dispose of the same, or compel the repairing and taking down thereof; and also with power to the said magistrates to mark and line off boundaries of the streets, lanes and buildings within the said limits, and to regulate the erection of new, or the repairing of old buildings therein.

Farther, it is intended by the said Bill or Bills, to provide for the appointment of procurator fiscals, clerks, and other officers necessary, and to make provision for suitable remuneration to the persons to be appointed to such offices: and also to empower the commissioners of police, to widen and improve, to open up and relay the streets, lanes and passages, and to make, alter and repair the common sewers within the limits of the said burgh, and to remove obstructions and nuisances therefrom; And it is also intended to take powers to repeal, alter, modify and amend as may be just and equitable, all existing obligations, agreements and regulations, as to the making and maintaining by feuars, owners or occupiers of heritable property of causeways, sewers or foot pavements, or in relation to other matters or things within the said limits, and to impose assessments in lieu thereof, and generally with all such powers as may be necessary for preserving and maintaining cleanliness, public health, comfort, peace and good order within the said limits.

Farther, it is intended by the said Bill or Bills, to provide for the erection of schools or academies for the purposes of education, and to provide means of instruction for the people in said burgh, and for the endowment and appointment of teachers thereto, by the magistrates and council of said burgh, and to make other regulations relative thereto, and to vest the management thereof in the said magistrates and council: Farther, it is intended to take powers to establish a register in the said burgh, for the recording of leases of subjects situated within the said burgh; and of any securities thereon, or of any assignments or transmissions thereof; and to declare the recording of such leases, securities, assignments, and transmissions equivalent to intimation to the actual occupiers as at present, and to abolish such intimation, so far as regards the said burgh, and the property situated within the said limits, and to empower the said magistrates and council to appoint and remunerate a keeper to take charge of the said register, and to levy fees and charges for the recording of all such deeds. And it is farther intended to take power to vest the whole administration of the laws for the relief of the

poor within the said burgh, in, and place the same under the direction and control of the magistrates and council thereof, and to constitute them the parochial board of managers for that purpose, with power to them to raise the funds requisite for the relief of the poor by assessment on the inhabitants, and to erect poor houses for said burgh, and acquire property for that purpose, all in the manner pointed out, and with the powers conferred on parochial boards of management, by an act passed in last session of Parliament, intituled "an act for the amendment and better administration of the laws relating to the relief of the poor in Scotland;" and so far as necessary for the above purposes, to amend, alter or repeal in part the said last recited act. Farther, it is intended by the said Bill or Bills to take power to, and authorise the said magistrates and council to acquire by purchase or lease, or otherwise, the present Gas Works and Water Works, for supplying the inhabitants of Ardrossan with gas and water, from the present proprietors thereof, and to empower the said proprietors to sell or let the said works to the said magistrates and council, and to enable the said magistrates and council to employ the said public works for the public benefit of the said intended burgh and harbour of Ardrossan, and to vest the management of the said public works in the said magistrates and council, with powers to them to appoint managers, clerks, collectors and other office-bearers, for the management of the affairs thereof, under them, and to pay these office-bearers such salaries as may be reasonable: Farther, it is intended by the said Bill or Bills, to take powers to the magistrates and council, and the commissioners of police of the said burgh, to impose, levy, and recover from the inhabitants of, and owners and occupiers of property within the whole of the limits of the proposed burgh, all rates, duties, and assessments, necessary for the purposes of the said burgh, police, and statute labour thereof, and for supplying gas and water to the said burgh, or otherwise; and to apply the said rates, duties, and assessments respectively towards the purposes before specified; and to include within the rating for said assessments, or any of them, all dwelling houses, hotels, inns, shops, warehouses, works, factories, counting houses, timber or other yards, depots, cellars, stables, stalls in markets, and all railways, canals, and public works of every description, and lands and heritages of whatever description; with power to charge or assess the said rates, or any of them, on rental, property, or otherwise, and to confer, vary, or extinguish any exemptions from the payment thereof, or any other rights and privileges, necessary to be conferred, varied or extinguished for the purposes, or any of them, of the said Bill or Bills; with power to appoint such surveyors, collectors, clerks, and other officers, with suitable salaries and remunerations, as may be necessary for realising and disbursing the said rates and assessments; with power also to the said magistrates and council, and commissioners of police of the said burgh, to acquire and hold lands, houses, and heritages, and to sue and be sued in the name of their clerks or other officers; also to borrow money, or otherwise raise on credit of the assessments, or any of them, to be levied under the said Bill or Bills, or otherwise, such money as may be necessary for all or any of the purposes foresaid, and for all other purposes necessary for

carrying the said Bill or Bills completely into effect.

MITCHELL, HENDERSON & MITCHELL,
Glasgow.
RICHARDSON & CONNELL, 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 the following Railways, or one of them, or some part or parts thereof, with all proper works and conveniences connected therewith, viz., First, a Line of Railway leaving the Edinburgh and Glasgow Railway at or near to the east end of the viaduct, over the Edinburgh and Glasgow Union Canal, in the parish of Falkirk, in the county of Stirling, and terminating at or near to the town and harbour of Grangemouth, in the parishes of Falkirk, Bothkennar and Polmont, in the county of Stirling, or some 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 of them; Second, a Branch Line of Railway, leaving the said intended Railway at or near to Gartcows, in the parish of Falkirk, in the county of Stirling, passing through and terminating in the same parish and county, at or near Lock No. 16, on the Forth and Clyde Navigation, as the said Railways and Works will be shown and laid down on the plans to be deposited as after mentioned; And it is intended by the said Bill or Bills, to take power to deviate in the construction of the said Railways and Works from the Lines delineated in the said plans, to such an extent as will be shown or defined in the said plans, and also to take power to alter and divert any highways, turnpike and other roads, tramroads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters and water courses, so far as necessary in making and maintaining the said railways, and any of the works and 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 railways and works, and for conveying passengers and goods on the same and on other communicating railways, and for other purposes, with power to raise money therefor, by the creation of shares or some other mode to be by the said Bill or Bills provided, and to take power 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 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, privileges and exemptions; and also with powers to the said Company to levy tolls, rates, and duties for, and in respect of, the use of the said railways and works, and the conveyance of passengers, merchandize, goods, animals, articles, and things upon or along the same, 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 with power to the said Company to enter into and carry into execution

with any other Companies or Corporations, or any commissioners, trustees, or any other bodies or persons such arrangements and agreements as may be expedient and 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; and it is also intended by the said Bill or Bills to take powers to enter into and carry into effect, arrangements and agreements with the Edinburgh and Glasgow Railway Company, and the Company of Proprietors of the Forth and Clyde Navigation, or either of them, in reference to the construction and maintenance, and using and working of the said railways and works, or of either of them, or any part of them, and also for selling or leasing thereof, to the said Edinburgh and Glasgow Railway Company, and the said Company of Proprietors, or either of them, on such terms and conditions, and subject to such covenants as may be agreed upon, and to enable the said parties respectively to enter into and carry into effect such arrangements and agreements; and for that purpose to alter, 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, and of the several acts relating to the said navigation, passed respectively in the fourth and fifth, the fifth, the eighth, and the eighth and ninth years of the reign of her present Majesty.

And Notice is hereby farther 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 30th day of November, in the present year, in the offices of the principal sheriff-clerk of the county of Stirling, at Stirling and also at 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 railways are intended to be made or altered, will be deposited on or before the 31st 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.

Glasgow, 17th October 1845.

WILSONTOWN, MORNINGSID, AND COLTNESS RAILWAY.

BATHGATE BRANCH.

NOTICE IS HEREBY GIVEN, That application will be made to Parliament in next Session, for leave to bring in a Bill or Bills, to enable the Wilsons town Morningside and Coltness Railway Company to make and maintain a Railway or Railways, with all proper works and conveniences in connection therewith, and approaches thereto, from their present line, at a point at or near to the eastern terminus thereof, to a point at or near to the town of Bathgate; with a Branch Railway, or Branch Railways, to connect the said intended Railway, or Railways, with several contemplated Railways terminating at or near to the town of Bathgate aforesaid, or some

one or more of the said contemplated Railways, which intended Railways and works will be situated in, or will pass from, through, or into, the following parishes, or some of them, viz., the parishes of Whitburn, Livingstone, and Bathgate, in the county of Linlithgow; and Notice is also given, That plans and sections, describing the lines and levels of the said intended Railways and works, and the land 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 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 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.

And Notice is farther given, That it is intended to take powers to deviate in the construction of the said intended 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, 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 intended Railways, or any of the works or conveniences connected therewith.

And Notice is also given, That it is intended to take powers to the said 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 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 to take 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; 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 Notice is also given, That it is proposed by the said Bill, or Bills, to alter, increase, amend, and in part repeal the powers and provisions of an Act passed in the fifth year of the reign of her present Majesty, entitled "An Act for making a Railway to be called the Wilsons town Morningside and Coltness Railway in the Counties of Lanark and Linlithgow;" and to alter the tolls, rates, and duties granted by the said before recited Act, or some of the said tolls, rates, and duties, and to vary or extinguish any exemptions from payment of such tolls, rates, and duties, and other rights and privileges in relation thereto, and to the said Wilsons town Morningside and Coltness Railway; and to confer certain exemptions from payment of the said tolls, rates, and duties, as they now exist, or may be so altered, and certain other rights and privileges in relation to the same, and in relation to the said Wilsons town Morningside and Coltness Railway, or the said intended Railways and works; and it is also intended to take power to enable the said Company to raise a further sum of money by the creation of new stock or otherwise.

MITCHELL HENDERSON & MITCHELL,
Glasgow.
ARCH. GRAHAME MONCRIEF & WEEMS,
Westminster, Parliamentary Agents.
Dated this 16th day of October 1845.

WILSONTOWN, MORNINGSIDE, AND COLTNESS RAILWAY.

CALEDONIAN RAILWAY JUNCTION.

NOTICE IS HEREBY GIVEN, That application will be made to Parliament in next Session, for leave to bring in a Bill, or Bills, to enable the Wilsontown Morningside and Coltness Railway Company to make and maintain a Railway or Railways, with all proper works and conveniences in connection therewith, and approaches thereto, from their present line, at a point about half a mile from the eastern terminus thereof, to the Caledonian Railway, at or near to the point where the said Caledonian Railway crosses the Linthouse Water; which intended Railway, or Railways and works, will be situated in, or will pass from, through, or into the following parishes, or some of them, viz. the parishes of Whitburn, in the county of Linlithgow, and of West Calder and Mid Calder, in the county of Edinburgh; 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 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 as follows:—In the office, in Linlithgow, of the principal Sheriff-Clerk of the county of Linlithgow, and in the office, in Edinburgh, of the principal Sheriff-Clerk of the county of Edinburgh, 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.

And Notice is Farther Given, That it is intended to take powers to deviate in the construction of the said intended 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, sewers, waters, and water courses, as it may be necessary or expedient to alter or divert, for the purpose of making and maintaining, or using the said intended railways, or any of the works or conveniences connected therewith.

And Notice is also Given, That it is intended to take powers to the said 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 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 to take 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; 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 Notice is also Given, That it is proposed by the said Bill, or Bills, to alter, increase, amend, and in part, repeal the powers and provisions of an Act passed in the fifth year of the reign of her present Majesty, entitled 'an Act for making a Railway to be called the Wilsontown Morningside and Coltness Railway in the counties of Lanark and Linlithgow;' and to alter the tolls, rates, and duties granted by the said before recited Act, or some of the said tolls, rates, and duties, and to vary or extinguish any exemptions from payment of such tolls, rates, and duties, and other rights and privileges in relation thereto, and to the said Wilsontown Morningside and Coltness Railway, and to confer certain exemptions from payment of the said tolls, rates, and duties, as they now exist, or may be so altered, and certain other rights and privileges in relation to the same, or to the said Wilsontown Morningside and Coltness Railway, or the said intended Railway, or Railways and works; and it is also intended to take powers to the said Company, to raise an additional sum of money by the creation of new stock, or otherwise.

MITCHELL HENDERSON & MITCHELL,
Glasgow.

ARCH. GRAHAME, MONCRIEF, & WEEMS,
Westminster, Parliamentary Agents.

Dated this 16th day of October, 1845.

WILSONTOWN, MORNINGSIDE, AND COLTNESS RAILWAY.

BRANCHES TO SHOTTS' IRON WORKS AND CLIMPY.

NOTICE IS HEREBY GIVEN, That application will be made to Parliament, in next Session, for leave to bring in a Bill or Bills, to enable the Wilsontown, Morningside, and Coltness Railway Company to make and maintain the following Branch Railways, with all proper works and conveniences in connexion therewith, and approaches thereto—that is to say, a Railway from a point on their present line, at or near to Lingore Moss, to a point at or near to the Shotts Ironworks; and a Railway from a point on their present line, at or near to Fauldhouse, to a point in or near to the lands of Wilsontown; which intended Branch Railways and works will be situated in, or will pass from, through, or into, the following parishes, or some of them, viz.—the parish of Whitburn, in the county of Linlithgow; and the parishes of Cambusnethan, Shotts, Carstairs, and Carnwath, in the county of Lanark, and the parish of West Calder, in the county of Edinburgh; as also to enable the said Company to widen and improve their present line of railway, and the cuttings, embankments, bridges, and other works thereof, and to lay additional lines of rails along the same; which line of railway so to be widened and improved, and the works connected therewith, are, or will be situated in the parish of Cambusnethan, in the county of Lanark, and the parish of Whitburn, in the county of Linlithgow, or one of them; and Notice is also given, that plans and sections describing the lines and levels of the said several intended works, before set forth, 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, as follows: that is to say, in the offices in Glasgow, Lanark, and Hamilton, respectively, of the principal Sheriff-Clerk of the county of Lanark, in the office in Linlithgow, of the principal Sheriff-Clerk of the county of Linlithgow, and in the office in Edinburgh, of the principal Sheriff-Clerk of the county of Edinburgh; 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.

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 intended 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, sewers, waters, and water-courses, as it may be necessary or expedient to alter or divert for the purpose of widening and improving, and of making and maintaining, or more conveniently making and maintaining, or using the said Railway, and the intended Railways, and other works before set forth.

And Notice is also given, That it is intended to take powers to the said 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, maintenance, or use of the said Railways and works, and to confer other rights and privileges; and also, to take power 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; 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 Notice is farther given, That it is intended by the said Bill or Bills to enable the said Wilsontown, Morningside, and Coltness Railway Company to lease or to sell and transfer the said undertaking, or any portion thereof, and all or any of the powers of the said Company, in connection therewith, or in relation thereto, on such terms as may be mutually agreed upon, to the company of proprietors of any railway communicating with the said Wilsontown, Morningside, and Coltness Railway, and to enable such other companies, as aforesaid, or any or either of them, to lease or purchase said Wilsontown, Morningside, and Coltness Railway; or any portion thereof, as aforesaid, and to exercise all or any of such powers of the said Wilsontown, Morningside, and Coltness Railway Company. And also to enable the said Wilsontown, Morningside, and Coltness Railway Company to enter into, and carry into effect, with any other companies or corporations, or any commissioners, road trustees, or other bodies or

persons, such farther and other arrangements and agreements as may be expedient or proper, for widening and improving, making, maintaining, working, or using the said Railway and intended Railways and works, or any of them, or any railway or railways communicating therewith, or any part thereof, or otherwise in relation thereto, or for the sale or lease of the said Railways and works, or any railway or railways communicating therewith, or any portion thereof.

And Notice is also given, That it is proposed by the said Bill or Bills, to alter, amend, enlarge, and in part repeal, the powers and provisions of an Act passed in the fifth year of the reign of Her present Majesty, entitled, "An Act for making a Railway to be called the Wilsontown, Morningside, and Coltness Railway, in the counties of Lanark and Linlithgow," and to alter the tolls, rates, and duties granted by the before-recited Act, or some of the said tolls, rates, and duties, and to vary or extinguish any exemptions from payment of such tolls, rates, and duties, and other rights and privileges in relation thereto, and to the said Wilsontown, Morningside, and Coltness Railway, and to confer certain exemptions from payment of the said tolls, rates, and duties, as they now exist, or may be so altered, and certain other rights and privileges in relation to the same, and in relation to the said Wilsontown, Morningside, and Coltness Railway, or the said intended railways and works before set forth. And it is intended to take power to the said Company to raise an additional sum of money by the creation of new stock or otherwise, and to alter the gauge of their rails.

MITCHELL, HENDERSON & MITCHELL, Glasgow.
ARCHD. GRAHAM MONCRIEFF and WEEMS,
Westminster, Parliamentary Agents.

Dated 10th day of 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 authorise, and to carry into effect the union and amalgamation with each other, of the several Companies hereinafter mentioned, or some of them, that is to say, the Company of Proprietors of the Forth and Clyde Navigation, the Edinburgh and Glasgow Union Canal Company, and the Company of Proprietors of the Monkland Navigation, and the union and amalgamation of all, or any, of the foresaid Companies, with such other Companies, (if any) as may be, or become united with any of the said Companies respectively, and it is proposed by such Act or Acts to form one Corporation or Company, out of such of the said Companies as may be, by the said Act or Acts, united or amalgamated as aforesaid, and to vest in such united Company all the capital stock, property, lands, hereditaments, estate, effects, powers, rights, privileges, and authorities, which may, at the time of the passing of the said intended Act or Acts, or at any other time, belong to, or be vested in the Companies which may be so united or amalgamated; or alternatively, it is intended by the said Act or Acts to authorise and to carry into effect a sale or lease, by some of the said Companies, or one of them, of the undertakings respectively, belonging to them, to the remainder of the said Companies, or some or one of them, and to enable the said Companies respectively, or their Directors, to enter into and complete the said sale and purchase, or to grant and accept the said lease, and further to

make agreements with each other fixing the terms upon which such sale and purchase shall take place, or lease be entered into, or upon which the said Companies respectively shall conduct, or be interested in the traffic on their said respective undertakings.

And it is proposed by such Act or Acts for the above, and other purposes to alter, amend, extend, or enlarge, and, so far as necessary, repeal the powers and provisions of the several Acts relating to the said Forth and Clyde Navigation, passed respectively in the fourth and fifth, the fifth, the eighth, and the eighth and ninth years of the reign of her present Majesty, and also of the several Acts relating to the said Edinburgh and Glasgow Union Canal, passed respectively in the fifty-seventh and the fifty-ninth years of the reign of his late Majesty King George the Third, in the first and second, the fourth and the seventh years of the reign of his late Majesty King George the Fourth, in the fourth and fifth, the sixth and seventh, and the eighth and ninth years of the reign of her present Majesty, and of the several Acts relating to the said Monkland Navigation, passed respectively in the tenth, the thirtieth and the fifty-third years of the reign of his late Majesty King George the Third, and in the fourth and fifth years of the reign of her present Majesty. And it is farther proposed by the said Act or Acts, to alter, vary, and increase or diminish the existing tolls, rates, and duties, authorised to be levied by the said recited Acts, or any of them, and to enable the said united Company, or the Companies, or Company, who may purchase or lease the said respective undertakings, or some of them, to fix, levy, and receive such tolls, rates, and duties, and it is also proposed by the said Act or Acts to confer, vary, or take away exemptions from the payment of such tolls, rates, and duties, and to alter, vary, or extinguish all existing rights and privileges which at the time of passing such Act or Acts, may be vested in the said Companies or any of them, or in the Shareholders or other persons interested therein, or in any other persons or corporations whomsoever, and to confer other rights and privileges.

MONCRIEFF, PATERSON, & FORBES, Glasgow,
Solicitors.

Glasgow, 8th November 1845.

HAMILTON GAS-LIGHT COMPANY.

NOTICE IS HEREBY GIVEN,
THAT application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill for incorporating the Company for some years established and in operation in the town or burgh of Hamilton, in the county of Lanark, under the firm of the "Hamilton Gas-Light Company;" with powers for the better supplying and lighting with Gas, the said town or burgh of Hamilton, and suburbs thereof, and places adjacent and near thereto, including the villages of Motherwell, Windmillhill, Auchentraith, Hunthill, Blantyre, Bothwell, and Uddingstone, within the parishes of Hamilton, Dalziell, Bothwell, and Blantyre, or some of them, and county of Lanark aforesaid, and for supplying such Gas to the inhabitants, and the houses, buildings, and other places, in the said town or burgh and places aforesaid: and for such purposes to make and construct all necessary gasometers, retorts, gasholders, and other works, and to open up so far as not al-

ready done, and lay mains, pipes and other things in, the several streets, roads, lanes, alleys, and places in the said town or burgh and suburbs thereof, and places adjacent and near thereto as aforesaid, within said parishes, and to raise, levy, and collect rents, rates, and duties, for the use of the gas so to be supplied, and to grant certain exemptions from payment thereof, and other privileges in relation thereto; to purchase and acquire such lands, houses, and other heritages, and to raise such sums of money by the creation of new shares or otherwise, all as may be necessary for the purposes aforesaid; as also with all such other powers, rights, and privileges as may be usual or necessary for carrying into effect the purposes of the said Company: and it is intended by the said Bill to authorise the said Company to sell, transfer, or lease, all or any part of the said works, with the rights, and privileges thereunto belonging, to the Magistrates and Town-Council of the said town or burgh of Hamilton, for the benefit of the public, on such terms and conditions as may be agreed on, and to enable the said Magistrates and Town Council to complete such purchase or lease as aforesaid, and to raise, borrow, or take up at interest the necessary sums of money for such purposes, or to enter into such agreements and arrangements with the said Company, for the temporary or permanent use and occupation of the said works or part of them, as may be most expedient.

W. & J. J. HENDERSON, Hamilton.

DEANS, DUNLOP, & HOPE, Westminster.

Dated this 1st November 1845.

AYRSHIRE, BRIDGE-OF-WEIR, AND PORT-GLASGOW JUNCTION 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 the following Railways, or some part or parts thereof, with all proper works and conveniences connected therewith, viz.—A Railway commencing by a Junction, at two several points, with the Glasgow, Paisley, Kilmarnock, and Ayr Railway; one of such points being at or near to Campbell Street of Johnstone; and the other of such points being at or near to Broomward, both in the Abbey parish of Paisley, in the county of Renfrew, and terminating in or near to the town of Port-Glasgow, in the parish of Port-Glasgow, in the county of Renfrew,—Firstly, by a Junction with the Glasgow, Paisley, and Greenock Railway, at or near to the Port-Glasgow station thereof; and Secondly, by a line laid to and along the quay or harbour of Port-Glasgow, or some part thereof,—which Railway and terminal lines will pass from, through, or into the parishes, townships, burghs, or places of Abbey parish of Paisley, Kilbarchan, Houstoun, Kilmacollm, Erskine, and Port-Glasgow, in the county of Renfrew, or some of them: together with a branch Railway, diverging from and out of the said intended Railway, at or near to Windyhill, in the parish of Kilbarchan, in the county of Renfrew, and passing through and terminating in the said parish and county, at or near to the village of Kilbarchan.

And Notice is hereby given, that plans and sections describing the line or situation and levels of the said intended Railways, 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 offices of the principal Sheriff-Clerk for the county of Renfrew at Paisley and also at Greenock, 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 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 Notice is hereby given, that it is proposed by the said Act or Acts to incorporate a Company for carrying into effect the said 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 the said 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 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 of the said intended Railways and works.

And Notice is farther given, that it is intended by the said Act or Acts to authorise and empower the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company to lease the foresaid Railways, or some of them, 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, and generally to enter into and carry into effect such arrangements in reference thereto, and to the maintenance thereof, and to the traffic thereon, or which may pass over the said intended Railways above described, and over the Glasgow, Paisley, Kilmarnock, and Ayr Railway, or one of them, or some part or parts thereof, as may be mutually agreed on between the said Glasgow, Paisley, Kilmarnock, and Ayr 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 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.

BANNATYNES & KIRKWOOD, Glasgow.
DEANS, DUNLOP, & HOPE, Fludyer Street,
Westminster.

Glasgow, 17th October 1845.

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 for the establishment of a proper system of Police, and for the employment of Police and other officers in the royal burgh of Rothesay, in the county of Bute: for the erecting or purchase of a build-

ing or buildings, for a Police Office, and Lock-up House for said burgh: for the proper watching, lighting, paving, causewaying, cleaning, widening, improving and repairing the streets, roads, lanes and footpaths of said burgh: for constructing common sewers and drains in the said streets and lanes: for preventing and removing nuisances or other things detrimental to the health of the inhabitants: for removing from the streets, lanes, and footpaths all matters and things which may obstruct or incommode the said streets, lanes, or footpaths: for the preventing and extinguishing of fires: for pulling down or fencing ruinous or dangerous houses, tenements or other buildings: for regulating the licensing of common inns, alehouses, and victualling houses, and for regulating the conduct of persons licensed to keep such houses, and for making rules and regulations for these and every other purpose, matter, or thing necessary or proper for the effectual administration of the Police of the said burgh. By which Bill or Bills it is intended to take powers to assess, levy, and collect the necessary rates, duties, and funds for the above mentioned purposes upon and from all persons resident or carrying on business in the said burgh, and also upon and from all lands, houses, and other heritages and heritable property situated within the said burgh, and from the persons to whom the same belong, or connected therewith, and to acquire with the consent of or by agreement with the owners or proprietors, or by voluntary purchase or otherwise such lands, houses, and other heritages, as may be necessary for these purposes, or any of them, and to borrow money on the security of the said rates, duties, and funds, or of the said lands, houses, and other heritages to be acquired as aforesaid. And Notice is hereby further given, that it is intended, by said Bill or Bills, to extinguish, abolish, alter, vary or amend the rates and duties now levied or leivable in the said burgh of Rothesay, in name of custom on goods, wares, or merchandise brought into the said burgh. And Notice is further hereby given, that it is intended, by said Bill or Bills, to take power for the more effectually making, maintaining, and repairing highways, bridges, and ferries, in the county of Bute, and burgh of Rothesay: for regulating the Statute Labour within the said county and burgh, and for converting the same into money, and so far as necessary to alter, explain, and amend the provisions of an Act passed in the first year of the reign of His Majesty King George the First, intituled "An Act for amending and making more effectual the laws for repairing the highways, bridges, and ferries in that part of Great Britain called Scotland," and also of another Act passed in the eighth and ninth years of the reign of Her present Majesty, intituled, "An Act for amending the laws concerning highways, bridges, and ferries, in Scotland, and the making and maintaining thereof by Statute service, and by the conversion of Statute service into money;" and also to take powers to assess, levy, and collect the necessary rates, duties, and funds for the above mentioned purposes upon and from all persons now or hereafter liable in Statute Labour service or conversion in lieu thereof, and other persons, and also upon and from all lands, houses, and heritages within the said county and burgh; to alter any existing tolls, rates or duties payable in respect of such highways, bridges, and ferries, and to levy others in lieu

thereof, to vary or extinguish any exemptions from payment of tolls, rates, or duties, in relation thereto, or any rights and privileges relating to any lands, houses, and other heritages, or persons in connection therewith, and to confer other exemptions for payment of tolls, rates, or duties, and other rights and privileges: And it is also intended to obtain powers for the voluntary and compulsory purchase of lands and houses, so far as may be necessary for the said purposes. And Notice is further hereby given, that it is intended, by said Bill or Bills, to alter, explain, and amend the provisions of an Act passed in the first and second years of the reign of His late Majesty King William the Fourth, intituled, "An Act for improving, repairing, and maintaining the harbour of the burgh of Rothesay, in the county of Bute, and for building and maintaining a gaol, court-house, and offices for the said burgh and county;" to remove doubts as to the persons entitled to the charge and management of the said gaol, court-house, and public offices in the said burgh of Rothesay, and to vest the property and management thereof in the persons or bodies to be named in the said Bill or Bills; to provide more effectually for the maintenance, repair, and insurance from risk of fire, of the said gaol, court-house, and public offices, and to alter the rates or assessments leivable in respect of the same, and for other purposes relating thereto.

JOHN GILLIES, Town-Clerk of Rothesay,
RICHARDSON & CONNELL, Fludyer Street, West-
minster.
Rothesay, 10th November 1845.

GLASGOW GAS.

NOTICE IS HEREBY GIVEN, That it is intended to apply to Parliament during the ensuing Session, for leave to bring in a Bill, or Bills, to vest in the Magistrates and Council of the city of Glasgow, either alone, or with such others as may be joined with them, as representing the community of the said city, the power and right of manufacturing Gas, and of supplying and lighting with Gas the city and suburbs of Glasgow, and places adjacent; and to empower the said Magistrates and Council, or others aforesaid, either to construct and maintain works for the manufacture and supply of Gas, and to lift and relay the pavements and causeways of the roads, streets, squares, lanes, closes, courtyards, bridges, wharfs, and other places within the said city and suburbs of Glasgow, and places adjacent; and to construct and lay pipes, mains and conduits in, upon, under and along the said roads, streets, squares, lanes, closes, courtyards, bridges, wharfs, and other places within the said limits; or to purchase, acquire, and take possession of, in the first place, the whole works, pipes, and property of every kind of the Glasgow Gas Light Company, established in the said city, under, and in virtue of an Act passed in the fifty-seventh year of the reign of his Majesty King George the Third, intituled, "An Act for Lighting the city and suburbs of Glasgow with Gas, and for other purposes relating thereto;" or of an Act passed in the third year of the reign of his Majesty King George the Fourth, intituled, "An Act to enlarge and amend an Act of his late Majesty, for Lighting the city and suburbs of Glasgow with Gas;" or of an Act passed in the sixth year of the reign of his said Majesty King George the Fourth, intituled, "An Act

for enabling the Glasgow Gas Light Company to raise a further sum of money, and for other purposes relating thereto; and of an Act passed in the seventh year of the reign of his said Majesty King George the Fourth, intituled, "An Act for enabling the Glasgow Gas Light Company to raise a further sum of money for the use of their works, and for other purposes relating thereto," or some of them: And, in the second place, the whole works, pipes, and property, of every kind, of the City and Suburban Gas Company of Glasgow, also established in the said city, under, and in virtue of an Act passed in the Session of Parliament, holden in the sixth and seventh year of the reign of her present Majesty, intituled, "An Act for the better supplying and Lighting with Gas the city and suburbs of Glasgow, and places adjacent, and for other purposes relating thereto;" under such bargains and arrangements, as to the price and consideration or security therefor, as have been, or may be made and concluded with the said Companies respectively, which it is intended to take power to enable them to make and enter into, and to convey their said respective works and property in implement thereof; and to transfer the whole powers and authorities contained in the said several Acts from the said respective Companies to, and in favour of, the said Magistrates and Council of the said city, or others aforesaid, as representing the community thereof: and to continue, alter, and amend the said several Acts, with such other and further powers as may be necessary and expedient; or to repeal the said several Acts, and enact other powers and provisions in lieu thereof and in addition thereto; and to empower the said Magistrates and Council, or others aforesaid, to execute and maintain all the present works of the said Companies, and to make and maintain all such additional works as may be necessary; to acquire and hold lands and heritages, by voluntary or compulsory purchase; and to exact and levy the rates, duties, rents, or assessments, for the use of Gas, authorised to be exacted and levied by the said recited Acts, or such other and farther rates, duties, rents, or assessments, for the use of the Gas so to be manufactured, from the owners, tenants, or occupants of lands, tenements, houses, warehouses, counting-houses, or other heritages within the limits of the said Acts or any of them, as may be necessary and expedient; and from time to time to diminish, alter, or abolish the said several rates, duties, rents, or assessments; and after paying the expense of furnishing an adequate supply of Gas to the said city and suburbs, and places adjacent, and discharging the other expenses incident thereto, and in carrying the said recited Acts, and the said Bill or Bills into execution, including the price or consideration to be given to the said Companies respectively, to authorise the said Magistrates and Council, or others aforesaid, to apply such balance or residue as may remain of the said Gas rates, duties, rents, or assessments, towards the general improvement of said city, and the benefit of the inhabitants; and also to authorise and empower the said Magistrates and Council, or others aforesaid, to borrow, from time to time, such sums of money as may be necessary for all or any of the aforesaid purposes, upon the credit of the said rates, duties, rents, or assessments; and to sue or be sued in their own name, or in the name of any one of them, or in the name of any of their office-bearers: And it is also intended to confer, vary, or extinguish

all exemptions, rights, and privileges necessary towards the carrying the said Bill or Bills into execution and effect, and to execute all other purposes necessary towards the accomplishment of the objects of the said Bill or Bills.

City Chambers, Glasgow, 11th November 1845.

MONKLAND AND KIRKINTILLOCH RAILWAY.

NOTICE is hereby given, that it is intended to apply to Parliament in the next Session for an Act or Acts to amend the Acts relating to the 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, and an Act intituled "An Act to alter, amend, and 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. By which Act or Acts it is proposed to enable the Monkland and Kirkintilloch Railway Company after the completion of so much of the Glasgow, Garnkirk, and Coatbridge Railway as lies in the parish of Old Monkland in the county of Lanark, between the termination of the Coatbridge Branch at or near to Summerlee House, and the north-eastern termination of the Wishaw and Coltness Railway, to purchase and take the said portion of Railway, with all the works thereto belonging, in pursuance, and subject to the powers and provisions of an Act relating to the Glasgow, Garnkirk, and Coatbridge Railway passed in the seventh and eighth years of the reign of her present Majesty, and upon such purchase or upon tender of the price provided by the said Act, before the end of the Session of Parliament ensuing, one year after the completion of such portion of Railway, to vest the same, with all the works thereto belonging, in the Monkland and Kirkintilloch Railway Company, and to enable that Company to maintain and use the same, and to levy tolls, rates, and duties, on and for the use thereof.

And Notice is hereby given, that plans and sections describing the line or situation and levels of the said portion of Railway so proposed to be purchased, 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 several offices of the principal Sheriff-Clerk of the county of Lanark, at Glasgow, Hamilton, and Lanark, and with the Schoolmaster, or if there is no Schoolmaster, with the Session-Clerk of the parish of Old Monkland at his residence.

And Notice is hereby given, that it is proposed by the said Act or Acts to alter the tolls, rates, and duties authorised to be levied by the said recited Acts, on and for the use of the Monkland and Kirkintilloch Railway, and to confer, vary, or take away exemptions from the payment of such tolls, rates, and duties, and to vary, alter, or extinguish certain existing rights and privileges, and to confer other rights and privileges.

Glasgow, 17th October 1845.

GLASGOW, GARNKIRK, AND COATBRIDGE 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, explain, amend, continue, and enlarge the powers and provisions of the following Acts, or to repeal the said Acts and re-enact the powers and provisions thereof, and enact other powers and provisions along with, or in lieu of, the same,—namely,—Acts passed in the seventh, and seventh and eighth and eleventh years of the reign of his Majesty King George the Fourth, as also Acts passed in the first and second and seventh and eighth years of the reign of her present Majesty Queen Victoria. By which Bill or Bills it is intended to take power to make and maintain a Railway or Railways, with roads of communication, depots, and all proper and necessary works and conveniences connected therewith, to lead from the western terminus of the Glasgow, Garnkirk, and Coatbridge Railway, at or near to the point of junction of the roads from Garscube and Port Dundas to Glasgow, at or near the present toll bar across the said road from Port Dundas to Glasgow, to a point at or near to Bath Street of Glasgow; or an extension of the said Glasgow, Garnkirk, and Coatbridge Railway from its present terminus at or near the toll bar aforesaid to Bath Street aforesaid, with power to deviate, in constructing the said railway or railways so intended to be formed, from the line or lines thereof, laid down on the plan to be deposited as after-mentioned, to the extent defined on the said plan; which intended railway or railways, depots, roads, works, and conveniences will be situated in the city of Glasgow, and in the barony parish and St Georges parish of Glasgow, in the county of Lanark; with power to levy tolls, rates, and duties upon, and for the use of, the said intended railway or railways, depots, works, and conveniences connected therewith; as also to take power to alter and divert any turnpike or other roads, railways, streams, water courses, sewers, or passages, so far as necessary for the formation and completion of the said railway or railways, depots, roads, works, and conveniences: And to take power for the voluntary and compulsory purchase of lands, houses, and other heritages; to continue, alter, increase, diminish, or modify the several and respective tolls, rates, and duties authorized to be levied under the said recited Acts, or any of them, and to levy new and additional tolls, rates, and duties, for, and in respect of, the use of, the said Glasgow, Garnkirk, and Coatbridge Railway, and the said intended railway, or extension of the said railway; to continue, vary, alter, or extinguish any existing exemptions from the payment of tolls, rates, and duties, or other rights and privileges, and to confer new and further exemptions, and other rights and privileges in relation to the objects and purposes of the said Bill or Bills; and also to enable the said company to raise a further sum of money, by the creation of additional shares in the said undertaking, called the Glasgow, Garnkirk, and Coatbridge Railway, or by loan, or in either or both of these ways, for the purposes to be effected under the said Bill or Bills, and for carrying the said recited Acts into execution, and for other purposes relating to the said several railways: And Notice is hereby further given, that maps or plans, with duplicates thereof, of the

said intended railway or railways, and works and conveniences therewith connected, together with a section or sections of such intended railway or railways, and duplicates thereof, and a book or books of reference to such maps or plans will, on or before the thirtieth day of November next, be deposited for public inspection with the principal Sheriff Clerk for the county of Lanark, within his office in the city of Glasgow; and that, on or before the thirty-first day of December next, copies of the said maps or plans, sections, and books of reference, will be deposited with the Schoolmaster, or (if there be no Schoolmaster) with the Session Clerk of the said parishes respectively, at the place of abode of each of such Schoolmasters or Session Clerks, and so far as relates to the royal burgh of Glasgow, with the Town Clerks thereof at their office in that town.

Dated at Glasgow, this 15th day of October, 1845.
ROBERT LAMOND, Glasgow.

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 the following Railways, or some part or parts thereof, with all proper works and conveniences connected therewith, viz:— a Railway commencing at a point at or near the Beith station of the Glasgow, Paisley, Kilmarnock, and Ayr Railway, in the parish of Beith and county of Ayr, and to terminate at or near to the town or village of Largs, in the parish of Largs and county aforesaid; which Railway will pass from, through, or into the following parishes and places, or some of them: that is to say, the parish of Beith in the county of Ayr, the parish of Lochwinnoch in the county of Renfrew, the parishes of Kilbirnie, Dalry, and Largs, in the said county of Ayr, or some of them; with a line or branch line of Railway diverging from or out of the said main line at or near to Hourat, in the parishes of Dalry and Largs, or one of them, and terminating by a junction with the said Glasgow, Paisley, Kilmarnock, and Ayr Railway, at or near to where the Kilmarnock Branch thereof separates from the same, in the parish of Dalry; and which last-mentioned line or branch line will pass from, through, or into the following parishes or places, or some of them: that is to say, the parishes of Largs, Dalry, and Kilwinning, or some of them, in the county of Ayr aforesaid.

And Notice is hereby Given, That plans and sections, describing the line or situation and levels of the said intended Railways, 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 offices of the principal Sheriff Clerk for the county of Renfrew at Paisley, and also at Greenock, and also in the office of the principal Sheriff Clerk of the county of Ayr at the town of 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 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 Notice is hereby Given, That it is proposed by the said Act or Acts to incorporate a Company for carrying into effect the said 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 the said 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 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 of the said intended Railways and works.

And Notice is Farther Given, That it is intended by the said Act or Acts to authorise and empower the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, to lease the foresaid Railways, 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, and generally to enter into and carry into effect such arrangements in reference thereto, and to the maintenance thereof, and to the traffic thereon, or which may pass over the said intended Railways above described, and over the Glasgow, Paisley, Kilmarnock, and Ayr Railway, or one of them, or some part or parts thereof, as may be mutually agreed on between the said Glasgow, Paisley, Kilmarnock, and Ayr 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 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.

Dated this 18th day of October 1845.

NOTICE IS HEREBY GIVEN,

THAT it is intended to apply to Parliament in the next Session, for leave to bring in a Bill, to enable the Company of Proprietors of the Monkland Navigation to raise a further sum of money, by borrowing on the credit of the tolls, rates, duties, and tonnages of the said navigation, or by the creation of new or additional shares in the capital stock of the said company, or by subdividing the existing shares into a greater number of a less amount, or by some other mode to be provided by the said Bill, for the purpose of defraying the expense of works already executed, or to be hereafter executed on the said navigation, under the authority of the Acts of Parliament after recited, or some of them, or for the other purposes of the said Acts; And it is intended to take power by the said Bill, to alter or modify the existing tolls, rates and duties, leviable under the said Acts, or some of them, and to levy other and new tolls, rates, and duties: And particularly it is intended to take powers to enable the said Company of Proprietors of the Monkland Navigation, to levy tolls, rates, and duties, on horses, carts, and carriages of every description, passing along or upon the road or waggon-way called and known by the name of Stirling's Road, belonging to the said Company of Proprietors, leading from the

basin and wharves at the west end of the said Monkland Navigation to the city of Glasgow, and that at such a place or places upon or near the said road or waggon-way called Stirling's Road, in such manner, and under such regulations, as the said Company of Proprietors shall direct and appoint. And it is intended by the said Bill, to vary, alter, or extinguish all existing rights and privileges, or exemptions, and to confer other rights, privileges, and exemptions, as well as regards the said navigation, as the said road or waggon-way called Stirling's Road. And, in so far as may be necessary for effecting all or any of the purposes of the said Bill, it is thereby intended to alter, amend, explain, and enlarge the powers and provisions of the following Acts of Parliament, relating to the said navigation, or some of them, viz.—An Act passed in the tenth year of the reign of his Majesty King George the Third, entitled, "An Act for making and maintaining a Navigable Cut or Canal and Waggon-way from the Collieries in the parishes of Old and New Monkland to the city of Glasgow;" an Act passed in the thirtieth year of the reign of his said Majesty, entitled, "An Act for forming a Junction between the Forth and Clyde Navigation, and the Monkland Navigation, and for altering, enlarging, and explaining several former Acts passed for making and maintaining the said Navigations;" an Act passed in the fifty-third year of the reign of his said Majesty, entitled "An Act for amending an Act of the tenth year of his present Majesty, for making and maintaining a Navigable Cut or Canal and Waggon-way, from the Collieries in the parishes of Old and New Monkland to the city of Glasgow;" and another Act passed in the Session of Parliament holden in the fourth and fifth years of the reign of her present Majesty, entitled, "An Act to enable the Monkland Canal Company to raise a farther sum of money;" and to take all other powers and authorities necessary for carrying into execution the purposes of the said Bill.

C. D. DONALD & SONS, Glasgow,
RICHARDSON & CONNELL, London,
Solicitors for the Bill.

Glasgow, November 1815.

PARISH OF SOUTH LEITH.

NOTICE is hereby given, That it is intended to apply to Parliament in the ensuing Session thereof, for leave to bring in a Bill or Bills to carry into effect certain arrangements for altering the existing rights in the management and administration of the Parish Church of South Leith, in the county of Edinburgh, and its Revenues; for transferring the right of patronage as regards the appointment of a Minister to the second charge of the said parish from the Incorporations of the town of Leith, so far as the same at present belongs to them, and to vest the said patronage in male communicants, parishioners of the said parish, in the manner to be specified in the said Bill or Bills; for providing for the repair of the said parish church, and authorising an assessment upon the heritors thereof, and of certain legal and other proceedings taken regarding the said parish church, and to effect other purposes connected with the said church and parish, and to alter existing assessments, and to confer, vary, or extinguish exemptions from payment of such assessments and other rights and privileges.



In particular, it is proposed by the said Bill or Bills, to transfer from the said Incorporations of the town of Leith, and the Incorporated Trades of the barony of Calton, and the Kirk-Session of South Leith parish, the whole rights of property, revenue, and administration in, arising out of, or connected with the said parish church, belonging to or claimed by the said bodies respectively, or any of them, and to vest the property, management, and administration of the said church and revenues in the Ministers, Elders, and Deacons composing the Kirk Session of South Leith, in trust for the following purposes, videlicet—First, For defraying the expense of the ordinary repairs of the said church and expense of management. Second, For paying the stipend of the Minister of the second charge of the said parish; and Third, For securing, in the form of a sinking fund, a capital sum sufficient to meet and discharge the said stipend in perpetuity; to transfer the patronage or right of presentation of a minister to the second charge of the said parish, in so far as that is at present vested in the Incorporations of the town of Leith, from the said Incorporations, and to vest the same in the male communicants, parishioners of the said parish, in the manner to be specified in the said Bill or Bills, and to authorise an assessment as aforesaid upon the heritors of the said parish for the repair of the said parish church, and to defray the expense of certain legal and other proceedings had in connection with the said parish.

And it is further proposed by the said Bill or Bills, to ratify and confirm the proceedings of the heritors of the said parish in relation to the purchase of a house and pertinents situated in Hermitage Place, Leith Links, for the accommodation of the minister of the first charge of the said parish, and to legalize the house so purchased as the proper and parochial manse of the minister of the first charge of the said parish in time coming, and to obtain powers to enforce and render effectual the assessment imposed by the said heritors at a general meeting of their body, held upon the twenty-seventh day of March eighteen hundred and forty-five, for the purchase of the said house and pertinents.

And the said Bill or Bills will or may affect the parishes of South Leith, North Leith, Tolbooth, Saint Giles or High Church, Trinity College Kirk, Tron Kirk, Lady Yester's, Old Kirk, New North, Old Greyfriars, New Greyfriars, Saint Andrew's, Saint George's, Saint Mary's, Saint Stephen's, Greenside, Canongate, and Saint Cuthbert's, all in the county of Edinburgh, or some of them.—Dated this Eleventh day of November, Eighteen hundred and forty-five years.

W. ANDERSON, Town-Clerk of Leith.

ALLOA BRIDGE.

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 Bridge or Viaduct across the River Forth, at or near to the Ferry thereon, known by the name of the Craigward or Alloa Ferry, with all proper works and conveniences connected therewith, which Bridge or Viaduct, and works will be situated in the parishes of Airth and St Ninians, in the county of Stirling, and in the parish of Alloa, in the

county of Clackmannan, or in one or more of these parishes.

And it is also intended, by the said Act or Acts, to incorporate a company for making and maintaining the said Bridge or Viaduct and other works; and also for the purpose of purchasing or leasing the said Ferry, or for one or other of said purposes; and to authorize and empower the proprietors, trustees, or lessees of the said Ferry, to sell and transfer, or lease the same to the company to be incorporated by the said Act or Acts, and to unite and incorporate the said Bridge or Viaduct and other works, and the said Ferry into one undertaking, 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 the said Bridge or Viaduct, and other works, and the said Ferry; and to vary, alter, or extinguish all existing rights or privileges which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges, and also to divert or alter within the parishes aforesaid, any turnpike or other roads, railways, tramways, rivers, and ferries, which it may be necessary to interfere with, in the construction of the said intended Bridge or Viaduct, and other works.

And it is also intended, by the said Act or Acts, to enable the company to be thereby incorporated to sell and transfer, or to lease the said intended Bridge or Viaduct, and other works, and the said Ferry, and all or any of the powers of the company to be incorporated as aforesaid, to the Edinburgh and Glasgow Railway Company, the Scottish Central Railway Company, the proposed Stirling, Dunfermline, and Queensferry Railway Company, and the proposed Glasgow and Dundee Junction Railway Company, or any one or more of them, and to enable such last mentioned companies, or one or more of them, to purchase, or take in lease the said intended Bridge or Viaduct, and other works, and the said Ferry, and to exercise the said powers, and also to raise and contribute funds towards the making, maintaining, working, and using of the said Bridge or Viaduct, and other works, and the said Ferry, or to take shares in the company to be incorporated by the said Act or Acts, or to guarantee to the said 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 to the said Bridge or Viaduct, and other works, and the said Ferry, as may be mutually agreed upon between the said last mentioned companies, or any one or more of them, and the company to be incorporated as aforesaid, and for these purposes, to alter or amend the Acts relating to the said Edinburgh and Glasgow Railway, passed in the first and second, third and fourth, fifth, seventh and eighth, and eighth and ninth years of the reign of her present Majesty, and the Act relating to the said Scottish Central Railway, passed in the eighth and ninth years 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 Bridge or Viaduct, 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 this present year, in the office of the principal Sheriff-Clerk of the county of Stirling, at Stirling and Falkirk respectively, and in the office of the principal Sheriff-Clerk of the county of Clackmannan, at Alloa; and that a copy of so much of the said plans, and sections, and book or books of reference, as relates to each parish in which the said Bridge or Viaduct, 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.

E. & J. RAMSAY, Alloa.

Alloa, 25th October 1845.

ALLOA BRIDGE.

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 Bridge or Viaduct across the River Forth, at or near the Ferry thereon, known by the name of the Craigward or Alloa Ferry, or at or near that part of said river called the Rhind Point, and also, if necessary, to make and maintain in the vicinity of said proposed Bridge or Viaduct, a Canal or Canals, on the north and south sides of the said river, or either of them, and to divert or alter the course of the said river, in the vicinity of the said ferry, or the said Rhind Point, with all proper works and conveniences connected therewith, which Bridge or Viaduct, and Canal or Canals, and works, will be situated in the parishes of Airth and St Ninians, in the county of Stirling, and in the parish of Alloa, in the county of Clackmannan, or in one or more of these parishes.

And it is also intended, by the said Act or Acts, to incorporate a Company for making and maintaining the said Bridge or Viaduct, and Canal or Canals, and other works; and also for the purpose of purchasing or leasing the said ferry, or for one or other of said purposes; and to authorize and empower the proprietors, trustees, or lessees of the said ferry, to sell and transfer or lease the same to the Company to be incorporated by the said Act or Acts, and to unite and incorporate the said Bridge or Viaduct, and Canal or Canals, and other works, and the said ferry, into one undertaking, 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 the said Bridge or Viaduct, and Canal or Canals, and other works, and the said ferry; and to vary, alter, or extinguish all existing rights or privileges which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and also to divert or alter, within the parishes aforesaid, any turnpike or other roads, railways, tramways, rivers, and ferries, which it may be necessary to interfere with, in the construction of the said intended Bridge or Viaduct, and Canal or Canals, and other works.

And it is also intended, by the said Act or Acts, to enable the Company to be thereby incorporated to sell and transfer, or to lease the said intended Bridge or Viaduct, and Canal or Canals, and other works, and the said ferry, and all or any of the powers of the Company, to be incorporated as aforesaid, to the Edinburgh and Glasgow Railway Company,

the Scottish Central Railway Company, the proposed Stirling, Dunfermline, and Queensferry Railway Company, and the proposed Glasgow and Dundee Junction Railway Company, or any one or more of them; and to enable such last-mentioned Companies, or any one or more of them, to purchase or take in lease the said intended Bridge or Viaduct, and Canal or Canals, and other works; and the said ferry, and to exercise the said powers, and also to raise and contribute funds towards the making, maintaining, working, and using of the said Bridge or Viaduct, and Canal or Canals, and other works, and the said ferry, or to take shares in the Company, to be incorporated by the said Act or Acts, or to guarantee to the said 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 to the said Bridge or Viaduct, and Canal or Canals, and other works, and the said ferry, as may be mutually agreed upon between the said last-mentioned Companies, or any one or more of them, and the Company to be incorporated as aforesaid, and for these purposes, to alter or amend the Acts relating to the said Edinburgh and Glasgow Railway, passed in the first and second, third and fourth, fifth, seventh and eighth, and eighth and ninth years of the reign of her present Majesty, and the Act relating to the said Scottish Central Railway, passed in the eighth and ninth years 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 Bridge or Viaduct, and Canal or Canals, 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 this present year, in the office of the principal Sheriff-Clerk of the county of Stirling, at Stirling, and Falkirk respectively; and in the office of the principal Sheriff-Clerk of the county of Clackmannan, at Alloa; and that a copy of so much of the said plans and sections and book or books of reference, as relates to each parish, in which the said Bridge or Viaduct and Canal or Canals, 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.

E. & J. RAMSAY, Alloa.
Alloa, 31st October 1845.

BARONY OF GORBALS GAS LIGHT CO.

NOTICE.
NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for an Act for the better lighting with gas, the town or barony of Gorbals and other places adjacent thereto, and for that purpose, for incorporating a Joint Stock Company under the name and designation of the barony of Gorbals Gas Light Company, with powers to raise money by the creation of shares or otherwise, and to

construct and maintain works for the manufacture and supply of gas to the inhabitants of the said town or barony and places adjacent; and to lift and relay the pavements and causeways of the roads, streets, squares, lanes, closes, court-yards, bridges, wharves, and other places in the said barony and places adjacent; and to construct, place, maintain, and use pipes, mains, and conduits, in, upon, under, and along the said streets, roads, squares, lanes, closes, court-yards, bridges, wharves, and lands, buildings, houses, and tenements, within the said town or barony and places adjacent thereto; and to construct and maintain all other works necessary for, and connected with the said undertaking; with power also to raise, levy, and collect rents, rates, and duties, for the use of the gas to be so supplied; and also with power to purchase and acquire lands and heritages, by voluntary or compulsory purchase, and to borrow money for the aforesaid purposes; all which said works will be situated and made in, through, or upon the said town or barony of Gorbals in the parish of Gorbals or Govan, or one, or other, or both of them, in the counties of Lanark and Renfrew, or one of them, and likewise the village of Govan, in the parish of Govan and counties of Lanark and Renfrew, or one of them, and the buildings, tenements, and houses lying betwixt the same, and the town or barony of Gorbals aforesaid: And it is intended by the said Act to authorise the said company to sell, transfer, or lease all or any part of the said works, with the rights and privileges thereunto belonging, to the Magistrates and Commissioners of Police of the barony of Gorbals aforesaid, at a fair valuation, or on such terms and conditions as may be agreed on, for behoof of the community of the said barony, for the purpose of supplying gas to the inhabitants at the lowest rate, or applying the profits of the company to the reduction generally of the assessments leviable from residents in the said barony, and to enable the said Magistrates and Commissioners of Police to complete such purchase or lease as aforesaid, and to raise, borrow, or take up at interest the necessary sums of money for that purpose, or to enter into such agreements and arrangements with the said company for the temporary or permanent use or occupation of the said works, or part of them, as may be most expedient.

J. G. HOUSTOUN, 35, Miller Street, Glasgow,
Solicitor for the Bill.

Glasgow, 20th October 1845.

WISHAW AND COLTNESS,

AND

WILSONTOWN, MORNINGSID, AND COLTNESS RAILWAY'S JUNCTION.

NOTICE IS HEREBY GIVEN, That application will be made to Parliament in next Session, for leave to bring in a Bill or Bills, to enable the Wishaw, Morningside, and Coltness Railway Company, or the said Company, in conjunction with the Wishaw and Coltness Railway Company, to make and maintain a Railway, or Railways, with all proper works and conveniences in connection therewith, and approaches thereto from a point in the present line of the said Wishaw, Morningside, and Coltness Railway, at or near to Knowton, to, and to terminate by a junction with the Cleland branch of the Wishaw and Coltness Railway, at or near to the southern

terminus of the said Cleland branch, with a branch out of the said intended Railway from a point therein, at or near to Omoa Iron Works, to a point at or near to Goodock Hill, and thence, to a point at or near to the Kirk of Shotts, or a portion of such branch, which several intended Railways and works will be situated in, or will pass from, through, or into the parishes of Cambusnethan, Shotts, and Bothwell, in the county of Lanark, or some of them: 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 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 offices, in Glasgow, Lanark, and Hamilton 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 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.

And Notice is farther given, That it is intended to take powers to deviate in the construction of the said intended 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, sewers, waters, and water-courses, as it may be necessary or expedient to alter or divert for the purpose of making and maintaining or using the said intended Railways, or any of the works, or conveniences connected therewith.

And Notice is also given, that it is intended to take powers to the said Company or Companies 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, to take power to the said Company or Companies to levy tolls, rates, and duties on, and for the use of the said several intended 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 it is intended by the said bill or bills to enable the said Companies to make agreements with each other with reference to the sale, lease, division, or appropriation, or the working and using the said Railways, or any part thereof; and also to enable the said Company or Companies, or either of them, to enter into, and carry into effect, with each other, or with any other companies or corporations, or any commissioners, road trustees, or other bodies or persons, such farther and other arrangements and agreements as may be expedient or proper, for making, maintaining, working, or using the said intended Railways

and works, or any of them, or any part thereof, or any railways communicating therewith, or any part thereof or otherwise in relation to any of the said railways, or for the sale or lease of the said railways and works, or any part thereof, or any railways communicating therewith, or any portion thereof.

And Notice is also Given, That it is proposed by the said Bill, or Bills, to alter, increase, amend, and in part repeal the powers and provisions of an Act relating to the said Wilsontown Morningside and Coltness Railway, passed in the fifth year of the reign of her present Majesty; and also the powers and provisions of several Acts relating to and concerning the said Wishaw and Coltness Railway, respectively passed in the tenth year of his late Majesty George the Fourth, the fourth year of his late Majesty William the Fourth, and the first, third, fourth, and eighth years of her present Majesty; and to alter the tolls, rates, and duties granted by the said before recited Acts, or some of them, or some of the said tolls, rates, and duties, and to vary or extinguish any exemptions from payment of such tolls, rates, and duties, and other rights and privileges in relation thereto, and to the said Wilsontown Morningside and Coltness, and Wishaw and Coltness Railways, or either of them, and to confer certain exemptions from payment of the said tolls, rates, and duties, as they now exist, or may be so altered, and certain other rights and privileges in relation to the same, or to the said Wilsontown, Morningside, and Coltness, and Wishaw and Coltness Railways, or one of them, or the said intended Railways and works; and it is also intended to take powers to the said Companies, or one of them, to raise an additional sum of money by the creation of new stock or otherwise.

MITCHELL HENDERSON & MITCHELL, Glasgow.
 ARCH. GRAHAME, MONCRIEFF, & WEEMS, Westminster, Parliamentary Agents.
 Dated this 16th day of October 1845.

**WISHAW AND COLTNESS,
 AND
 WILSONTOWN, MORNINGSIDES, AND
 COLTNESS RAILWAYS
 JUNCTION.**

NOTICE is Hereby Given, that application will be made to Parliament in next Session, for leave to bring in a Bill or Bills, to enable the Wishaw and Coltness Railway Company, or the said Company, in conjunction with the Wilsontown Morningside and Coltness Railway Company, to make and maintain a Railway or Railways, with all proper works and conveniences in connection therewith, and approaches thereto from a point in the present line of the said Wilsontown Morningside and Coltness Railway, at or near to Greenhill, to, and to terminate by a Junction with the Cleland Branch of the Wishaw and Coltness Railway, at or near to the southern terminus of the said Cleland Branch, with a branch out of the said intended Railway from a point therein, at or near to Omoa Iron Works, to a point at or near to Goodock Hill, and thence to a point at or near to the Kirk of Shotts, or a portion of such Branch; which several intended Railways and works will be situated in, or will pass from, through, or into the parishes of

Cambusnethan, Shotts, and Bothwell, in the county of Lanark, or some of them; 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 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 offices in Glasgow, Lanark, and Hamilton 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 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.

And Notice is Farther Given, that it is intended to take powers to deviate in the construction of the said intended Railways and works from the lines delineated on the Plans intended to be deposited as afore-said, 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 using the said intended Railways, or any of the works or conveniences connected therewith.

And Notice is also Given, that it is intended to take powers to the said Company or Companies 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, to take power to the said Company or Companies to levy tolls, rates, and duties on, and for the use of the said several intended 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 it is intended by the said Bill or Bills to enable the said Companies to make agreements with each other with reference to the sale, lease, division, or appropriation, or the working and using the said Railways, or any part thereof; and also to enable the said Company or Companies, or either of them, to enter into, and carry into effect, with each other or with any other Companies or corporations, or any commissioners, road trustees, or other bodies or persons, such farther and other arrangements and agreements as may be expedient or proper, for making, maintaining, working, or using the said intended Railways and works, or any of them, or any part thereof, or any Railways communicating therewith, or any part thereof, or otherwise in relation to any of the said Railways, or for the sale or lease of the said Railways and works, or any part thereof, or any Railways communicating therewith, or any portion thereof.

And Notice is also Given, that it is proposed by the said Bill or Bills, to alter, increase, amend, and in part repeal the powers and provisions of an Act relating to the said Wilsontown Morningside and Coltness Railway, passed in the fifth year of the reign of her present Majesty; and also the powers and provisions of several Acts relating to and concerning the said Wishaw and Coltness Railway, respectively passed in the tenth year of his late Majesty George the Fourth, the fourth year of his late Majesty William the Fourth, and the first, third, fourth, and eighth years of her present Majesty; and to alter the tolls, rates, and duties granted by the said before recited Acts, or some of them, or some of the said tolls, rates, and duties, and to vary or extinguish any exemptions from payment of such tolls, rates, and duties, and other rights and privileges in relation thereto, and to the said Wilsontown Morningside and Coltness, and Wishaw and Coltness Railways, or either of them, and to confer certain exemptions from payment of the said tolls, rates, and duties, as they now exist, or may be so altered, and certain other rights and privileges in relation to the same, or to the said Wilsontown Morningside and Coltness, and Wishaw and Coltness Railways, or one of them, or the said intended Railways and works; and it is also intended to take powers to the said Companies, or one of them, to raise an additional sum of money by the creation of new stock or otherwise.

MITCHELL HENDERSON & MITCHELL, Glasgow.
 ARCH. GRAHAME, MONCRIEFF, & WEEMS, Westminster, Parliamentary Agents.
 Dated this 16th day of October 1845.

**MONKLAND AND KIRKINTILLOCH
 RAILWAY
 CHAPELHALL BRANCH.**

NOTICE IS HEREBY GIVEN, THAT application will be made to Parliament in next Session, for leave to bring in a Bill or Bills, to enable the Monkland and Kirkintilloch Railway Company to make and maintain the following Railways, with all proper works and conveniences in connection therewith, and approaches thereto, that is to say, a Railway in continuation of the Palaceraig branch of the said Monkland and Kirkintilloch Railway, to commence at a point in the said branch, at or near to the eastern terminus thereof, in the parish of Old Monkland, and to terminate at a point at or near to Chapelhall Ironworks, in the parish of Bothwell, with a branch Railway from the said intended Railway to terminate at or near to the Monkland Iron Works, in the said parish of Old Monkland; and another Railway to commence at a point in the said Palaceraig branch at or near its western terminus, and to terminate by a junction with the eastern extension of the Glasgow, Garnkirk, and Coatbridge Railway, from Summerlee to the Wishaw and Coltness Railway, at or near to the said western terminus, which several intended Railways, and the works connected therewith, will be situated in, or will pass from, through, or

into the parishes of Old Monkland, Bothwell, and Shotts, or some of them, in the county of Lanark. 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 thirtieth day of November next, be deposited for public inspection in the offices, in Glasgow, Lanark, and Hamilton, 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 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.

And Notice is farther given, That it is intended, by the said Bill or Bills, to take powers to deviate in the construction of the said several intended Railways and 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 and maintaining, or more conveniently making and maintaining, or using, the said several intended Railways and works before set forth.

And Notice is also given, That it is intended, by the said Bill or Bills, to take powers for the compulsory purchase of lands and houses; and it is intended to vary and 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 power 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; 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 it is intended, by the said Bill or Bills, to confer powers on the said Com-

pany 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 making the said intended Railways and works, or maintaining the same and the said Monkland and Kirkintilloch Railway, or for the use of the same or of the said Monkland and Kirkintilloch Railway, or of any railway or railways communicating therewith, or for the sale or lease of any portion of the said intended Railways, or of the said Monkland and Kirkintilloch Railway, or the said works, or of any railway communicating therewith. And it is intended, by the said Bill or Bills, to enable the Monkland and Kirkintilloch Railway Company to purchase and acquire, from the Caledonian Railway Company, a portion of the Castlecarry Branch of the Caledonian Railway, in the parishes of Old Monkland and New Monkland, or one of them, and county of Lanark, adjoining to the intended Junction of the said Railways, upon such terms as have been or may be mutually agreed upon.

And Notice is also given, That it is proposed, by the said Bill or Bills, for the purposes foresaid, and for other purposes, to alter, increase, amend, enlarge, and in part repeal the powers and provisions of the following Acts relating to and concerning the said Monkland and Kirkintilloch Railway respectively, viz., An Act passed in the fifth year of the reign of His Majesty King George the Fourth. An Act passed in the fourth year of the reign of His Majesty King William the Fourth; An Act passed in the third year of Her present Majesty; An Act passed in the seventh year of Her said Majesty; An Act passed in the ninth year of Her said Majesty; And an Act passed in the eighth year of the reign of Her said Majesty, entitled—“An Act to alter, amend, enlarge, and in part repeal the Acts relating to the Wishaw and Coltness Railway,” in so far as the said last mentioned Act relates to the said Monkland and Kirkintilloch Railway, and to alter the tolls, rates, and duties granted by the said before recited Acts, or some of them, or some of the said tolls, rates, and duties, and to vary or extinguish any exemptions from payment of such tolls, rates, and duties, and other rights and privileges in relation thereto, and to the said Monkland and Kirkintilloch Railway, and to confer certain exemptions from payment of the said tolls, rates, and duties, as they now exist or may be so altered, and certain other rights and privileges in relation to the same, and in relation to the said Monkland and Kirkintilloch Railway, or the said intended

Railways and works. And it is also intended to take power to enable the said Company to raise a farther sum of money by the creation of new stock or otherwise.

MITCHELL, HENDERSON, & MITCHELL,
Glasgow.

ARCH. GRAHAME, MONCRIEF & WEEMS,
Westminster, Parliamentary Agents.

Dated this 16th day of October 1845.

NOTICE IS HEREBY GIVEN,

THAT in the Bill, or one of the Bills, intended to be brought into Parliament in the ensuing Session, to enlarge, improve, and maintain the Harbour of Campbeltown, to pave, cleanse, watch, and light the said burgh and suburbs, and places adjacent thereto, and to supply the same with water, and other purposes (whereof Notices have been partly given, and are intended to be further published, in compliance with the Standing Orders of both Houses of Parliament), provision is intended to be made for the better and more effectual assessing, levying, and collecting the Lads Dues, Causeway Customs, Tronage and Petty Customs, of the said burgh.

Dated the fourth November, Eighteen Hundred and Forty-five.

ARCHD. MURPHY, Campbeltown.
DAVID CALDWELL, Golden Square, Westminster,
Parliamentary Agent.

LANARK, STIRLING, AND CLACKMANNAN COUNTIES JUNCTION 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 on the Castlecarry Branch of the Caledonian Railway, near to Castlecarry by a Junction with the said Castlecarry Branch of the said Caledonian Branch, and also at a point on the Edinburgh and Glasgow Railway, near to Castlecarry, by a Junction with the said Edinburgh and Glasgow Railway, or at one or other of the said points, and to terminate at a point on the proposed Glasgow and Dundee Junction Railway, at or near to the Town of Alva, by a Junction with the said proposed Glasgow and Dundee Junction Railway, and also at a point on the said proposed Glasgow and Dundee Junction Railway, at or near the Town of Tillicoultry, by a Junction with the said proposed Glasgow and Dundee Junction Railway, or at one or other of the said points, or otherwise at or near to the towns of Alva and Tillicoultry; and to pass from, in, through, or into, the following parishes or places, or some of them, viz., the parishes of Cumbernauld, Falkirk, Denny, Dunipace, Larbert, Saint Ninian's, Airth, Alloa, Clackmannan, Alva, and Tillicoultry, in the counties of Dumbarton, Stirling, and Clackmannan; as also to make and maintain a Branch Railway or Railways to diverge out of the main line of the said intended Railway or Railways at or near to Dennyloanhead, and to terminate at a point on the proposed Caledonian and Dumbartonshire Junction Railway, and the proposed Edinburgh and Glasgow and Dumbartonshire Junction Railway by a junction with the said proposed Railways, or one or other of them, at or near to Kelvindock, in the Barony Parish of Glasgow, and county of



Lanark, and to pass from, in, through, or into the following parishes or places, or some of them, viz.:—the parishes of Denny, Kilsyth, Campsie, Kirkintilloch, Baldernock, East or New Kilpatrick, Cadder, and Barony parish of Glasgow, in the counties of Stirling, Dumbarton, and Lanark, respectively; as also to make and maintain a Branch Railway or Railways to diverge out of the main line of the said intended Railway or Railways, at or near to the town of Denny, and terminate at a point on the proposed Forth and Clyde Junction Railway, by a junction with the said proposed Railway at or near to the royal burgh of Stirling, or otherwise at a separate station at or near to the said royal burgh of Stirling, and to pass from, in, through, or into the following parishes or places, or some of them, viz. the parishes of Denny, Dunipace, Saint Ninians, and Stirling, and the royal burgh of Stirling in the county of Stirling.

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 Branch Railway or Railways, and other works, and also for the purpose of purchasing or leasing the Ferry at Alloa, called the Craigward Ferry, or for one or other of said purposes, and to authorise and empower the proprietors, trustees, or lessees of the said Ferry to sell and transfer or lease the same to the Company, to be thereby incorporated, and to unite and incorporate the said Railway or Railways, Branch Railway or Railways, and Ferry into one undertaking, 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 Railway or Railways, and works, and ferry, 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, royal burgh, and places aforesaid, the turnpike and other roads, streets, railways, tramways, canals, rivers, ferries, streams, and water-courses, which it may be necessary to interfere with in the construction of the said intended Railway or Railways, Branch Railway or Railways, and other works, and also to carry the said Railway or Railways by a bridge across the River Forth, and to make and maintain all proper works and conveniences, depots, landing, loading, and shipping places on the line, and at the terminations of the said Railway or Railways, and Branch Railway or Railways.

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 Railway or Railways, and ferry, 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 Scottish Central 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, and ferry 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 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 any 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 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 the reign of Her present Majesty, and the Acts relating to the said Scottish Central and 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, and Branch 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 office of the principal Sheriff-Clerk of the county of Lanark, at Glasgow; in the office of the principal Sheriff-Clerk of the county of Dumbarton, at Dumbarton; in the office of the principal Sheriff-Clerk of the county of Stirling, at Stirling and Falkirk respectively; and in the office of the principal Sheriff-Clerk of the county of Clackmannan at Alloa; and that a copy of so much of the said plans and sections, and book or books of reference, as relates to each parish or royal burgh in or through which the said Railway or Railways, 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 the respective dwelling-places of each such Schoolmaster or Session-Clerk, and with the Town-Clerk of the said royal burgh of Stirling at his office in Stirling.

CAMPBELL & TENNENTS, 40, George Square, Glasgow.

WILLIAM MEWAN, 24, St Vincent Place, Glasgow.

JOHN DONALD, Writer, Alloa.

JAMES LAING, Writer, Denny.

JAMES KERR, Writer, Stirling.

Glasgow, 18th 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 authorise and empower the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company to purchase or lease the Glasgow, Paisley, and Ardrossan Canal, which extends between Glasgow, Paisley, and Johnstone, and to enable the Company of proprietors of the Glasgow, Paisley, and Ardrossan Canal to enter into and complete a sale or lease of the undertaking belonging to them to the said Railway Company, and in the event of such sale or lease, to vest in the said Railway Company the said Canal, with the works, and property of every description

thereto appertaining, together with all the powers, rights, privileges, and authorities which belong to, or are vested in, the said Canal Company, and to enable the said Railway Company to fix, levy, and receive the tolls, rates, and duties on the said Canal, or leviable by the said Canal Company, and to confer, vary, or take away any exemptions from the payment of such tolls, rates, and duties, and to alter, vary, or extinguish all existing rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges: And it is proposed by the said Act or Acts to enable the said Railway Company and the said Canal Company, or their Directors, to make agreements with each other, fixing the terms upon which such sale and purchase shall take place, or such lease be entered into, or upon which the said Companies shall conduct, or be interested in the traffic on their said respective undertakings, and for the above and other purposes to alter and amend, extend or enlarge, and so far as necessary repeal the several Acts relating to the said Railway passed respectively in the first, the third, the fifth, and the eighth and ninth years of the reign of Her present Majesty, and also the several Acts relating to the said Canal, passed respectively in the forty-sixth year of the reign of His Majesty George the Third, the seventh and eighth year of the reign of His Majesty George the Fourth, and the third and fourth year of the reign of Her present Majesty.

WYLIE, RODGER and MINNES, Paisley,
BANNATYNS and KIRKWOOD, Glasgow,
Joint Solicitors.

10th November 1845.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament, in the ensuing Session, for an Act or Acts, to authorise and to carry into effect the union and amalgamation, with each other, of the several Companies hereinafter mentioned, or some of them:—that is to say, the Edinburgh and Glasgow Railway Company, the Company of proprietors of the Forth and Clyde Navigation, the Edinburgh and Glasgow Union Canal Company, and the Company of Proprietors of the Monkland Navigation, and the union and amalgamation of all or any of the foresaid Companies, with such other Companies (if any), as may be, or become united with any of the said Companies respectively. And it is proposed by such Act or Acts, to form one Corporation or Company out of such of the said Companies as may be by the said Act or Acts, united or amalgamated as aforesaid; and to vest in such united Company all the capital stock, property, lands, hereditaments, estates, effects, powers, rights, privileges, and authorities, which may, at the time of the passing of the said intended Act or Acts, or at any other time, belong to, or be vested in the Companies which may be so united or amalgamated.

Or, alternatively, it is intended by the said Act or Acts, to authorise, and to carry into effect, a sale or lease by some of the said Companies, or one of them, of the undertakings respectively belonging to them, to the remainder of the said Companies, or some or one of them, and to enable the said Companies respectively, or their Directors, to enter into and complete the said sale and purchase, or to grant and accept the said lease; and, further, to make agreements with each other, fixing the terms upon which such sale and purchase shall take place, or such lease be entered into, or upon which the said Companies respectively shall conduct or be interested in the traffic on their said respective undertakings.

And it is proposed, by such Act or Acts, for the above and other purposes, to alter, amend, extend or enlarge, and, so far as necessary, repeal 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 Slammann Junction Railway, passed in the seventh and eighth year of the reign of her present Majesty, and an Act relating to the Glasgow Junction Railway, passed in the eighth and ninth year of the reign of her present Majesty; and also of the several Acts relating to the Forth and Clyde Navigation, passed respectively in the fourth and fifth, the fifth, the eighth, and the eighth and ninth years of the reign of her present Majesty; and of the several Acts relating to the Edinburgh and Glasgow Union Canal, passed respectively in the fifty-seventh and fifty-ninth years of the reign of his Majesty George the Third, the first and second, the fourth and the seventh years of the reign of his Majesty George the Fourth, and the fourth and fifth, the sixth and seventh, and the eighth and ninth years of the reign of her present Majesty, and of the several Acts relating to the Monkland Navigation, passed respectively in the tenth, the thirtieth, and the fifty-third years of the reign of his Majesty George the Third, and the fourth and fifth years of the reign of her present Majesty. And it is further proposed by the said Act or Acts, to alter, vary, and decrease or diminish the existing tolls, rates and duties authorised to be levied by the said recited Acts, or any of them, and to enable the said united Company, or the Companies or Company, who may purchase or lease the said respective undertakings, or some of them, to fix, levy and re-

ceive such tolls, rates, and duties. And it is also proposed, by the said Act or Acts, to confer, vary, or take away any exemptions from the payment of such tolls, rates and duties, and to alter, vary, or extinguish all existing rights and privileges, which, at the time of passing such Act or Acts, may be vested in the said Companies, or any of them, or in the Shareholders, or other persons interested therein, or in any other persons or corporations whomsoever, and to confer other rights and privileges.

MONCRIEFF, PATERSON, and FORBES,
Glasgow,
BANNATYNES and KIRKWOOD,
Glasgow,
Glasgow, 8th November 1845.

Joint
Solicitors.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament in the ensuing Session, for an Act or Acts to authorise and empower the Edinburgh & Glasgow Railway Company to purchase or lease the Wishaw & Coltness Railway, and to enable the Wishaw & Coltness Railway Company to enter into and complete a sale or lease of the undertaking belonging to them, to the Edinburgh and Glasgow Railway Company, and in consideration of such sale or lease to authorise the said last mentioned company to create a separate guaranteed stock, on which a fixed dividend shall be payable to the shareholders of the Wishaw and Coltness Railway Company, and in the event of such sale or lease, to vest in the Edinburgh and Glasgow Railway Company the Wishaw and Coltness Railway, with the branches, works, and property of every description thereto appertaining, together with all the powers, rights, privileges, and authorities which belong to, or are vested in, the Wishaw and Coltness Railway Company, and to enable the Edinburgh and Glasgow Railway Company to fix, levy, and receive the tolls, rates, and duties on the said Wishaw and Coltness Railway, or leviable by the said company, and to confer, vary, or take away any exemptions from the payment of such tolls, rates, and duties, and to alter, vary, or extinguish all existing rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and it is proposed by the said Act or Acts to enable the Edinburgh and Glasgow Railway Company, and the Wishaw and Coltness Railway Company, or their directors, to make agreements with each other, fixing the terms upon which such sale and purchase shall take place, or such lease be entered into, or upon which the said companies shall conduct, or be interested in, the traffic on their said respective undertakings; and for the above and other purposes to alter and amend, extend, or enlarge, and so far as necessary repeal 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, and the several Acts relating to the Wishaw and Coltness Railway, passed respectively in the tenth year of the reign of his late Majesty George the Fourth, the fourth year of the reign of his late Majesty William the Fourth, and the first, third, fourth, and eighth years of the reign of her present Majesty.

MITCHELL, HENDERSON, & MITCHELL,
Glasgow;
BANNATYNES & KIRKWOOD, Glasgow;
Joint Solicitors.
Glasgow, 10th Nov. 1845.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act or Acts to authorise and to carry into effect the union and amalgamation with each other of the Edinburgh and Glasgow Railway Company, and the Monkland and Kirkintilloch Railway Company, the Ballochney Railway Company, and the Slamannan Railway Company or some of them, and the union and amalgamation with them, or some of them, of such other Companies (if any) as may be or become united with any of the said Companies respectively; and it is proposed by such Act or Acts to form one Corporation or Company out of all such Companies as may be thereby united or amalgamated, and to vest in such united Company all the capital, stock, property, lands, hereditaments, estates, effects, powers, rights, privileges, and authorities which may at the time of the passing of the said intended Act or Acts, or at any other time belong to or be vested in the Companies which may be thereby united or amalgamated.

Or, alternatively, it is intended by the said Act or Acts, to authorise and to carry into effect a sale or lease, by one or more of the said mentioned Companies, of the undertaking or undertakings belonging to such Company or Companies, or which may be acquired by or be united with it, to one or more of the said other Companies, and to enable the said Companies respectively, or their Directors, to enter into and complete the said sale and purchase, or to grant and accept the said lease, and farther, to make agreements with each other, fixing the

terms upon which such sale and purchase shall take place, or such lease be entered into, or upon which the said Companies shall conduct or be interested in the traffic on their said respective undertakings.

And it is proposed by such Act or Acts, for the above and other purposes, to alter and amend, extend or enlarge, and, so far as necessary, repeal 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, and of the several Acts relating to the Monkland and Kirkintilloch Railway, passed in the fifth year of the reign of his Majesty George the Fourth, in the third and fourth years of the reign of his Majesty William the Fourth, and in the second and third, the sixth and seventh, and the eighth and ninth years of the reign of her present Majesty, and of the several Acts relating to the Ballochney Railway, passed in the seventh year of the reign of his Majesty George the Fourth, the fifth and sixth years of the reign of his Majesty William the Fourth, and the second and third, and the sixth and seventh years of the reign of her present Majesty, and of the several Acts relating to the Slamannan Railway, passed in the fifth and sixth years of the reign of his Majesty William the Fourth, and 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 and Ballochney Railways.

And it is further proposed by the said Act or Acts to alter, vary, and increase, or diminish the existing tolls, rates, and duties authorised to be levied by the said recited Acts or any of them, and to enable the said united Company, or the Company or Companies who may purchase or lease the undertaking or undertakings belonging to the other or others of the said Companies, to fix, levy, and receive such tolls, rates, and duties: And it is also proposed by the said Act or Acts to confer, vary, or take away any exemptions from the payment of such tolls, rates, and duties, and to alter, vary, or extinguish all existing rights and privileges, which at the time of passing such Act or Acts may be vested in the said Companies or any of them, or in the shareholders or other persons interested therein, or in any other persons or corporations whomsoever, and to confer other rights and privileges.

MITCHELL, HENDERSON, AND MITCHELL,
BANNATYNES AND KIRKWOOD, Glasgow.
Glasgow, 8th Nov. 1845.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament in the ensuing Session, for an Act or Acts to authorise and empower the Edinburgh and Glasgow Railway Company to purchase or lease the proposed Railways after named, or some of them, or some part or parts thereof, if the same shall be authorised by Parliament, and to enable the Company of Proprietors of such proposed Railways, or some of them, to enter into and complete a sale or lease thereof to the Edinburgh and Glasgow Railway Company. That is to say, First, A Railway extending from the Edinburgh and Glasgow Railway near the Haymarket in Edinburgh to Granton, with an Extension to Leith, all in the county of Edinburgh, as specified in a Parliamentary Notice, dated Edinburgh, 18th October 1845. Second, A Railway to be called “The Edinburgh and Bathgate Railway,” extending from the Edinburgh and Glasgow Railway near Ratho in the county of Edinburgh, to Bathgate in the county of Linlithgow, with the Branches specified in a Parliamentary Notice, dated Edinburgh, 16th October 1845. Third, A Railway to be called “The Edinburgh and Hamilton Direct Railway,” extending from Hamilton in the county of Lanark, to Whitburn or Blackburn in the county of Linlithgow, with the Branches specified in a Parliamentary Notice, dated 15th October 1845. Fourth, A Railway to be called “The Edinburgh and Perth Railway” extending from the Edinburgh and Glasgow Railway near Broomhouse in the county of Edinburgh, to South Queensferry in the county of Linlithgow, and from North Queensferry in the county of Fife, by divergent lines to the city of Perth, in the county of Perth, with the Branches specified in a Parliamentary Notice, dated Edinburgh, 15th October 1845. Fifth, A Railway to be called “The Scottish Central and Caledonian Junction Railway,” extending from the Caledonian Railway near the Cobinshaw Reservoir, in the counties of Lanark and Edinburgh, or one of them, or alternatively, from near Torphin, in the county of Edinburgh, to the Edinburgh and Glasgow Railway, near Linlithgow, or alternatively, near Muirhead, in the county of Stirling, with the Branches specified in a Parliamentary Notice, dated 18th October 1845. Sixth, A Railway to be called “The Stirlingshire Midland Junction Railway,” extend-

ing from the Edinburgh and Glasgow Railway near Polmont, to the Scottish Central Railway near Larbert, both in the county of Stirling, with the Branches specified in a Parliamentary Notice, dated the 18th October 1845. Seventh, A Railway to be called “The Caledonian and Dumbartonshire and Scottish Central Railways Junction Railway,” extending from near Maryhill, in the county of Lanark, to Castlecary in the counties of Dumbarton and Stirling, or one of them, as described in a Parliamentary Notice, dated Glasgow, 17th October 1845. Eighth, A Railway to be called “The Lesmahagow, Dalsersf, and Coatbridge Mineral Junction Railway,” extending from Dalsersf, or from certain other points adjacent thereto, to the Wishaw and Coltness Railway, near Overton, in the county of Lanark, as described in a Parliamentary Notice, dated 15th October 1845. Ninth, A Railway to be called “The Hamilton and Strathaven Railway,” extending from the town of Hamilton to the town of Strathaven, both in the county of Lanark, as described in a Parliamentary Notice, dated the 15th October 1845. And it is intended, by the said Act or Acts, to enable the Edinburgh and Glasgow Railway Company, and the respective Companies of proprietors of the said other Railways, or their respective Directors, to make agreements with each other, fixing the terms upon which such sale and purchase shall take place, or such lease be entered into, or upon which the said Companies shall conduct or be interested in the traffic on their respective Railways.

And it is further intended by the said Act or Acts, in the event of such purchase or lease, to vest in the Edinburgh and Glasgow Railway Company all the powers, rights, privileges, and authorities which may be conferred on, or vested in, the Companies of proprietors of the said proposed Railways so purchased or leased, and to enable the Edinburgh and Glasgow Railway Company to fix, levy, and receive the tolls, rates, and duties thereon; and for the above and other purposes, to alter and amend, extend or enlarge 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.

BANNATYNES & KIRKWOOD, Glasgow;
W. O. & W. HUNT, 10 Whitehall, Westminster,
Solicitors for the Bill.

Glasgow, 10th Nov. 1845.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament in the ensuing Session for an Act or Acts to authorise and to carry into effect the union and amalgamation with each other of the Edinburgh and Glasgow Railway Company, and the Scottish Central Railway Company, and the union and amalgamation, with both or either of them, of such other Companies (if any) as may be, or become united with either of the said Companies respectively; and it is proposed by such Act or Acts to form one Corporation or Company out of all such Companies, as may be thereby united or amalgamated, and to vest in such united Company all the capital, stock, property, lands, hereditaments, estates, effects, powers, rights, privileges and authorities which may, at the time of the passing of the said intended Act or Acts, or at any other time, belong to, or be vested in, the Companies which may be thereby united or amalgamated.

Or, alternatively, it is intended by the said Act or Acts to authorise and to carry into effect a sale or lease, by one of the said mentioned Companies, of the undertaking belonging to such Company, or which may be acquired by, or be united with it, to the other of the said Companies, and to enable the said Companies respectively, or their Directors, to enter into and complete the said sale and purchase, or to grant and accept the said lease: and farther, to make agreements with each other, fixing the terms upon which such sale and purchase shall take place, or such lease be entered into, or upon which the said Companies shall conduct or be interested in the traffic on their said respective undertakings.

And it is proposed by such Act or Acts, for the above and other purposes, to alter and amend, extend or enlarge, and, so far as necessary, repeal 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; and also of the Act relating to the Scottish Central Railway, passed in the eighth and ninth years of the reign of her present Majesty.

And it is further proposed by the said Act or Acts, to alter, vary, and increase or diminish the existing tolls, rates, and duties, authorised to be levied by the said re-

cited Acts, or any of them, and to impose other tolls, rates, and duties, and to enable the said United Company, or the Company who may purchase or lease the undertaking belonging to the other of the said Companies, to fix, levy, and receive such tolls, rates, and duties: And it is also proposed by the said Act or Acts to confer, vary, or take away any exemptions from the payment of such tolls, rates, and duties, and to alter, vary, or extinguish all existing rights and privileges, which at the time of passing such Act or Acts, may be vested in the said Companies, or any of them, or in the shareholders, or other persons interested therein, or in any other persons or corporations whomsoever, and to confer other rights and privileges.

BANNATYNES & KIRKWOOD, Glasgow,
ALEX^r. MACKENZIE, } Perth,
ARCHD. REID, }
Joint Solicitors.

Glasgow, 8th November 1845.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament, in the ensuing Session, for an Act or Acts to authorise and empower the Glasgow Paisley Kilmarnock and Ayr Railway Company to purchase or lease the proposed Railways afternamed, or some of them, or some part or parts thereof, if the same shall be authorised by Parliament, and to enable the Company of Proprietors of such proposed Railways or some of them, to enter into and complete a sale or lease thereof to the Glasgow, Paisley Kilmarnock and Ayr Railway Company—that is to say: (1) A Railway to be called "The British and Irish Union Railway," extending from the town of Dumfries, in the county of Dumfries, to the town and harbour of Port-Patrick, in the county of Wigton—with an extension line from Dumfries to Springfield, near Gretna, in the county of Dumfries, and Branches to Kirkcudbright, to Wigton, and to Stranraer, as described in a Parliamentary Notice, dated Edinburgh, the 14th October 1845. (2) A Railway, to be called the "Hamilton and Strathaven Railway," extending from the town of Hamilton to the town of Strathaven, both in the county of Lanark, as described in a Parliamentary Notice, dated 15th October 1845. (3) A Railway to be called "The Sanquhar and Muirkirk Junction Railway," from the burgh of Sanquhar to the village of Muirkirk, both in the county of Lanark, as described in a Parliamentary Notice, dated 15th October 1845. And it is intended by the said Act or Acts to enable the Glasgow Paisley Kilmarnock and Ayr Railway Company, and the respective Companies of Proprietors of the said proposed Railways, or their respective Directors, to make agreements with each other, fixing the terms upon which such sale and purchase shall take place, or such lease be entered into, or upon which the said Companies shall conduct or be interested in the traffic on their said respective Railways.

And it is intended by the said Act or Acts, in the event of such purchase or lease, to vest in the Glasgow Paisley Kilmarnock and Ayr Railway Company all the powers, rights, privileges and authorities which may be conferred on or vested in the Companies of Proprietors of the said proposed Railways so leased or purchased; and to enable the Glasgow Paisley Kilmarnock and Ayr Railway Company to fix, levy, and receive the tolls, rates, and duties thereon: And, for the above and other purposes, to alter and amend, extend or enlarge the several Acts relating to the Glasgow Paisley Kilmarnock and Ayr Railway, passed respectively in the first, the third and fourth, the fifth, and the eighth and ninth years of the reign of her present Majesty.

BANNATYNES & KIRKWOOD, Glasgow,
W. O. & W. HUNT, 10, Whitehall, Westminster,
Solicitors for the Bill.

Glasgow, 10th Nov. 1845.

BUTESHIRE STATUTE LABOUR AND GAOL COURT-HOUSE & OFFICES.

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 for more effectually making, maintaining, and repairing highways, bridges, and ferries in the county of Bute, for regulating the Statute Labour within the said county, and for converting the same into money, and so far as necessary to alter, explain, and amend the provisions of an Act passed in the first year of the reign of His Majesty King George the First, entitled, "An Act for amending and making more effectual the laws for repairing the highways, bridges, and ferries in that part of Great Britain called Scotland;" and also of another Act passed in the 8th and 9th years of the reign of Her present Majesty, entitled, "An Act for amending the laws concerning highways, bridges, and ferries in Scotland, and the making and maintaining thereof, by Statute service, and by the conversion of Statute service into money." By which Bill or Bills it is intended to take powers to assess, levy, and collect the necessary rates, duties, and funds for the above mentioned purposes upon and from all persons

now or hereafter liable in Statute Labour service, or conversion in lieu thereof, and other persons, and also upon and from all lands, houses, and heritages within the said county, to alter any existing tolls, rates, or duties payable in respect of such highways, bridges, and ferries, and to levy others in lieu thereof, to vary or extinguish any exemptions from payment of tolls, rates, or duties in relation thereto, or any rights and privileges relating to any lands, houses, and other heritages or persons in connection therewith, and to confer other exemptions for payment of tolls, rates, or duties, and other rights and privileges; and it is also intended to obtain powers for the voluntary and compulsory purchase of lands and houses, so far as necessary for the said purposes.

And Notice is further given, That it is intended by the said Bill or Bills, to alter, explain, and amend the provisions of an Act passed in the first and second years of the reign of His late Majesty King William the Fourth, entitled, "An Act for improving, repairing, and maintaining the harbour of the burgh of Rothesay in the county of Bute, and for building and maintaining a Gaol Court-house and offices for the said burgh and county;" to remove doubts as to the persons entitled to the charge and management of the said Gaol Court-house and public offices in the said burgh of Rothesay, and to vest the property and management thereof, in the persons or bodies to be named in the said Bill or Bills, to provide more effectually for the maintenance, repair, and insurance of risk from fire of the said Gaol Court-house and public offices, and to alter the rates or assessments leviable in respect of the same, and for other purposes relative thereto.

County Buildings, Rothesay, 8th November 1845.

ARCHD. CAMPBELL, Clerk of Supply of Buteshire.
RICHARDSON & CONNELL, Fludyer Street, Westminster, Solicitors for the Bill.

ROTHESAY POLICE.

NOTICE is hereby given, that it is intended to apply to Parliament in the next Session, for leave to bring in a Bill for the better paving, lighting, watching, cleansing, and improving the town or royal burgh of Rothesay, in the parish of Rothesay, and county of Bute, and places adjacent within the said parish, for regulating the Police thereof, and for the better supplying the same with water; By which Bill it is intended to take powers to pave, causeway, and cleanse the streets, squares, lanes, wynds, footpaths, ways, and places of the said burgh and suburbs, and places adjacent, situated in the said parish and county aforesaid; to light the same by Gas or otherwise, and to construct and maintain the works necessary for the manufacture of Gas; to supply the same with water, and to make and provide reservoirs, pumps, cisterns, and wells, to form and lay aqueducts, conduits, mains, and pipes, in, on, and under the streets, squares, lanes, wynds, ways, and places of the said burgh, suburbs, and places adjacent, and to open and relay the causeway and pavements of such streets, squares, lanes, wynds, ways and places, for the laying, and, when necessary, for the relaying and repairing of the mains and pipes necessary for the conducting such Gas and Water to, in, or through the said burgh, suburbs, and places adjacent; to establish and regulate the Police of the said burgh, suburbs and places adjacent, and to appoint and pay such public officers and servants as may be necessary; for granting powers of summary trial and punishment for petty and police offences, and for providing a Police-Office and Lock-up House within the said burgh, suburbs, and places adjacent; and also for abolishing the petty customs on goods and other articles brought into the said burgh; And so far as necessary in effecting the said purposes, or any of them, to alter and amend the powers and provisions of an Act passed in the first and second years of the reign of his late Majesty King William the Fourth, intitled "An Act for improving, repairing, and maintaining the Harbours of the burgh of Rothesay in the

county of Bute, and for building and maintaining a Gaol, Court House, and Offices for the said burgh and county." And it is also intended by the said Bill to take powers to purchase and acquire, compulsorily or by voluntary agreement, all such lands, houses, and heritages as may be necessary for the above-mentioned purposes,—to impose, levy, and collect such rents, rates, and duties upon all lands, houses, shops, and heritages within the said burgh, suburbs, and places adjacent and parish of Rothesay, or upon the owners, lessees, or occupiers thereof, such assessment or assessments, as may be necessary for the above-mentioned purposes, or any of them, either as one such rate or assessment, or as several rates, duties, and assessments, and to borrow and take up money on the credit of such assessments; to vary or extinguish any exemptions from payment of tolls, rates and duties, or any other rights and privileges which may in any way interfere with the said purposes, and to confer other exemptions, rights, and privileges, and for effecting other purposes in relation to the said burgh, suburbs, and places adjacent.

JOHN GILLIES, Town-Clerk, Rothesay.

RICHARDSON & CONNELL, Fludyer Street, Westminster.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament, in the next ensuing Session, for an Act or Acts to alter, amend, enlarge, or repeal an Act passed in the sixth Session of the first Parliament of his Majesty William the Third, entitled, "An Act in favour of the Heritors adjacent to the Pow of Inchaffray." And it is intended by such Act or Acts to take power to scour out, deepen, widen, straighten, and otherwise improve the flow of the river or stream called the Pow of Inchaffray, and water-runs or courses flowing into or out of the same, for the purpose of more effectually draining and improving the lands on each side thereof, and for more effectually carrying off the stagnant waters accumulated therein, or on the grounds adjoining; and also to take power to alter, widen, and improve the Bridges over and across the said stream or Pow of Inchaffray, and runs or courses of water flowing into or out of the same; the work to commence at or near to the confluence of the said River Pow of Inchaffray with the River Earn, in the parish of Crieff, or in the parish of Monzie or Muthil, and to pass in, through, or into the several parishes of Crieff, Monzie, Muthil, Madderty, Fowls Wester, Findogask, and Methven, or some of them, and to terminate at or near Newmill, in the parish of Findogask, on the south, and Mecphin, in the parish of Methven, on the north of the water-runs or courses into or out of said Pow, all in the county of Perth. And Notice is also hereby further given, That it is intended to take power for the compulsory purchase of such lands and other heritages as may be required for the purposes of the said intended work: And it is also intended to take power to assess, or otherwise levy from the owners, lessees, occupiers of the lands adjacent to the said stream or River Pow, or connected therewith, or others to be benefited by the said intended operations, such sums or rates, according to rental, value, or otherwise, to be fixed by the said Act or Acts, as may be ne-

cessary for defraying the costs, charges, and expenses of the said intended works, and of upholding and maintaining the same, and otherwise, in relation thereto: And it is also intended to take power to vary, alter, or extinguish all rights and privileges which may in any way interfere with the said operations, and to confer other rights and privileges in relation to the said River Pow, and the lands adjacent thereto, or connected therewith.

SMITH & KINNEAR, Solicitors.

Edinburgh, October 18, 1845.

INTIMATION IS HEREBY MADE to all parties concerned, That in the Process of Multiplepointing and Exoneration, raised and presently depending in the Court of Session, at the instance of DAVID SCOTT, Esq. of Brotherton, Merchant in Manchester; HERCULES JAMES ROBERTSON, Esq. Advocate; WILLIAM ROBERTSON, Esq. Writer to the Signet; and PATRICK IRVINE, Esq. Writer to the Signet, accepting Trustees and Executors nominated and appointed by the now deceased JAMES SCOTT, Esq. of Brotherton, by his Trust-Disposition and Settlement, dated the 20th day of November 1834, and recorded in the Books of Council and Session the 11th day of October 1844, Pursuers, against the said DAVID SCOTT, and others, *Defenders*, Lord Cuninghame, Ordinary, has pronounced an Interlocutor in the following terms, viz.:—"18th November 1845, Lord Cuninghame. *Act. C.* Robertson. *Alt. Bell et Ross.*—Appoints the defenders, Mrs. Anna Maria Tulloh or Scott, and James Robert Scott, and his Curators, to lodge their claims within ten days, with certification; and further, of consent, allows them to give in Objections to the Condescendence of the fund *in medio* within the same period; Grants warrant for intimation of the dependence of this Process to be made to all other parties concerned in the Minute-Book, and by Advertisements in the London and Edinburgh Gazettes, the North British Advertiser, the Edinburgh Evening Courant, the Scotsman, and the Montrose Review Newspapers. (Signed) J. CUNINGHAME." PATRICK IRVINE, W.S. Agent for the Pursuers.

Edinburgh, 18th November 1845.

NOTICE.

ARCHIBALD BUTTER, Esquire, of Faskally, Heir of Entail in possession of the Tailzied Lands and Estate of Faskally, Pitlochry, Straloch, and Others, situated in the County of Perth, of this date presented an application to the Sheriff of Perthshire, craving permission to Feu, at an elusory Feu-duty, to the Minister and Session of the Parish of Mouline, and their Successors in office, one fourth of an acre of the lands of Straloch, as the site of a Chapel of Ease, or place of Worship, which has been erected for the use of the Inhabitants of the parish of Mouline, living adjacent to Straloch, in connection with the Established Church of Scotland.—The Sheriff, on advising this Petition, appointed Notice thereof to be given three times in the Edinburgh Gazette, and Perthshire Courier, at intervals of fourteen days, and ordained all parties having interest, to lodge objections, if they any had, with the Clerk of Court, within ten days after the date of the last publication of the Advertisement.—Of all which intimation is hereby given, in terms of the Act 3d and 4th Victoria, cap. 48.

JA. CONDIE, Writer, Perth, Agent for Archibald Butter, Esq. of Faskally.

Perth, November 15, 1845.

In the Sequestration of the Estate of DAVID BLACK, late Merchant and Spirit Dealer in Dundee.

THE Trustee intimates, that the Commissioners have certified, that there are at present no funds for an equalizing or farther dividend.

PETER DALGARNS, Trustee.

Dundee, November 13, 1845.

SEQUESTRATION of ANDREW LAMONT, lately Spirit Dealer and Innkeeper in Sanquhar, in the County of Dumfriesshire, now deceased.

WILLIAM RUSSELL, Manufacturer's Agent in Sanquhar, Trustee on the above sequestrated estate, hereby intimates, that an account of his intrusions with the funds of the estate, brought down to the 13th current, and also states of the funds recovered, and of those outstanding as at same date, have been made up and examined by the Commissioners, in terms of the Statute. That the Commissioners have postponed a second dividend till the next Statutory period for making the same, and that they have directed him to dispense with Circulars to the Creditors.—Of all which Notice is hereby given, in terms of the Statute.

WILLIAM RUSSELL, Trustee.

Sanquhar, November 17, 1845.

A PETITION having been presented to Lord Jeffrey, Ordinary officiating on the Bills, at the instance of John Allan, Farmer, Castlelaw, in the County of Berwick, a Creditor to the extent required by law of PETER ALLAN, sole Partner of the late Firm of Peter Allan and Company, Agricultural Implement Makers, Coach Builders and Wood Merchants in Coldstream, now deceased, praying for sequestration of his estates, his Lordship upon the 8th day of October granted warrant to cite Christopher J. Allan, residing at Carham Lodge, in the County of Northumberland, England, or elsewhere furth of Scotland, only child of the deceased Christopher Allan, sometime Agricultural Implement Maker in Coldstream, and Mrs Elizabeth Allan or Bell, spouse of John Bell, formerly Merchant in Coldstream, now Commercial Traveller, residing in Glasgow, and the said John Bell for his interest, John Allan, the Petitioner, David Allan and George Allan, both Agricultural Implement Makers, residing in Coldstream, Catharine Allan and Isabella Allan, also residing in Coldstream, the successors of the said deceased Peter Allan, to appear in Court within twenty-one days after citation, to shew cause why sequestration of the estates of the said deceased Peter Allan should not be awarded in terms of the Statute. The said successors having been duly cited to appear accordingly, and no appearance having been made, Lord Robertson, Ordinary officiating on the Bills, upon the 21st day of November current, ordered intimation of the foresaid warrant to be published in the Edinburgh Gazette, and of new ordained the successors of the said deceased Peter Allan to appear within a further space of twenty-one days from the date of publication of the said intimation, to shew cause why sequestration of the estates of the said deceased Peter Allan should not be awarded, in terms of the Statute.

J. B. DOUGLAS, W. S.

November 21, 1845,
15, Drummond Place, Edinburgh.

NOTICE.

RODERICK GRAY, Writer in Peterhead, Trustee on the sequestrated estate of JOHN GILCHRIST, Merchant and shipowner in Peterhead, hereby intimates, that an account of his intrusions with the funds of the estate brought down to the 6th day of November current, and states of the funds recovered, and of those outstanding as at the same date, have been made up and examined by the Commissioners on the said estate, in terms of the Statute; and farther, that the said Commissioners have postponed the payment of a farther dividend till the recurrence of the next stated period for making a dividend; and have directed that Circulars containing a copy or abstract of the state shall not be sent to the Creditors.

ROD. GRAY, Trustee.

Peterhead, November 18, 1845.

NOTICE.

WILLIAM BALLINGALL, Accountant in Edinburgh, Trustee on the sequestrated estate of the deceased JAMES MILLER, Mining Engineer, lately residing at Uphall, hereby intimates, that an account of his intrusions, brought down to the 5th instant, and state of the funds recovered, and of those outstanding as at same date, have been made up and examined by the Commissioners on said estate, and that upon considering the state of the affairs, they have again postponed the payment of a dividend till the next Statutory period, and that Circulars to the Creditors have been dispensed with.—Of all which Notice is hereby given, in terms of the Statute.

WM. BALLINGALL, Trustee.

Edinburgh, November 20, 1845.

SEQUESTRATION of the estate of JEAN BROWN, sometime Innkeeper in Troon, Ayrshire, deceased.

PATRICK COWAN, Banker in Ayr, Trustee on the said sequestrated estate, hereby intimates, that an account of his intrusions with the funds of the estate has been made up, and that payment of a dividend has been postponed till the next Statutory period for making the same, and that circulars to the Creditors have been dispensed with.—Of all which Notice is hereby given, in terms of the Statute.

Ayr, November 20, 1845.

SEQUESTRATION of JOHN M'CUULOCK, Baker and Brewer in Kinross.

JAMES STOCKS, Land Valuator and Auctioneer in Kinross, Trustee on the sequestrated estate of the said John M'Cuulloch, hereby intimates, that an account of his intrusions with the funds of the estate, brought down to the 6th instant, and states of the funds recovered, and of those outstanding as at the same date, have been examined and approved of by the Commissioners, in terms of the Statute; and further, that the Commissioners have resolved that in the present state of the affairs, payment of a dividend shall be postponed until the next Statutory period for making one, and that they have dispensed with circular notices being sent to the Creditors.—Of all which Notice is hereby given, in terms of the Statute.

JAS. STOCKS, Trustee.

Kinross, November 20, 1845.

THE Estates of JAMES WALLACE & COMPANY, Manufacturers in Glasgow, as a Company, and of James Wallace, an Individual Partner of that Company, as a Partner, and as an Individual, were sequestrated on 20th November 1845.

The first deliverance is dated the 20th November 1845.

The meeting to elect an Interim Factor is to be held at two o'clock afternoon, on Friday the 28th November 1845, within the writing-chambers of William Steele, Junior, 6, South Hanover Street, Glasgow, and the meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Friday the 19th December 1845, within the same place.

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 20th day of May 1846.

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

ROBERT DOWIE, S.S.C. Agent,
13, Young Street, Edinburgh.

THE Estates of the Company carrying on Business as Victuallers in Stobcross Street, Anderston, Glasgow, under the firm of JAMES and JOHN BARR, and John Barr, Victualler in Glasgow, as the Sole Partner of the said Company, and also as an Individual, were sequestrated on the 21st day of November 1845.

The first deliverance is dated said 21st November 1845.

The meeting to elect an Interim Factor, or Interim Factors, is to be held on Wednesday the 3d day of December next, at two o'clock afternoon, within the Office of G. R. Tennant, Writer, 57, Buchanan Street, Glasgow; and the meeting to elect a Trustee or Trustees and Commissioners, is to be held within the same place, on Wednesday the 24th day of December next, at two o'clock afternoon.

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 21st May 1846.

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

WILLIAMSON & ROBERT RIND, W.S.
19, Albany Street, Edinburgh, Agents.

THE Estates of PETER BARRIE, Flesher, 274, Gallowgate Street, Glasgow, were sequestrated on 21st November 1845.

The first deliverance is dated 21st November 1845.

The meeting to elect Interim Factor is to be held at 12 o'clock noon, on Monday the 1st day of December 1845, within the Black Bull Hotel, Glasgow; and the meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Monday the 22d day of December 1845, within the said Black Bull Hotel, Glasgow.

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 22d of May 1846.

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

WILLIAM DUNCAN, S.S.C.
1, Heriot Row, Edinburgh, Agent.

NOTICE.

GEORGE CRUICKSHANK, Agent at Banff for the North of Scotland Banking Company, Trustee on the sequestrated estate of CHARLES M'PHERSON ROY, Merchant in Banff, hereby intimates, that an account of his intrusions with the funds of the estate, brought down to the 6th current, and states of the funds recovered, and of those outstanding as at the same date, have been made up and examined by the Commissioners on said estate, in terms of the Statute. That he has examined the claims of the several Creditors who have lodged their oaths and grounds of debt on or before the 6th current, and completed lists of those Creditors entitled to be ranked on the funds of the said estate, and also of those whose claims have been rejected in whole or in part; that a dividend will be paid on the 6th day of January next.—Of all which Notice is hereby given, in terms of the Statute.

Geo. CRUICKSHANK, Trustee.

Banff, November 5, 1845.

ALEXANDER FLOCKHART, Advocate in Aberdeen, Trustee on the sequestrated estate of JOHN DAVIDSON, Painter and Glazier, and Oil and Colour Merchant in Aberdeen, hereby intimates, that accounts of his intrusions with the funds of the estate, brought down to the thirtieth day of October last, being six months from the date of the first deliverance by the Lord Ordinary on the Petition for sequestration, and a state of the funds realized, as at the same date, and of those outstanding, have been made up and examined by the Commissioners on said estate, in terms of the Statute; and that in respect the state of the funds realized admits at present of no division, the Commissioners postpone the payment of a dividend until the recurrence of another Statutory period; farther, that the Commissioners have dispensed with the transmission of Circulars to the Creditors containing an abstract of said state, as provided for in the "Act anent Sequestrations in Scotland."

A. FLOCKHART, Trustee.

Aberdeen, November 14, 1845.



SEQUESTRATION of JOHN CATHCART, Grocer, Wine and Spirit Merchant, and Dyer in Paisley, deceased.

ARCHIBALD HODGE, Accountant in Paisley, has been elected Trustee on the estate, and James Wilson, Merchant in Glasgow, Archibald Colquhoun, Tea Merchant there, and James Brown, Fruit Merchant there, have been elected Commissioners. The Creditors will meet in the writing-office of Mr. Archibald Gardner, Writer, 3, Moss Street, Paisley, on Thursday the 4th day of December next, at one o'clock p.m.

ARCHD. HODGE, Trustee.
Paisley, November 19, 1845.

SEQUESTRATION of the Estate of THOMAS BROWN, Shipmaster in Troon, Ayrshire, deceased.

PATRICK COWAN, Banker in Ayr, Trustee on the said sequestrated estate, hereby intimates, that an account of his intronmissions with the funds of the estate, has been made up, and that payment of a dividend has been postponed till the next Statutory period for making the same, and that circulars to the Creditors have been dispensed with.—Of all which Notice is hereby given, in terms of the Statute.

Ayr, November 20, 1845.

NOTICE.

JOHN FLEMING, Accountant in Glasgow, Trustee on the sequestrated estate of **ROBERT WEIR SUTHERLAND**, Stationer in Glasgow, hereby intimates, that his accounts have been audited and approved 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 on Wednesday the 7th day of January next, he will there pay a first and final 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 20, 1845.

NOTICE TO THE CREDITORS OF

GEORGE BIRD, Grocer in Dunse.

Hereby intimate, that a meeting of the Creditors on the sequestrated estate of George Bird, Grocer in Dunse, will be held within the office of Cunningham and Son, Writers in Dunse, upon Wednesday the 17th day of December 1845, at 12 o'clock noon, for the purpose of considering as to an application for my discharge as Trustee on the said sequestrated estate.

ROBERT BROWN, Trustee.
Dunse, November 17, 1845.

NOTICE TO THE CREDITORS OF

RICHARD FRASER & SON, Tailors and Clothiers in Edinburgh, and of Stephen Fraser, Individual Partner of that Firm.

THOMAS CLAPPERTON, Merchant in Edinburgh, Trustee on the sequestrated estate of the said Richard Fraser and Son, and Stephen Fraser, hereby intimates, that the accounts of his intronmissions with the funds of the estate, brought down to the 7th current, and states of the funds recovered, and of those outstanding, have been made up by him, and examined by the Commissioners, in terms of the Statute. That the Commissioners have postponed the payment of a dividend till the recurrence of another Statutory period for making the same, and that they have farther dispensed with the Trustee sending circulars to the Creditors containing a copy or abstract of the said state.

THOS. CLAPPERTON, Trustee.
371, High Street,
Edinburgh, November 20, 1845.

ERRATUM in last Gazette.—In Notice to the Creditors of the late Mr. RICHARD DENNISTOUN, Merchant in Glasgow,—the payment of a small interim dividend will be made on Tuesday the 30th day of December next, and not Tuesday the 30th day of November, as erroneously inserted.

Notices of Cessio Bonorum.

JOHN LOGAN, Spirit Merchant, Broad Street, Mile-end, Glasgow, has presented a Petition to the Sheriff of Lanarkshire for the benefit of Cessio Bonorum; and the 22d day of December next, at 12 o'clock noon, within the Sheriff-clerk's office here, is fixed for his examination, in terms of the Statute, when all concerned are required to attend.

W. MAYNE, Agent.
Glasgow, November 20, 1845.

NOTICE.

JOSEPH RICHARDSON, Journeyman Glassmaker, formerly with Messieurs Bailey, Glass Manufacturers in Portobello, at present a Prisoner in the Canongate Jail of Edinburgh, has presented a Petition to the Sheriff of Edinburghshire, for Cessio Bonorum, in which application the Sheriff-Substitute (Mr. Tait,) has appointed the said debtor to appear within the Sheriff's office, County Buildings, Lawnmarket, Edinburgh, on Tuesday the 23d day of December next, at 10 o'clock forenoon, in presence of the Sheriff for examination, and intimation made in the Edinburgh Gazette, and notice sent to the Creditors.—Of all which intimation is hereby made, in terms of said Interlocutor, and of the Statute and Act of Sederunt thereanent.

MICHAEL LAWSON, Solicitor at Law,
No. 11, South Bridge Street, Edinburgh.

Bridgeton, October 29, 1845.

THE Business carried on by the Subscribers, as Joiners and Cabinet Makers, under the Firm of **PETER MIDDLEMAS & CO.** was this day **DISSOLVED** by mutual consent. The Subscriber, Peter Middlemas, is alone authorised to receive and pay all debts due to or by the said Firm.

PETER MIDDLEMAS.
JAMES MAUSLIN.
JNO. M'KINNON, Witness.
JOHN AUCHINCLOSS, Witness.

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

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

FRIDAY, NOVEMBER 21, 1845.

Price One Shilling and Sixpence.

