



The Edinburgh Gazette.

Published by Authority.

TUESDAY, NOVEMBER 25, 1845.

At the Court at Windsor, the 20th day of November 1845,
PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

It is this ordered by Her Majesty in Council, that the Parliament, which stands prorogued to Thursday the twenty-seventh day of November instant, be further prorogued to Tuesday the sixteenth day of December next.

Her Majesty having been pleased to appoint the Right Honourable Rowland Viscount Hill to be Lord Lieutenant and Custos Rotulorum of the county of Salop, his Lordship this day took the oaths appointed to be taken thereupon, instead of the oaths of allegiance and supremacy.

OFFICE OF ORDNANCE, November 14, 1845.

Royal Regiment of Artillery—First Lieutenant W. B. Gardner to be Second Captain, vice Airey, deceased. Second Lieutenant L. G. Paget to be First Lieutenant, vice Gardner.

**BANKRUPT'S
FROM THE LONDON GAZETTE.**

BANKRUPTCIES AWARDED.

- John Brown, late of Notting Hill, Middlesex, builder.
- Charles Bowen, late of Harp Lane, Tower Street, London, wine merchant.
- Charles Morgan Harman, of No. 55, Milbank Street, Westminster, Middlesex, veterinary surgeon and farrier.
- Robert Worley, of No. 22, Newgate Street, London, provision merchant and commission salesman.
- George Pratt and John Bodle, of Addison Road North, and Queen's Road, Notting Hill, Middlesex, builders.
- Joseph Hamsher, of No. 7, Vine Place, Tabernacle Square, Hoxton, Middlesex, glove manufacturer and hosier.
- James Carse Kendall, of the Canonbury Tavern, Islington, Middlesex, tavern-keeper.
- George Sawyer, of Lewes, Sussex, tailor and draper.
- William Henry Blackmore, of Dean Street, Soho, Middlesex, plumber, painter, and glazier.
- John Parr, of No. 16, South Wharf Road, Paddington, Middlesex, coal dealer.
- William Atkin, of Stockton-upon-Tees, Durham, grocer and draper.

William Lancelot Kelly, of Tewkesbury, Gloucester, printer and stationer.
William Chaloner, of High Street, Lincoln, tailor and draper.

AN ACCOUNT of the Average Aggregate Amount of Promissory Notes payable to Bearer on Demand, which have been in Circulation by the Banks in Scotland, by the Bank of Ireland, and by all other Banks in Ireland, during the Four Weeks ending the 8th day of November 1845, pursuant to the Act 4th and 5th Victoria, cap. 50.

SCOTLAND.	IRELAND.		TOTAL.
	Chartered Private and Joint Stock Banks.	Bank of Ireland. Private and Joint Stock Banks.	
£ 3,593,988	£ 4,374,850	£ 3,449,690	£ 11,418,528

H. L. Wickham.

Stamps and Taxes, November 21, 1845.

**GENERAL AVERAGE PRICE OF BRITISH CORN, per QUARTER,
Received in the Week ended November 15, 1845.**

Wheat.	Barley.	Oats.	Rye.	Beans.	Peas.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
58 6873	35 0.014	26 3.687	38 2.907	44 5.605	45 7.543

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 11	33 5	24 10	35 0	44 8	44 3

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 18th day of November 1845,

Is *Thirty-Eight Shillings and Two Pence Halfpenny* 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-Eight Shillings and Three Pence Farthing* 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-Seven Shillings and Ten Pence Halfpenny* per Hundred Weight ;

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

Computed as above, and Exclusive of Duty, Is *Thirty-Eight Shillings and One Penny* per Hundred Weight.

By Authority of Parliament,

HENRY BICKNELL,

Clerk of the Grocers' Company.

Grocers' Hall, November 21, 1845.

An ACCOUNT of the total Quantities of each kind of Corn, distinguishing Foreign and Colonial, imported into the principal Ports of Great Britain (viz. London, Liverpool, Hull, Newcastle, Bristol, Gloucester, Plymouth, Leith, Glasgow, Dundee, and Perth), with the Quantities entered therein for Home Consumption, the Rates and Amount of Duty thereon, and the Average Prices regulating the Duty, in the Week following the Receipt of the certificate of Average Prices, dated 6th November 1845.

SPECIES.	Quantities Imported into the Ports of Great Britain, enumerated above (being those into which Corn is chiefly Imported.)						Quantities entered for Home Consumption, at the same Ports.						Amount of Duty received thereon.			Average Prices for regulating the Duty.	Rates of Duty per Quarter chargeable in the Week.											
	Foreign.		Colonial.		Total.		Foreign.		Colonial.		Total.		Foreign.	Colonial.	Total.		Foreign.	Colonial.										
	Qrs.	Bush.	Qrs.	Bush.	Qrs.	Bush.	Qrs.	Bush.	Qrs.	Bush.	Qrs.	Bush.	£	s.	d.		£	s.	d.									
Entered under Act 6th and 7th Vic. cap. 29. { Wheat and Flour of Canada	—	—	5278	7	5278	7	—	—	6823	6	6823	6	—	—	—	341	3	10	341	3	10	—	—	—	—	—	1	0
Entered under Act 5th Vic. sess. 2. cap. 14. {	Wheat and Flour	35751	6	109	4	35861	2	393	0	51	7	444	7	184	12	1	4	18	10	189	10	11	57	5	15	0	2	0
	Barley	2003	5	0	2	2003	7	618	4	0	2	618	6	216	10	0	0	0	2	216	10	2	31	11	7	0	0	6
	Oats and Oat Meal	5775	5	—	—	5775	5	2371	0	—	—	2371	0	506	9	5	—	—	—	506	9	5	23	11	5	0	0	6
	Rye	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	33	10	9	6	1	0
	Pease	4813	6	—	—	4813	6	5362	5	—	—	5362	5	266	13	1	—	—	—	266	13	1	42	9	1	0	0	6
	Beans	5494	6	—	—	5494	6	5371	0	—	—	5371	0	266	2	6	—	—	—	266	2	6	43	11	1	0	0	6
	Indian Corn, Buck Wheat	—	—	—	—	—	—	51	0	—	—	51	0	15	0	10	—	—	—	15	0	10	31	11	7	0	0	6
	53839	4	5388	5	59228	1	14167	1	6875	7	21043	0	1455	7	11	346	2	10	1801	10	9							

Inspector-General's Office, Custom-house, London,
20th November 1845.

WILLIAM IRVING.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Saturday the 15th day of November 1845.

ISSUE DEPARTMENT.

Notes issued.....	£ 26,974,685	Government Debt.....	£ 11,015,100
		Other Securities.....	2,984,900
		Gold Coin and Bullion.....	11,478,722
		Silver Bullion.....	1,495,963
	<u>£26,974,685</u>		<u>£26,974,685</u>

Dated the 20th day of November 1845.

M. MARSHALL, Chief Cashier.

BANKING DEPARTMENT.

Proprietors' Capital.....	£ 14,553,000	Government Securities (including Dead Weight Annuity).....	£ 13,203,138
Reserve.....	3,244,733	Other Securities.....	15,041,397
Public Deposits (including Exchequer, Savings Banks, Commissioners of National Debt, and Dividend Accounts).....	6,524,834	Notes.....	5,483,110
Other Deposits.....	8,899,130	Gold and Silver Coin.....	595,401
Seven Day and other Bills.....	1,101,349		
	<u>£34,323,046</u>		<u>£34,323,046</u>

Dated the 20th day of November 1845.

M. MARSHALL, Chief Cashier.

SEQUESTRATION of ROBERT TAYLOR, Junior, and COMPANY, Wholesale Tea and Coffee, and Spice-Dealers, and Commission and General Merchants in Glasgow, and of William Buchanan, Junior, one of the Partners of that Company, and as an individual.

JAMES RICHARDSON, Junior, Trustee on said sequestrated estates, hereby intimates, that the accounts of his intromissions with the funds of the estate, brought down to the 8th current, and states of the funds recovered, and of those outstanding as at same time, have been made up and examined by the Commissioners on the estate, in terms of the Statute; and that a dividend has been postponed till the recurrence of another statutory period for making one; the sending of circulars to the Creditors was dispensed with by the Commissioners.

JAS. RICHARDSON, Jr. Trustee.

Glasgow, November 22, 1845.

WILLIAM KENNEDY, Junior, Dalmakerran, Trustee on the sequestrated estate of ROBERT KENNEDY, Esquire, lately residing at Dalwhat, in the parish of Glencairn, and County of Dumfries, now deceased, hereby intimates, that an account of his intromissions with the funds of the estate, brought down to the 15th 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, in terms of the Statute.—Of all which Notice is hereby given, in terms of the Statute.

WM. KENNEDY, Jr. Trustee.

Dalmakerran, November 21, 1845.

EDINBURGH AND GLASGOW
RAILWAY.

NOTICE IS HEREBY GIVEN,

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

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

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

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

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

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

And Notice is hereby further given, That it is proposed by the said Act or Acts to enable the Edinburgh and Glasgow Railway Company to acquire compulsorily lands and houses for the purposes aforesaid, and to levy

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

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

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

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

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

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

Glasgow, 17th Oct. 1845.

ARDROSSAN AND JOHNSTONE RAILWAY.

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



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

CAMPBELL & TENNENTS, 40, George Square, Glasgow.

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

Glasgow, 18th October 1845.

AYRSHIRE AND CALEDONIAN JUNCTION RAILWAY.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament, in next Session, for leave to bring in a Bill or Bills to make and maintain a Railway or Railways, and all proper works and conveniences connected therewith, to be called the Ayrshire and Caledonian Junction Railway, commencing by a Junction with a proposed railway to be called the CALEDONIAN EXTENSION RAILWAY, at or

near to the village of Muirkirk, in the parish of Muirkirk, and county of Ayr, or at a point at or near the village of Muirkirk aforesaid, and terminating by a Junction with the Ardrossan Railway in the parish of Stevenston, and county of Ayr; with a branch railway from a point at or near the town and royal burgh of Irvine, in the county of Ayr, to the harbour of Irvine, in the parish of Dundonald, which Railway and branch Railway, and the works and conveniences to be connected therewith, will be situate in or will pass from, through, or into the several burghs, parishes, and places following, or some of them:—That is to say, the town of Kilmarnock; the royal burgh of Irvine; the parishes of Muirkirk, Auchinleck, Sorn, Mauchline, Galston, Riccarton, Kilmarnock, Kilmaurs, Dreghorn, Irvine, Dundonald, Kilwinning, and Stevenston, all in the county of Ayr; and Notice is also Given, that plans and sections describing the lines or situation and levels of the said intended works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the 30th day of November next, be deposited for public inspection in the office at Ayr of the principal Sheriff-clerk of the county of Ayr; and that a copy of as much of the said plans, sections, and books of reference as relates to each of the several parishes before specified, will, on or before the 31st day of December next, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-clerk of each of such parishes respectively, at the place of abode of such Schoolmaster or Session-clerk; and so far as relates to the royal burgh of Irvine, with the Town-clerk of the said burgh at his office in that town.

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

to empower and authorise the Magistrates and Town-Council of the royal burgh of Irvine, to make and carry into effect such arrangements with the said intended railway company, as may be mutually agreed upon, in relation to the dues or customs leviable by the said Magistrates and Town-Council upon goods, cattle, matters, and things passing upon the said intended Railway, from, into, or through the said royal burgh, and to lease such dues and customs to the said Company, or to compound the same for the payment of a fixed or annual sum, and with power to the said Company to make and carry into effect such arrangements: And it is also intended by the said Bill or Bills to empower and authorise the Parliamentary trustee for the Harbour of Irvine to make and carry into effect such arrangements with the said intended Railway Company, as may be agreed on, in relation to the duties leviable at the said Harbour on ships' goods and merchandise; and to lease such duties to the said Railway Company, or to compound the same, in so far as they may be leviable in connection with the said intended branch railway, for the payment of a fixed or annual sum, with power to the said Company to make and carry into effect such arrangements, and, as far as may be necessary, to alter, amend, and enlarge the powers and provisions of an Act passed in 7th year of the reign of his Majesty George IV., cap. 107, entitled "An Act for widening and improving the Bridge of Irvine; for making streets communicating thereto; and for more effectually enlarging, deepening, improving, and maintaining the Harbour of Irvine in the county of Ayr."

And Notice is Also Given, that it is intended by the said Bill to incorporate a Company for the purpose of making, maintaining, working, or using the said Railway, branch railway, and works, or some of them, and for other purposes connected therewith, with power to such Company for the compulsory purchase of lands, houses, and other property; and it is intended to vary or extinguish all existing rights and privileges connected with the lands, houses, and property so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said Railway, branch railway, and works, and to confer other rights and privileges; as also with powers to the Company to be so incorporated to levy tolls, rates, and duties on and for the use of the said Railway, branch railway, and works; and for the conveyance of passengers and goods; and it is intended by the said Bill to confer certain exemptions from payment of such toll, rates, and duties,

and certain other rights and privileges in relation thereto; and it is farther intended by the said Bill to confer power on the Company to be thereby incorporated, to make and carry into effect arrangements with the Caledonian Railway Company for the purpose of selling, leasing, or making and maintaining the railway to be authorised by the said Bill, or some portions thereof; and power to make and carry into effect arrangements with an intended Company, to be called the Glasgow, Kilmarnock, and Ardrossan Railway Company, and an intended Railway Company, to be called the Kilmarnock and Ayr Direct Railway Company, both or either of them, for making and maintaining a Joint Station in or near the town of Kilmarnock aforesaid, with all proper and necessary works: And power also to make and carry into effect arrangements with the said intended Company, to be called the Glasgow, Kilmarnock, and Ardrossan Railway Company, for making and maintaining a Joint Station in or near the royal burgh of Irvine aforesaid, with all proper and necessary works; and for making, maintaining, and using the said branch railway to the harbour of Irvine, jointly with the said Glasgow, Kilmarnock, and Ardrossan Railway Company, or other company or companies.

Dated this 15th day of October, 1845.

ROBERT LAMOND, Glasgow.

ARCH. GRAHAM, MONCRIEFF & WREMS,
30, Great George Street, Westminster.

LANARK, DUMFRIES, AYR, AND GALLOWAY JUNCTION RAILWAY.

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

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

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

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

CHAS. & ROBT. BAIRD & MUIRHEAD, Glasgow.
ROBERT CRAWFORD, Cumnock.
DEANS, DUNLOP, & HOPE, Westminster,
Solicitors for the Bill.
Dated this 18th day of October 1845.

GLASGOW, PARTICK, AND DUMBAR-TON DIRECT RAILWAY.

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

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

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

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

NOTICE IS HEREBY GIVEN.

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

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

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

KIRKINTILLOCH AND KILSYTH BRANCH RAILWAY.

NOTICE IS HEREBY GIVEN,

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

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

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

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

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

Glasgow, 18th October 1845.

NOTICE IS HEREBY GIVEN,

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

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

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

SMITH & KINNEAR, Solicitors.

Edinburgh, 18th October 1845.

GLASGOW HARBOUR MINERAL RAILWAY.

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

or tidal harbour or cut, and said several works, houses, and others, or any of them.

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

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

will be deposited, on or before the thirty-first day of December next, with the Schoolmaster, or if there be no Schoolmaster, then with the Session-Clerk of each such parish, at the respective dwelling places of each such Schoolmaster or Session-Clerk.

JAS. F. GALBRAITH, W. S. Solicitor for the Bill, 48, Queen Street, Glasgow.
LAW & ANTON, Solicitors, Fludyer Street, Westminster, London.

Glasgow, 16th October 1845.

SANQUHAR, MUIRKIRK, AND GLASGOW RAILWAY.

NOTICE IS HEREBY GIVEN,

THAT application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill or Bills for making and maintaining a Railway or Railways, with all proper Works and Conveniences therewith connected, commencing by a Junction with a proposed Railway, to be called the "Sanquhar and Muirkirk Junction Railway," at or near to the village of Muirkirk, in the parish of Muirkirk, and county of Ayr, or at or near to the village of Muirkirk aforesaid, and terminating by a Junction with the "Glasgow, Barrhead, and Neilston Direct Railway," or the "Polloc and Govan Railway," or the Joint Line of the "Glasgow, Paisley, and Greenock Railway," and of the "Glasgow, Paisley, Kilmarnock, and Ayr Railway," or at a point in the parish of Gorbals, at or near to the terminus of all or either of the said last-mentioned Railways, in the parish of Gorbals, or Govan and Gorbals, and county of Lanark, or at or near to Busby, in the parish of Carmunnock, and county of Lanark; With Branches from the said intended Railway, viz. a Branch from a point at or near to Loudounhill, in the parish of Loudoun, or the parish of Galston, in the county of Ayr, or the parish of Strathaven, in the county of Lanark, to and to terminate by a Junction with an intended Railway, to be called the "Kilmarnock and Ayr Direct Railway," or a Branch thereof, at or near Darvel, in the parish of Galston, and county of Ayr, or at a point at or near Darvel aforesaid; and a Branch from a point at or near to Loudounhill aforesaid, to, at or near the village of Strathaven, in the parish of Strathaven, and county of Lanark; Which Railway or Railways, Branch Railways and Works, will be situated in, or will pass from, through, or into, the several parishes and places following, or some of them, viz.—The parishes of Muirkirk, Strathaven, Fenwick, Galston, Loudoun, Sorn, Kilbride, Eaglesham, Mearns, Carmunnock, Cathcart, Eastwood, Gorbals, or Govan and Gorbals, and the town or burgh of barony of Gorbals, all situated in the counties of Ayr, Renfrew and Lanark, respectively; And it is intended to take powers in the said Bill or Bills to deviate, in constructing the said intended Railway or Railways, from the line or lines laid down on the maps or plans thereof, to be deposited, as aftermentioned, to such extent as is or will be defined, on the said plans; And it is also intended, by the said Bill or Bills to incorporate a Company for making, maintaining, working and using the said Railway or Railways, Branch Railways and Works, and for conveying passengers and goods on the said Railway or Railways, Branch Railways, and on other communicating Railways, and for other purposes; with powers for the compulsory purchase of lands, houses and other



heritages, for the purposes of the said Railway or Railways, Branch Railways and Works; and it is intended to take powers to vary or extinguish all existing rights and privileges connected with the lands, houses, and other heritages, so to be purchased, and to confer other rights and privileges in relation thereto; And also with power to the said intended Company to levy tolls, rates and duties, on and for the use of the said intended Railway or Railways and Works, and for the conveyance of passengers and goods as aforesaid, and to confer certain exemptions from payment of such tolls, rates and duties, and certain other rights and privileges in relation thereto; and also with power to the said intended Company to enter into and carry into execution with any other Companies or Corporations, or any Commissioners, Road Trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for the making and maintaining of the said intended Railway or Railways and Works, or for the use of, or for working the same, or any portion thereof: And it is intended by the said Bill or Bills to take power: of altering and diverting such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water courses, as it may be necessary or expedient to alter or divert for the purpose of making and maintaining, or more conveniently making and maintaining, and using the said Railway or Railways, and Works and Conveniences connected therewith.

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

Dated, at Glasgow, the 15th day of October, 1845 years.

ROBERT LAMOND, 29, St. Vincent Place, Glasgow.
DEANS, DUNLOP, & HOPE, Westminster.

ARDROSSAN HARBOUR.

NOTICE IS HEREBY GIVEN, That application is intended to be made to Parliament, in the ensuing Session, for an Act or Acts to alter, amend, enlarge, or repeal, in whole or in part, the following Acts, or some of them, that is to say, an Act passed in the forty-fifth year of the reign of His Majesty King George the Third, entitled, "An Act for erecting and maintaining a Harbour, Docks, and other works at Ardrossan,

in the county of Ayr;" and another Act passed in the fifth year of the reign of her present Majesty, entitled, "An Act to amend an Act, for erecting a Harbour at Ardrossan, in the county of Ayr; and to provide for the improvement of the said Harbour;" in which Act or Acts so to be applied for, power is intended to be taken to enable the Ardrossan Harbour Company, incorporated by the said Acts, or some one of them, to sell, dispose of, and make over all their estate, right, title, and interest into and to the said Ardrossan Harbour and Docks, and other works and conveniences connected therewith, and the lands in or upon which the same respectively are made, and all their other property and effects, and all the powers and privileges now vested in them to a Company to be incorporated by Parliament for making a Railway from Crofthead in the parish of Neilston and county of Renfrew, to the town of Kilmarnock in the county of Ayr, with certain branch railways diverging out of the main line of the said Railway, and out of some of the said branch railways; which proposed Railway is intended to be called the "Glasgow, Kilmarnock, and Ardrossan Railway;" or to any other Company, or person or persons duly authorised to that effect, and to enable the said proposed Railway Company to purchase, accept, and take the same, and to exercise all the powers and privileges now vested in the said Ardrossan Harbour Company, and to consolidate and unite the said Ardrossan Harbour and Docks, and other works, with the said intended Railway, and to enable the said intended Railway Company to levy and receive the tolls, rates, and duties now payable in respect of the said Harbour and Docks, and other works, and to exercise all or any of the rights and privileges relating thereto, and if necessary to alter, vary, and increase such rates and duties, and to dissolve the said Ardrossan Harbour Company.

CAMPBELL & TENNENTS,
40, George Square, Glasgow.

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

Glasgow, 18th October 1845.

LOCHRYAN HARBOUR, AND BRITISH AND IRISH RAILWAY TERMINUS.

NOTICE IS HEREBY GIVEN,

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

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

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

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

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

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

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

Stranraer, 16th October 1845.

SANQUHAR & MUIRKIRK JUNCTION RAILWAY.

NOTICE IS HEREBY GIVEN,

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

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

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

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

Dated this 15th day of Oct. 1845 years.

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

AYR AND DUMFRIES JUNCTION RAILWAY.

NOTICE IS HEREBY GIVEN,

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

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

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

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

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

Dated this 18th day of October, 1845.

KILMARNOCK AND AYR DIRECT RAILWAY.

NOTICE IS HEREBY GIVEN,

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

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

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

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

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

ROBERT LAMOND, 29, St Vincent Place, Glasgow.

EDINBURGH AND LEITH ATMOSPHERIC RAILWAY.

NOTICE IS HEREBY GIVEN,

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

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

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

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

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

Dated 18th October 1845.

GLASGOW, KILMARNOCK, AND ARDROSSAN RAILWAY.

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

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

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

upon the plans and sections hereinafter referred to.

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

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

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

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

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

and ninth year of the reign of her present Majesty.

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

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

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

Solicitors for
the Bill.

Glasgow, 18th October 1845

FORTH AND CLYDE JUNCTION RAILWAY.

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

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

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

Dated this 15th day of October 1845.

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

Edinburgh.

J. & J. MATHIE, Writers, Stirling.

ROBERT LAMOND,

DEANS, DUNLOP, & HOPE,

Glasgow.

Westminster.

NOTICE IS HEREBY GIVEN,

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

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

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

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

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

Dated this Seventeenth day of October 1845.

CALEDONIAN AND DUMBERTONSHIRE JUNCTION RAILWAY.

NOTICE IS HEREBY GIVEN,

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

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



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

Dated this 15th day of October 1845.

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

R. D. MACKENZIE, Writer, Dumbarton.

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

GLASGOW HARBOUR GRAND JUNCTION RAILWAY TERMINUS.

NOTICE IS HEREBY GIVEN,

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

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

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

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

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

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

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

NOTICE IS HEREBY GIVEN,

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

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

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

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

Dated this 13th day of October 1845 years.

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

GLASGOW, BARRHEAD, AND NEILSTON DIRECT RAILWAY.

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

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

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

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

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

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

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

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

Solicitors
for the
Bill.

Glasgow, 18th October 1845.

KILMARNOCK WATER COMPANY.

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

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

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

CAMPBELL & TENNENTS, 40, George Square, Glasgow.
JOHN TORRANCE, Writer, Kilmarnock.
DEANS, DUNLOP, & HOPE, Fiucler Street, Westminster.
Glasgow, 18th October 1845.

LANARKSHIRE AND LOTHIAN'S RAILWAY.

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

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

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

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

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

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

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

Glasgow, 16th October 1845.

DUNDEE GAS LIGHT COMPANY.

NOTICE IS HEREBY GIVEN,

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

CHRIS. KERR, } Dundee.
JOHN KERR, }
RICHARDSON & CONNELL,
Fludyer Street, Westminster, London.

Dated this fifth day of November 1845.

RENFREW & AYR COUNTIES RAILWAY.

NOTICE IS HEREBY GIVEN,

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

And Notice is also given, that plans and sections describing the lines or situations and levels of the said intended works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property respectively will, on or before the 30th day of November next, be deposited for public inspection in the offices in Paisley and Greenock respectively, of the principal Sheriff-clerk of the county of Renfrew, and in the office at Ayr of the principal She-

riff-clerk of the county of Ayr; and that a copy of as much of said plans, sections, and books of reference as relates to each of the said parishes before specified, will be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-clerk of each of such parishes respectively, at the place of abode of such Schoolmaster or Session-clerk.

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

And Notice is also given, that it is intended by the said Bill to incorporate a company for the purpose of making, maintaining, working, or using the said Railway, branch Railway, and works, or some of them, and for other purposes connected therewith; with power to such company for the compulsory purchase of lands, houses, and other property; and it is intended to vary or extinguish all existing rights and privileges connected with the lands, houses, and property so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said Railway, branch Railway, and works, and to confer other rights and privileges; as also with powers to the company to be so incorporated, to levy tolls, rates, and duties, on and for the use of the said Railway, branch Railway, and works, and for the conveyance of passengers and goods; and it is intended by the said Bill to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; and it is further intended by the said Bill to take powers to authorise the company to be thereby incorporated, to sell or lease the said intended Railway, branch Railway, and works, to the Glasgow, Paisley, and Greenock Railway Company, or to contract with the said Glasgow, Paisley, and Greenock Railway Company for the working of the said intended Railway, and for the use of their stations at Greenock, for the purposes of the said intended Railway.

Dated this 15th day of October 1845 years.

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

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.

NOTICE IS HERERY 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 or 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.

NOTICE.

IN the Action of Multiplepointing brought at the instance of David Inglis, Writer in Port-Glasgow, the sole surviving and accepting Trustee of the deceased ARCHIBALD HENRY, Esq. formerly Collector of Her Majesty's Customs at Port-Glasgow, under a Trust-Disposition executed by him, dated the 1st, and recorded in the Books of Council and Session the 16th day of January 1845,—against Archibald Henry Hardie, Comptroller of Her Majesty's Customs at Mary-Port, and Others, the Heirs and Legatees of the said deceased Archibald Henry,—Lord Cuninghame, Ordinary, was pleased to pronounce the following interlocutor:—"Edinburgh, 18th November 1845. The Lord Ordinary, before answer, gran's warrant and authority for giving Notice of this action to Andrew Henry, sometime shipmaster in Borrowstounness, afterwards residing in England, or elsewhere forth of Scotland, or to his issue, if any such be in existence, by advertising the same, once weekly for three weeks, in each of the following Newspapers, viz. The Edinburgh Gazette, the North British Advertiser, and the Glasgow Courier, so that the same may come to the knowledge of the said Andrew Henry, or of his issue, if any such be in existence." (Signed) "J. CUNINGHAME." Of which Action Notice is hereby given accordingly.

Wm. Young, W.S. Agent for the Raiser of the M.P.
Edinburgh, November 21, 1845.

HUGH M'EWAN, Trustee on the sequestrated estate of ALEXANDER MILLOY, and JOHN MILLOY, Graziers and Cattle-Dealers at Ashfield, in the Parish of North Knapdale, in the County of Argyle, carrying on business as a Company, in names of the said Alexander Milloy, or John Milloy, and of the said Alexander Milloy, and John Milloy, as Partners of the said Company, and as Individuals, hereby intimates, that an additional account of his intromissions with the fund of the estate of the said Company, and Individual Partners, has been made up and examined by the Commissioners on said estate, in terms of the Statute, and that the declaration of a dividend has been postponed until a future period, in consequence of part of the Law-Agents accounts being disputed and not settled, and that circular letters to the Creditors have been dispensed with.—Of which Notice is hereby given, in terms of the Statute.

HUGH M'EWAN, Trustee.

Lochgillhead, November 20, 1845.

GEORGE STODART, Merchant, Leith, Trustee on the sequestrated estate of THOMAS ALDRIDGE & COMPANY, Paper Stainers in Edinburgh, and of Thomas Aldridge, Henry James Aldridge, and Samuel McClury, junior, the individual partners of that Company, hereby intimates, that an account of intromissions with the funds of the estate, brought down to the 9th instant, 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: That he has examined the claims of the several Creditors who have lodged their oaths and grounds of debt, on or before the 10th instant, 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; further, that a first dividend will be paid to those Creditors whose claims have been admitted by the Trustee, at his counting-house, No. 11, Mitchell Street, Leith, on the 10th day of January next. No funds have been recovered in the separate estates of the individual bankrupts.

Leith, November 24, 1845.

NOTICE is hereby given, that DAVID CORMACK, Solicitor before the Supreme Courts, and Accountant in Edinburgh, as Creditor of the deceased WILLIAM GRAY, Accountant, Edinburgh, who died in Edinburgh on the 28th August 1845, has raised an Edict before the Commissary Court of Edinburgh, which will be called on the 3d day of December next, with continuation of days, to have Executors-dative decerned and confirmed to said defunct.

MAURICK LOTHIAN, Solr.

November 22, 1845.



THE Estates of ROBERT and ALEXANDER GRACIE, Junior, Cattle Dealers at Twomerkland, in the parish of Glencairn, as a Company, and Robert Gracie, Cattle Dealer, residing at Dunscore Kirk, and Alexander Gracie, Junior, residing at Twomerkland aforesaid, the Partners of the said Company, as Partners thereof, and as Individuals, were sequestrated on the 21st day of November 1845.

The first delivrance is dated the 19th November 1845. The meeting to elect an Interim Factor is to be held at 12 o'clock noon, on Monday the 1st day of December 1845, within the house of John Donaldson, Innkeeper in Minnyhive, in the said Parish of Glencairn; and the meeting to elect a Trustee and Commissioners is to be held at 12 o'clock noon, on Saturday the 20th day of December 1845, within the house of the said John Donaldson, Innkeeper in Minnyhive.

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 19th day of May 1846. All future Advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

BRODIES & KENNEDY, W. S. Agents,
59, Northumberland Street.

THE Estates of WILLIAM TRELSS NIMMO, Gas Manufacturer and Steam Boat Proprietor, residing at No. 2, South Portland Street, Glasgow, were sequestrated on the 24th day of November 1845.

The first delivrance is dated the 24th November 1845. The meeting to elect Interim Factor is to be held at 12 o'clock noon, on Friday the 5th day of December 1845, within the office of Alexander McGrigor, Writer, No. 52, George Square, Glasgow; and the meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Friday the 26th day of December 1845, within the office of Alexander McGrigor, as above.

A composition may be offered at this latter meeting, and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 25th of May 1846. All future Advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

DUNDAS & WILSON, C. S. Agents,
16, St. Andrew Square, Edinburgh.

THE Estates of JAMES M'KENZIE, Inn-Keeper in Irvine, were sequestrated on the 24th November 1845.

The first delivrance is dated the 24th November 1845. The meeting to elect Interim Factor is to be held at 12 o'clock noon, on Monday the 8th day of December 1845, within the Eglinton Arms Inn, Irvine; and the meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on the 29th day of December 1845, within the Eglinton Arms Inn at Irvine.

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 24th day of May 1846.

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

LACHLAN MACKINTOSH, S.S.C.
31, Northumberland Street, Edinburgh, Agent.

THE Estate of WILLIAM JOHNSTON, Farmer, Cattle Dealer, and Grain Dealer, at Castlehill, in the parish of Muiravonside, were sequestrated on the 24th day of November 1845.

The first delivrance is dated the 24th day of November. The meeting to elect the Interim Factor is to be held at two o'clock afternoon on Friday the 5th day of December 1845, within the house of Thomas Gaff, Innkeeper, Falkirk, and the meeting to elect the Trustee and Commissioners is to be held at two o'clock on Friday the 26th day of said month of December, likewise within the house of Thomas Gaff, Innkeeper, Falkirk.

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 24th day of April 1846.

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

WILLIAM POLLOCK, S.S.C. Agent,
13, York Place, Edinburgh.

THE Estates of the deceased SIMON FRASER, Esquire of Foyers, were sequestrated on the 25th day of November 1845.

The first delivrance is dated the 28th May 1845. The meeting to elect Interim Factor is to be held at 12 o'clock noon, on Monday the 8th day of December 1845, within the Sheriff's office, Castle, Inverness; and the meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Monday the 29th day of December 1845, within the said Sheriff's office, Castle, Inverness.

A composition may be offered at this latter meeting, and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 25th May 1846. All future Advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

J. B. DOUGLAS, W. S.
15, Drummond Place, Edinburgh.

THE Estates of WILLIAM MEIKLEHAM, Writer and Coal Master in Glasgow, were sequestrated on the 24th day of November 1845.

The first delivrance is dated 24th November 1845. The meeting to elect Interim Factor is to be held at one o'clock afternoon, on Wednesday the 3d day of December next, within the office of Mr. James Monteath, Writer in Glasgow; and the meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Wednesday the 24th day of December next, 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 25th day of May 1846.

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

FRANCIS J. BRINGLOE, W. S.
26, Alva Street, Edinburgh, Agent.

SEQUESTRATION of WILLIAM MUNRO & COMPANY, Merchants and Drapers in Dornoch, and of William Munro, as sole Partner of that Company, and as an Individual.

PHILIP MACKAY, residing in Dornoch, has been elected Trustee on the estate, in room of Donald Macleod Smith, Esquire, the former Trustee, who resigned.

PHILIP MACKAY, Trustee.
Dornoch, November 19, 1845.

NOTICE.

In the Sequestration of ALEXANDER RAMSAY, Senior of Kerschill, near Falkirk, in the County of Stirling, now deceased.

THE Trustee hereby intimates to the Creditors in this sequestration, that an account of his intromissions with the funds of the sequestrated estate, made up to the 10th instant, has been audited by the Commissioners, and that no dividend will be paid to the Creditors. The Trustee farther intimates, that a meeting of the Creditors will be held in the office of Russel and Aitken, Writers, Falkirk, upon Monday the 22d day of December 1845, for the purpose of considering as to an application for the Trustee's discharge.

JAMES RUSSEL, Jr. Trustee.
Falkirk, November 24, 1845.

NOTICE

TO THE CREDITORS OF

ROBERT FORBES, Flaxspinner, residing at Pleasance, in the Parish of St. Vigeans, and County of Forfar.

THE Sheriff-Substitute of the County of Forfar, on an application presented to him, in terms of the 77th Section of the Act 2d and 3d Victoria, cap. 41, has appointed Wednesday the 10th day of December next, at one o'clock afternoon, within Bruce's Hotel in Arbroath, as the time and place for holding a general meeting of the Creditors of the said Robert Forbes, for the purpose of electing a new Trustee on the sequestrated estate of the said Robert Forbes, in place of Alexander Smith, Flaxspinner in Arbroath, the former Trustee, deceased.—Of all which Notice is hereby given, in terms of the Statute.

Arbroath, November 21, 1845.

HENRY SALMON of Bonny-side, Banker in Falkirk, Trustee on the sequestrated estate of THOMAS AITKEN, Writer, Banker, and Bill Broker in Falkirk, hereby intimates, that an account of his intromissions with the funds of the estate, brought down to the 10th instant, 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 claim of a Creditor who has lodged an oath of verity, and grounds of debt since payment of last dividend, and made up lists of the Creditors entitled to be ranked on the funds of said estate: And that an equalizing dividend will be paid to the Creditors above alluded to, and a third dividend to the whole Creditors whose claims have been admitted by the Trustee, at his counting-house here, on Tuesday the 13th of January next.—Of all which Notice is hereby given in terms of the Statute.

H. SALMON, Trustee.

Falkirk, 22d November 1845.

SEQUESTRATION of JOHN M'CALLUM, Shipowner, Newburgh, Fife.

JOSEPH LYELL, Wood Merchant, Newburgh, Fife, Trustee on the sequestrated estate of the said John M'Callum, hereby intimates, that an account of his intromissions with the funds of the estate, brought down to the 9th current, and a state of the funds recovered, 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, and completed a list of the several Creditor who have lodged their oaths and grounds of debt, but that in consequence of a preferable security or mortgage held over the subject of the estate, and admitted by the Trustee and Commissioners, the free proceeds of which will fall short of satisfying the claim under said security or mortgage, no funds will remain for division among the ordinary Creditors, and that the net produce of the estate, after deducting expenses, will be paid by the Trustee to the preferable Creditor, in virtue of his security, at the Trustee's Counting-house, Newburgh, Fife, on the 10th day of January next.

JOSEPH LYELL, Trustee.

Newburgh, Fife, November 22, 1845.

JAMES GOURLAY, Accountant, Glasgow, Trustee on the sequestrated estate of DAVID ENVERDALE, Merchant in Blairgowrie and Dunkeld, hereby intimates, that a meeting of the Creditors will be held within the Trustee's Chambers, 24, Queen Street, Glasgow, on Saturday the 13th day of December next, at 12 o'clock noon, to consider an offer of composition to be made by the Bankrupt.

JAMES GOURLAY, Trustee.
Glasgow, November 24, 1845.

OUTSTANDING DEBTS TO BE SOLD.

THERE will be exposed to sale by Public Auction, within the Blue Bell Inn, Falkirk, on Monday the 29th day of December next, the Outstanding Debts belonging to the sequestrated estates of THOMAS AITKEN, Writer, Banker, and Bill Broker in Falkirk.

Sale to take place at two o'clock afternoon. For particulars apply to Henry Salmon, Esquire, of Bonny-side, Banker in Falkirk, the Trustee.
Falkirk, November 22, 1845.

DISSOLUTION OF COPARTNERY.

THE Copartnery Concern of DAVIDSON & MONTEATH, Woollen Manufacturers, Galashiels, was DISSOLVED by mutual consent of this date. The Subscriber, Thomas Davidson, is authorised to uplift and discharge the accounts due to the Company, and the debts due by the Company will be paid by him. Dated at Galashiels, the 21st day of November 1845.

THOS. DAVIDSON.
HENRY MONTEATH.

ROB. HALDANE, Writer, Galashiels, Witness.
HUGH LEES, Writer, Galashiels, Witness.

Notices of Cessio Bonorum.

NOTICE

TO THE CREDITORS OF

JOHN HUTTON, one of the Partners of the Firm of John Hutton and Company, Carriers between Dunfermline and Glasgow, residing in Dunfermline, and also an Individual Partner of the Firm of Hutton and Wordie, Carriers between Glasgow and Dunfermline.

THE said John Hutton has applied to the Sheriff of Fife and his Substitute for the Western District, for the benefit of Cessio Bonorum, and his Creditors are hereby required to appear within the Ordinary Sheriff-Court Room, Dunfermline, on Monday the 29th day of December next, at 12 o'clock noon, in presence of the said Sheriff or his Substitute, when the Petitioner will appear for public examination. The Petitioner has also craved interim protection against the execution of any diligence, until the termination of the present process, and is ready to find sufficient caution acted in the Sheriff-Court Books of Fifeshire, that he will attend all diets of Court when required.—Of all which intimation is hereby given, in terms of the Statute.
Dunfermline, November 24, 1845.

WILLIAM KAY, sometime Farmer, Gallowhill, near Kirkintilloch, now residing at Port-Dundas, near Glasgow, present Prisoner in the Prison of Glasgow, has presented a Petition to the Sheriff of Lanarkshire, craving decree of Cessio Bonorum, liberation, and interim protection, and the 26th December next, at 12 o'clock noon, within the Sheriff-Clerk's office here, is fixed for his examination, when his Creditors are required to attend.
Glasgow, November 24, 1845.

HUGH ROSS, formerly Merchant, Ullapool, Dingwall, now Clerk or Salesman in Glasgow, has presented a Petition to the Sheriff of Lanarkshire, craving decree of Cessio Bonorum, and interim protection, and the 26th December next, at two o'clock p.m. within the Sheriff-Clerk's office here, is fixed for his examination, when his Creditors are required to attend.
Glasgow, November 24, 1845.

NOTICE.

THE Reverend JAMES BLACK, Preacher of the Gospel at Frickheim, County of Forfar, has presented a Petition to the Sheriff of Forfarshire, praying for interim protection and for decree of Cessio Bonorum; and his Creditors are hereby required to appear within the Sheriff-court-room at Forfar, on Wednesday the 24th day of December next, at 12 o'clock noon, when the Petitioner will appear for public examination, in terms of the Statute.

J. & J. ANDERSON, Agents for Petitioner.

Arbroath, November 22, 1845.

MR. JOHN CAMERON, Crofter, residing on the Farm of Keppanoch, near Fort-William, hereby intimates to his Creditors, that he has applied by Petition to the Sheriff of Inverness-shire, and his Substitute for the Fort-William district of said Shire, for interim protection against the execution of diligence, and for decree of Cessio Bonorum under the Act 6 and 7, William IV., cap. 56, and that the Sheriff-Substitute of the said district, of the date hercof, ordained the Statutory intimation of the said application, and of the delivrance thereon, to be made; pursuant to which order and delivrance the Creditors of the said John Cameron are hereby required to appear within the Court-house of Fort-William, on the 8th day of January next, at 12 o'clock noon, when the said John Cameron will appear for examination.

THO. A. CRICHTON, Agent.
Fort-William, November 20, 1845.

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

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

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

TUESDAY, NOVEMBER 25, 1845.

Price One Shilling.