

The Edinburgh Gazette.

Published by Authority.

TUESDAY, NOVEMBER 20, 1860.

ORDER BY THE LORDS OF COUNCIL AND SESSION, in pursuance of THE BANKRUPTCY STATUTE.

Edinburgh, 13th November 1860.

THE Lords of Council and Session having received The THIRD ANNUAL REPORT of The ACCOUNTANT IN BANKRUPTCY IN SCOTLAND, which, as required by the Statute, shews, as at the close of October 1859, the state of each Sequestration in Scotland returned to the Accountant in pursuance of the Statute, do hereby direct that the said Report shall be published, by being made patent to all concerned at the Office of the Accountant, presently in No. 39, George Street, Edinburgh, for one year from this date, and shall, after expiry of that period, be transmitted to the Deputy Keeper of the Records: And the Lords direct this Order to be published by the Accountant in the Edinburgh and London Gazettes, and in one of the Advertising Newspapers of Edinburgh, London, and Dublin:—And the Lords direct this Order to be engrossed in the Books of Sederunt.

(Signed) DUN. M'NEILL, *I.P.D.*

Published in obedience to the above Direction, by

GEORGE A. ESSON,

Accountant in Bankruptcy in Scotland.

EDINBURGH, 39, GEORGE STREET,
19th November 1860.

ST JAMES'S PALACE, November 8, 1860.

The Queen has been pleased, on the nomination of the Right Honourable Lord Foley, to appoint Captain George Lane, Royal Elthorne Light Infantry, one of Her Majesty's Honourable Corps of Gentlemen-at-Arms, vice Captain F. S. Daubeny, resigned.

ST JAMES'S PALACE, November 10, 1860.

The Queen has been pleased, on the nomination of the Right Honourable Lord Foley, to appoint James Killery, Esq., one of Her Majesty's Honourable Corps of Gentlemen-at-Arms, vice Sir Henry O. R. Chamberlain, Bart., resigned.

WAR-OFFICE, PALL-MALL,

November 13, 1860.

7th Regiment of Dragoon Guards—Samuel James Dakin, gent. to be Cornet, by purchase, vice Wright, promoted in the 2d Dragoon Guards. Dated 13th November 1860.

12th Light Dragoons—John Cavendish Orred, gent. to be Cornet, by purchase, vice Holmes, promoted. Dated 13th November 1860

17th Light Dragoons—Lieutenant-Colonel and Brevet-Colonel John Charles Hope Gibsons, Commandant of the Cavalry Depôt at Maidstone, to be Lieutenant-Colonel, vice Brevet-Colonel Charles William Morley Balders, C.B., promoted to be Major-General. Dated 1st October 1860.

Assistant-Surgeon David Cullen, M.D., from the Rifle Brigade, to be Assistan' Surgeon, vice Yorke Hobart Johnson, appointed to the Staff. Dated 13th November 1860.

Royal Artillery—Second Captain Andrew Noble, from the Supernumerary List, to be Second Captain, vice James Lyons, removed to the Supernumerary List. Dated 20th October 1860.

The undermentioned Gentlemen Cadets to be Lieutenants, viz:—

William Henry Wright. Dated 1st November 1860.

Arthur Warry. Dated 1st November 1860.

Charles Kirkwood. Dated 1st November 1860.

John Andrew Kelso. Dated 1st November 1860.

John Edward Toller. Dated 1st November 1860.

Henry Knollys. Dated 1st November 1860.

William Alexander Day. Dated 1st November 1860.

Spencer Gardiner. Dated 1st November 1860.

Henry Robert Yates Browne. Dated 1st November 1860.

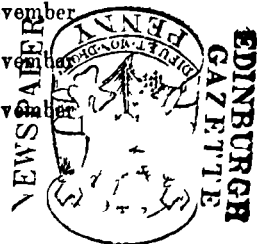
Edward George Boughton Gattey. Dated 1st November 1860.

John Tyndale Greenfield. Dated 1st November 1860.

Charles William Thomson. Dated 1st November 1860.

Frederick William Nind. Dated 1st November 1860.

Frederick William Carey. Dated 1st November 1860.



Francis Harry Emilius Day. Dated 1st November 1860.
 William Henry Moore Duthie. Dated 1st November 1860.
 Price Lewes. Dated 1st November 1860.
 Allan Henry Maclean. Dated 1st November 1860.
 Gerald Charles Hall Parly. Dated 1st November 1860.
 Allan Bedford Davies. Dated 1st November 1860.
 Edward Woolcombe. Dated 1st November 1860.

Royal Engineers.

Gentlemen Cadets to be Lieutenants with Temporary Rank.

Percy Rix Barber. Dated 1st November 1860.
 Thomas Glancy. Dated 1st November 1860.
 Arthur Clitherow Ward. Dated 1st November 1860.
 Archibald Henry Kildahl. Dated 1st November 1860.
 Albert Charles Smith. Dated 1st November 1860.
 4th Foot—Assistant-Surgeon Arthur Charles Gaye, from the Staff, to be Assistant Surgeon, vice John Low Erskine, M.D., appointed to the Staff. Dated 13th November 1860.
 9th Foot—Lieutenant William Augustus Elmhirst to be Captain, by purchase, vice William Henry Peel, who retires. Dated 13th November 1860.
 Ensign Nathaniel Forte to be Lieutenant, by purchase, vice Elmhirst. Dated 13th November 1860.
 30th Foot—Lieutenant Charles James Palmer Clarkson to be Captain, by purchase, vice Edward Newstead Falkner, who retires. Dated 13th November 1860.
 Ensign Henry Horace Eden to be Lieutenant, by purchase, vice Clarkson. Dated 13th November 1860.
 45th Foot—Ensign Forbes William Guernsey to be Quartermaster, vice Richard Power, who retires on half-pay. Dated 13th November 1860.
 46th Foot—Richard Lawrence William Moore Smith Maydwell, gent. to be Ensign, by purchase, vice Howorth, promoted. Dated 13th November 1860.
 50th Foot—Assistant-Surgeon Owen Owen, from the Staff, to be Assistant-Surgeon, vice Johnston Ferguson, appointed to the Staff. Dated 13th November 1860.
 69th Foot—Ensign James Blaikie Keith, from the 60th Foot, to be Ensign, vice Brace, promoted in the Military Train. Dated 13th November 1860.
 88th Foot—Captain Shurlock Henning to be Major, by purchase, vice Brevet-Lieutenant-Colonel Edmund Gilling Maynard, who retires. Dated 13th November 1860.
 Lieutenant Edward Hopton to be Captain, by purchase, vice Henning. Dated 13th November 1860.
 Ensign Arthur Allen Owen to be Lieutenant, by purchase, vice Hopton. Dated 13th November 1860.
 95th Foot—Assistant-Surgeon Arthur Herbert Orpen, from the Staff, to be Assistant-Surgeon, vice John Clarke, M.D., appointed to the Staff. Dated 13th November 1860.

Rifle Brigade—Ensign Lucius F. B. Cary to be Lieutenant, by purchase, vice George Augustus Curzon, who retires. Dated 13th November 1860.

Assistant-Surgeon James T. Tulloch, M.D., from the Staff, to be Assistant-Surgeon, vice David Cullen, M.D., appointed to the 17th Light Dragoons. Dated 13th November 1860.

2d West India Regiment—Assistant-Surgeon Edward Joseph Boulton, from the Staff, to be Assistant-Surgeon, vice Charles Bagot, M.B., deceased. Dated 13th November 1860.

Royal Canadian Rifle Regiment—Albert William Money, gent. to be Ensign, by purchase, vice Wilford, promoted. Dated 13th November 1860.

UNATTACHED.

Ensign Colin Macdonald, half-pay 50th Foot, Town Major at Montreal, to be Lieutenant, without purchase. Dated 13th November 1860.

MEDICAL DEPARTMENT.

Assistant-Surgeon John Low Erskine, M.D., from the 4th Foot, to be Staff Assistant-Surgeon, vice Arthur Herbert Orpen, appointed to the 95th Foot. Dated 13th November 1860.

Assistant-Surgeon Johnston Ferguson, from the 50th Foot, to be Staff Assistant-Surgeon, vice Edward Joseph Boulton, appointed to the 2d West India Regiment. Dated 13th November 1860.

Assistant-Surgeon Yorke Hobart Johnson, from the 17th Light Dragoons, to be Staff Assistant-Surgeon, vice Arthur Charles Gaye, appointed to the 4th Foot. Dated 13th November 1860.

Assistant-Surgeon John Clarke, M.D., from the 95th Foot, to be Staff Assistant-Surgeon, vice James Tulloch Tulloch, appointed to the Rifle Brigade. Dated 13th November 1860.

BREVET.

Captain and Lieutenant-Colonel Lord Arthur Hay, Grenadier Guards, having completed five years' service as an Assistant-Adjutant-General, with the rank of Lieutenant-Colonel, to be Colonel in the Army. Dated 1st November 1860.

Lieutenant-Colonel Charles Pyndar Beauchamp Walker, 2d Dragoon Guards, having completed five years' service in the rank of Lieutenant-Colonel, to be Colonel in the Army. Dated 9th November 1860.

Paymaster John Holland, Depôt Battalion, to have the Honorary Rank of Captain, under the Royal Warrant of the 27th January 1860. Dated 14th August 1860.

Paymaster Thomas Gough, Rifle Brigade, to have the Honorary Rank of Captain, under the Royal Warrant of 27th January 1860. Dated 14th September 1860.

Quartermaster Richard Power, retired on half-pay 45th Foot, to have the Honorary Rank of Captain. Dated 13th November 1860.

WAR-OFFICE, PALL-MALL,

November 16, 1860.

Corps of Royal Engineers.

Lieutenant-General William Cuthbert Ward to be Colonel-Commandant, vice General Thackeray, C.B., deceased. Dated 20th September 1860.

WAR-OFFICE, PALL-MALL,
November 16, 1860.

2d Regiment of Life Guards—George Augustus Curzon, gent. to be Cornet and Sub-Lieutenant, without purchase, vice Entwisle, deceased. Dated 16th November 1860.

5th Light Dragoons—Lieutenant Arthur Murray to be Captain, by purchase, vice John Dynon, who retires. Dated 16th November 1860.

Cornet Boyle Vandeleur to be Lieutenant, by purchase, vice Murray. Dated 16th November 1860.

8th Light Dragoons—Captain and Brevet-Major Clement W. Heneage to be Major, by purchase, vice Edward Phillips, who retires. Dated 16th November 1860.

Lieutenant Parry de Winton to be Captain, by purchase, vice Heneage. Dated 16th November 1860.

Cornet Edward Pulleyne to be Lieutenant, by purchase, vice de Winton. Dated 16th November 1860.

Royal Artillery—Second Captain Arthur Thornton Gratwicke Pearse to be Adjutant, vice Ravenhill, who resigns the Adjutancy only. Dated 26th September 1860.

Military Train—Lieutenant Francis Roberts, from the 92d Foot, to be Lieutenant, vice James Malley, who exchanges. Dated 16th November 1860.

1st Regiment of Foot—Ensign Robert Cosens to be Lieutenant, by purchase, vice Jones, promoted in the 2d West India Regiment. Dated 16th November 1860.

2d Foot—Lieutenant Henry Pye Phillipps to be Captain, by purchase, vice Robert Charles William Stuart, who retires. Dated 16th November 1860.

4th Foot—Lieutenant William Fagan to be Captain, by purchase, vice Richard Alexander Law, who retires. Dated 16th November 1860.

Ensign William Thomas Freeman to be Lieutenant, by purchase, vice Fagan. Dated 16th November 1860.

7th Foot—Ensign Vincent Upton Langworthy to be Lieutenant, without purchase, vice Francis John Foster, deceased. Dated 31st October 1860.

Serjeant-Major John Sidney Smith to be Ensign, without purchase, vice Langworthy. Dated 16th November 1860.

10th Foot—Lieutenant Robert Theodore F. Stammers to be Captain, by purchase, vice John Montresor Smyth, who retires. Dated 16th November 1860.

Ensign John Lovell Kelly to be Lieutenant, by purchase, vice Stammers. Dated 16th November 1860.

16th Foot—Lieutenant William Henry Carter to be Captain, without purchase, vice Annesley Cary, deceased. Dated 22d October 1860.

Ensign Arthur Ewen Stabb to be Adjutant, vice Lieutenant Carter, promoted. Dated 16th November 1860.

20th Foot—Captain and Brevet-Major Thomas Casey Lyons to be Major, without purchase, vice Brevet Lieutenant-Colonel Archibald Campbell, who retires upon full-pay. Dated 16th November 1860.

Lieutenant the Honourable Adolphus E. P. Vereker to be Captain, without purchase, vice Brevet-Major Lyons. Dated 16th November 1860.

36th Foot—Assistant-Surgeon St John Killery, from the Staff, to be Assistant-Surgeon, vice Tobin, who exchanges. Dated 16th November 1860.

53d Foot—Major Archibald Richard Harenc, from the 97th Foot, to be Major, vice Frederick Arthur Walter, who exchanges. Dated 16th November 1860.

56th Foot—Lieutenant Arthur Nassau Bolton to be Instructor of Musketry, vice Lieutenant Thompson, who has resigned that appointment. Dated 20th August 1860.

59th Foot—Ensign Charles Albert Leslie Attila French, from the 34th Foot, to be Ensign, vice Hutton, promoted. Dated 16th November 1860.

61st Foot—Major and Brevet Lieutenant-Colonel Henry Garner Rainey to be Lieutenant-Colonel, by purchase, vice Brevet-Colonel William Jones, C.B., who retires on half-pay. Dated 16th November 1860.

Captain and Brevet-Major Alexander William Gordon to be Major, by purchase, vice Brevet-Lieutenant-Colonel Rainey. Dated 16th November 1860.

Lieutenant Henry John Yonge to be Captain, by purchase, vice Brevet-Major Gordon. Dated 16th November 1860.

Ensign Charles Hercules Atkinson to be Lieutenant, by purchase, vice Yonge. Dated 16th November 1860.

63d Foot—Major William Frederick Carter to be Lieutenant-Colonel, by purchase, vice Thomas Harries, who retires. Dated 16th November 1860.

Captain and Brevet-Major Charles Le Mesurier Carey to be Major, by purchase, vice Carter. Dated 16th November 1860.

Lieutenant Stephen Moore to be Captain, by purchase, vice Brevet-Major Carey. Dated 16th November 1860.

Ensign James Stewart Smyth to be Lieutenant, by purchase, vice Moore. Dated 16th November 1860.

64th Foot—Ensign Frederick Edward Wilson to be Lieutenant, by purchase, vice Henry Davies, who retires. Dated 16th November 1860.

82d Foot—Major and Brevet-Lieutenant-Colonel David Watson to be Lieutenant-Colonel, by purchase, vice Brevet-Colonel the Honourable Percy Egerton Herbert, C.B., who retires upon half-pay. Dated 16th November 1860.

Captain and Brevet-Major Henry Christopher Marriott to be Major, by purchase, vice Brevet-Lieutenant-Colonel Watson. Dated 16th November 1860.

Lieutenant John Sidney Hand to be Captain, by purchase, vice Brevet-Major Marriott. Dated 16th November 1860.

Ensign James Johnston to be Lieutenant, by purchase, vice Hand. Dated 16th November 1860.

92d Foot—Lieutenant James Malley, from the Military Train, to be Lieutenant, vice Francis Roberts, who exchanges. Dated 16th November 1860.

97th Foot—Major Frederick Arthur Walter, from the 53d Foot, to be Major, vice Archibald Richard Harenc, who exchanges. Dated 16th November 1860.

100th Foot—Staff-Surgeon John Smith Chartres to be Surgeon, vice Barrett, placed upon half-pay. Dated 16th November 1860.

2d West India Regiment—Major Thomas Hardwick Smith to be Lieutenant-Colonel, by purchase, vice Thomas Gibbings, who retires. Dated 16th November 1860.

Major Peter John Macdonald, from half-pay Unattached, to be Major, vice James Owen Bovill, who exchanges. Dated 16th November 1860.

Captain William Hill to be Major, by purchase, vice Smith. Dated 16th November 1860.

Lieutenant Horatio James Wise to be Captain, without purchase, vice James Lambert Byrne, deceased. Dated 24th September 1860.

Lieutenant Arthur Trefusis Jones, from the 1st Foot, to be Captain, by purchase, vice Hill. Dated 16th November 1860.

Ensign Frederick Ludwig Mathews to be Lieutenant, without purchase, vice Wise. Dated 24th September 1860.

Ensign Henry Lowry to be Lieutenant, without purchase, vice Michael John Macnamara, deceased. Dated 26th September 1860.

Archibald Roger, gent. to be Ensign, without purchase, vice Mathews. Dated 16th November 1860.

Frederick Augustus Browne, gent. to be Ensign, without purchase, vice Lowry. Dated 17th November 1860.

3d West India Regiment—Captain Frederick George Nuttall Clarke to be Major, by purchase, vice William Beverley Robinson, who retires. Dated 16th November 1860.

Lieutenant H. C. De la Poer Beresford to be Captain, by purchase, vice Clarke. Dated 16th November 1860.

MEDICAL DEPARTMENT.

Staff-Assistant Surgeon John James Scott to be Staff-Surgeon, vice Knox, placed upon half-pay. Dated 16th November 1860.

Assistant-Surgeon John Richard Tobin, from the 36th Foot, to be Staff-Assistant-Surgeon, vice Killery, who exchanges. Dated 16th November 1860.

BREVET.

Major and Brevet-Lieutenant-Colonel Edmund Gilling Hallewell, half-pay Unattached, Deputy Quartermaster-General at Malta, having completed five years' qualifying service in the rank of Lieutenant-Colonel, to be Colonel in the Army. Dated 2d November 1860.

Brevet Lieutenant-Colonel Archibald Campbell, retired full-pay 20th Foot, to have the honorary rank of Colonel in the Army. Dated 16th November 1860.

The undermentioned Officers having completed five years' service in the rank of Lieutenant-Colonel, to be Colonels in the Army, under the Royal Warrant of 14th October 1858, viz. :—

Lieutenant-Colonel Arthur George Burrows, of the Royal Artillery. Dated 18th October 1860.

Lieutenant-Colonel Roger Stewart Beatson, of the Royal Engineers. Dated 27th October 1860.

The undermentioned Officers, upon retired full-pay of the Royal Engineers, to have the honorary rank of Major-General, under the Royal Warrant of 3d November 1854 :—

Brevet Colonel Edward Vicars Dated 13th January 1855.

Brevet-Colonel John Hawshaw. Dated 13th January 1855.

ADMIRALTY, November 15, 1860.

NAVAL KNIGHTS OF WINDSOR.

The Lords Commissioners of the Admiralty hereby renew their notification to such Lieutenants in Her Majesty's Navy as are desirous of being recommended for the appointment of Naval Knight of Windsor, under the Will of the late Samuel Travers, Esq., that they must apply at this office on or before the 27th day of December next, when they will be informed of the nature of the certificates and testimonials which are required to show that they come within the meaning of the said Will, which expresses that they "are to be superannuated or disabled Lieutenants of English men of war," and shall be single men, without children, inclined to lead a virtuous, studious, and devout life, to be removed if they give occasion for scandal.

TREASURY WARRANT.

WHEREAS by an Act of Parliament passed in the fourth year of the reign of Her present Majesty, intituled "An Act for the regulation of the duties of postage," power is given to the Commissioners of Her Majesty's Treasury, from time to time, by Warrant under their hands, to alter and fix any of the rates of British postage, payable by law on the transmission by the post of Foreign or Colonial letters or newspapers, or of any other printed papers, and to subject the same to rates of postage according to the weight thereof, and a scale of weight to be contained in such Warrant.

And whereas further powers are given to the Commissioners of Her Majesty's Treasury, by another Act of Parliament passed in the eleventh year of the reign of Her present Majesty, intituled "An Act for giving further facilities for the transmission of letters by post, and for the regulating the duties of postage thereon, and for other purposes relating to the Post-office."

And whereas it is expedient that further regulations should be made for the transmission by the post of the letters hereinafter mentioned.

Now we, the Commissioners of Her Majesty's Treasury, in exercise of the powers vested in us in and by the said recited Acts, and every of them, and of all other powers enabling us in this behalf, do, by this Warrant, under the hands of two of us, the said Commissioners, by the authority of the Statute in that case made and provided, order and direct as follows :—

1. On every letter not exceeding half an ounce in weight posted in the United Kingdom, addressed to the Republic of Paraguay, or posted in the Republic of Paraguay addressed to the United Kingdom, and transmitted by the post between any part of the United Kingdom and any place in the Republic of Paraguay, via Buenos Ayres, or any other port or place in the Argentine Confederation (the sea conveyance being by British packet-boat), there shall be charged and taken an uniform rate of British postage of one shilling.

2. On every letter not exceeding half an ounce in weight transmitted by the post between the Republic of Paraguay and any of Her Majesty's colonies, or any Foreign country through the United Kingdom, via Buenos Ayres, or any other port or place in the Argentine Confederation (the sea conveyance between the United Kingdom and the Argentine Confederation being by British packet boat), there shall be charged and taken a British rate of postage of one shilling for the conveyance of every such letter between the Argentine Confedera-

tion and any part of the United Kingdom, and for the conveyance of every such letter between the port of the United Kingdom of the departure or arrival of the packet or ship conveying the same and the colony or Foreign country to or from which the same shall be forwarded, such a further or additional rate of postage as shall from time to time be charged and payable for British postage on letters not exceeding half an ounce in weight, posted or delivered at the port in the United Kingdom of the departure or arrival of the packet or ship conveying the same, and transmitted direct between such port and any such colony or Foreign country, provided that in all cases where such additional rate includes both inland and sea services, there shall be deducted from the said rate of one shilling the sum of one penny, in respect of the inland conveyance under this clause of every such letter sent through the United Kingdom.

3. All such respective letters so transmitted as hereinbefore in this Warrant mentioned, if exceeding half an ounce in weight, shall be subject to the several further and additional and progressive rates of postage hereinafter mentioned, that is to say:—

On every such letter, if exceeding half an ounce in weight, and not exceeding one ounce in weight, there shall be charged, taken, and paid two rates of postage.

And on every such letter, if exceeding one ounce and not exceeding two ounces in weight, four rates of postage.

And on every such letter, exceeding two ounces and not exceeding three ounces in weight, six rates of postage.

And for every additional ounce in weight of any such letter above the weight of three ounces, there shall be charged, taken, and paid two additional rates of postage, and every fractional part of such additional ounce shall be charged as an additional ounce in weight, and each progressive and additional rate chargeable under this clause shall be estimated and charged at the sum which any such letter would be charged with under this Warrant, if not exceeding half an ounce in weight.

4. Nothing herein contained shall be construed in anywise to annul, prejudice, or affect any of the exemptions and privileges granted by the said recited Act passed in the fourth year of the reign of Her present Majesty, or to annul, prejudice, or affect any of the privileges which seamen and soldiers employed in Her Majesty's service are now by law entitled to, of sending and receiving by the post letters not exceeding half an ounce in weight, subject to the regulations and restrictions in respect of the same.

5. The respective letters transmitted by the post under the provisions of this Warrant shall be subject to the several orders, directions, regulations, and rates of postage respectively contained in a certain Warrant of the Commissioners of Her Majesty's Treasury, under the hands of two of the said Commissioners, bearing date the 19th day of February 1855, relating to re-directed rates of postage upon letters which shall be re-directed and again forwarded by the post.

6. The rates of postage chargeable on letters transmitted by the post under the provisions of this Warrant, shall be in lieu of any rates of British postage now chargeable by law thereon.

7. Nothing herein contained shall be construed to extend to any letters sent between the Republic of Paraguay and France, or sent otherwise than

in closed mails between the Republic of Paraguay and any Foreign country or British colony through France.

8. The several terms and expressions used in this Warrant shall be construed to have the like meaning, in all respects, as they would have had if inserted in the said Act passed in the fourth year of the reign of Her present Majesty.

9. The Commissioners for the time being of Her Majesty's Treasury may, by Warrant under their hands duly made, at any time hereafter alter, repeal, or revoke any of the rates of postage hereby fixed or altered, or any of the orders, directions, regulations, and conditions hereby made, and may make and establish any new or other rates, orders, directions, regulations, and conditions in lieu thereof, and from time to time appoint at what time the rates which may be payable are to be paid.

10. This Warrant shall come into operation on the first day of January one thousand eight hundred and sixty-one.

Whitehall, Treasury-Chambers, the twelfth day of November 1860.

JOHN BAGWELL.
WILLIAM DUNBAR.

[The following Appointment is substituted for that which appeared in the Gazette of the 9th November instant.]

Commission signed by the Queen.

Civil Service Corps of Rifle Volunteers.

William Ennis, late Captain in this Corps, to be Adjutant from the 27th August 1860. Dated 14th September 1860.

Commissions signed by the Lord Lieutenant of the County of Nairn.

1st Nairn Artillery Volunteer Corps.

Alexander Findlay, Esq., Lieutenant-Colonel, late of the 3d West India Regiment, and Captain in the 1st Nairn Artillery Volunteer Corps, to be Captain-Commandant. Dated 6th October 1860.

John Mackintosh, gent. to be Captain of the 2d Company. Dated 6th October 1860.

James Wilson, gent. to be First Lieutenant of the 2d Company. Dated 6th October 1860.

James Squair, gent. to be Second Lieutenant of the 2d Company. Dated 6th October 1860.

Commissions signed by the Lord Lieutenant of the County of Kinross.

1st Kinross-shire Rifle Volunteer Corps.

William Patrick Adam, Esq., M.P., to be Lieutenant. Dated 31st October 1860.

Henry Maitland, Esq. to be Ensign. Dated 31st October 1860.

William Marshall to be Honorary Assistant-Surgeon. Dated 31st October 1860.

MEMORANDUM.

Commissions signed by the Lord Lieutenant of the County of Banff.

In the Notice of these Commissions as published in the Gazette of the 6th November instant:—

In place of *South* Banffshire Rifle Volunteer Corps (Keith), it should have been *4th* Banffshire Rifle Volunteer Corps (Keith).

In place of William *Thimbam*, Esq. to be Captain, it should have been William *Thurburn*, Esq. to be Captain.

Commissions signed by the Lord Lieutenant of the County of Merioneth.

John Vaughan, Esq. to be Deputy Lieutenant. Dated 9th November 1860.

Charles Ansell, Esq. to be Deputy Lieutenant. Dated 9th November 1860.

1st Merionethshire Rifle Volunteer Corps.

Hugh Richard Pughe, gent. to be Ensign, vice Jones, resigned. Dated 9th November 1860.

MEMORANDUM.

Her Majesty has been pleased to accept the resignation of the Commission held by Ensign Jones in the 1st Merionethshire Rifle Volunteer Corps.

3d Merionethshire Rifle Volunteer Corps.

The appointments of the following Officers of the above Company, namely, Captain John Casson, Lieutenant Walter Henry Blackden (whose name was inadvertently described as *William Blackden*), and Ensign William Davies, will bear date subsequent to the 2d day of November instant.

Commissions signed by the Lord Lieutenant of the County of Middlesex.

4th or Royal South Middlesex Regiment of Militia. James Sutton to be Lieutenant, vice Burke, resigned. Dated 7th November 1860.

18th Middlesex Rifle Volunteer Corps.

John Henville Hulbert to be Lieutenant. Dated 3d November 1860.

MEMORANDUM.

West Middlesex Rifle Volunteer Corps.

The Queen has been graciously pleased to accept the resignation of the Commission held in this Corps by Lieutenant Alfred Wills. Accepted 3d November 1860.

Commission signed by the Lord Lieutenant of the County of Surrey.

2d Company of Surrey Artillery Volunteers.

Frederick Andrew Durnford, Esq. to be Captain. Dated 1th November 1860.

Commission signed by the Lord Lieutenant of the County of Southampton.

3d Hampshire Artillery Volunteer Corps.

Major Alfred Barnes Sturdee to be Lieutenant-Colonel. Dated 10th November 1860.

BANKRUPTS FROM THE LONDON GAZETTE.

BANKRUPTCIES AWARDED.

Thomas William Blofield, lately trading in copartnership with one Samuel Seagrave, deceased, under the style or firm of Seagrave & Blofield, of No. 31, Leather Lane, Holborn, Middlesex, and Lesness Heath, Kent, builder.

George Robinson and Robert Witt, of the Five Bells public-house, Bermondsey Square, Bermondsey, Surrey, licensed victuallers.

Thomas Joshua Fenton, of No. 46, Lime Street, London, and No. 24, Saint Mary-le-Strand Place, Old Kent Road, Surrey, wine merchant.

John Blackwood Wilson, of No. 22, John Street, Penton Street, Pentonville, Middlesex, draper and hawker.

Edward Kemington and James John Clutterbuck, of Nos. 15 and 16, Russell Street, Bermondsey, Surrey, leather dressers.

Charles James Cudby, of No. 39, Goldington Street, Saint Pancras, Middlesex, grocer and cheesemonger.

Robert Clarke Ward, of Queen's Terrace, Marlborough Road, Chelsea, Middlesex, linen draper.

Thomas Robert Murrell, of Hedenham, Norfolk, farmer and brickmaker.

John Todd, of Pleasant Place, Holloway, Middlesex, cheesemonger and butterman.

Neville Browne, now or lately of Peele's Coffee-house, Fleet Street, London, hotel-keeper.

James Colls, of Thrapston and Denford, Northampton, coal merchant, and commission and insurance agent.

George Henry Chace, of No. 142, Oxford Street, Saint Mary-le-bone, Middlesex, boot and shoe maker.

William Hadfield, of No. 10, Earl Street, and No. 45, Milbank Street, Westminster, marble merchant and commission agent.

James Jones Salt, of Birmingham, Warwick, glass dealer and patent coffin manufacturer.

James Phillips, of Church Stretton, Salop, chemist, druggist, and seedsman.

Berjamin Jones, of Saint John Street, Cardiff, Glamorgan, painter and paperhanger.

Robert Stewart, of Wells, Somerset, draper.

Charles Coleman, of Halgavor Mills, near Bodmin, Cornwall, sea and flour merchant.

George Robinson, of Lincoln, hotel-keeper.

John Parker Hall, of Liverpool, Lancaster, broker and commission agent.

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 13th day of November 1860,

Is Twenty-nine Shillings and One Penny Farthing per Hundred Weight;

Exclusive of the Duties of Customs paid or payable thereon on the IMPORTATION thereof into GREAT BRITAIN;

THE AVERAGE PRICE OF BROWN OR MUSCOVADO SUGAR,

The Produce of the MAURITIUS, Computed as above, and Exclusive of Duty,

Is Thirty-one Shillings and One Penny 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 Twenty-eight Shillings and Four Pence Farthing per Hundred Weight;

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

Computed as above, and Exclusive of Duty,

Is Twenty-nine Shillings and Three Farthings per Hundred Weight.

By Authority of Parliament,

WILLIAM RECK,
Clerk of the Grocers' Company.

Grocers'-Hall, November 16, 1860.

GENERAL AVERAGE PRICE OF BRITISH CORN, per QUARTER,

Received in the Week ended November 10, 1860.

Wheat.	Barley.	Oats.	Rye.	Beans.	Peas.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
55 9 356 41	0 732 23	11 534 36	6 418 51	1 427 44	2 470

A GREGATE AVERAGE OF SIX WEEKS.

Wheat.	Barley.	Oats.	Rye.	Beans.	Peas.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
59 8 49	6 24	0 36	8 50	1 42	2

Published by Authority of Parliament,

HENRY FEXTON JAMES,
Comptroller of Corn Returns.

Corn Department, Board of Trade.

AN ACCOUNT of the Importations and Exportations of Bullion and Specie, registered in the Week ended 14th November 1860.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Russia	2,000	...	2,000	...	...	...
Belgium.....	...	...	...	...	19,400	19,400
France	1,700	...	1,700	16,400	38,424	54,824
Portugal .....	...	...	...	10,868	1,700	12,568
W. C. Africa.....	11	2,970	2,981	10,280	...	10,280
Australia .....	...	70,623	70,623	...	...	...
United States .....	...	7,533	7,533	...	...	...
Other Countries.....	330	...	330	9,975	...	9,975
...
...
...
...
Aggregate of the Importations registered in the Week }	4,041	81,126	85,167	47,523	59,524	107,047
Approximate Value of the said Importations, computed at the rates specified below ... }	£ 15,606	£ 319,996	£ 335,602	£ 12,163	£ 16,400	£ 28,563
Rates of Valuation, per ounce	£ s. d. } 3 16 0 } to } 3 17 10½ }	£ s. d. } 3 10 0 } to } 4 0 0 }	...	s. d. } 4 11½ } to } 5 2¼ }	s. d. } 5 6½ }	...

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.			British.	Foreign.		
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Belgium.....	...	1,000	...	1,000	...	1,000	...	1,000
France .....	...	200	122,610	122,810	...	6,000	212,000	218,000
Portugal.....	125	...	...	125	...	...	...	...
Egypt.....	2,058	...	...	2,058	...	...	342,400	342,400
Buenos Ayres .....	...	283	...	283	...	...	...	...
Brazil.....	838	748	...	1,586	...	...	57,000	57,000
...
...
...
...
Aggregate of the Exportations registered in the Week } }	3,021	2,231	122,610	127,862	...	7,000	611,400	618,400
Approximate Value of the said Exportations, computed at the rates specified below ... }	£ 11,763	£ 8,608	£ 468,983	£ 489,354	£ ...	£ 1,790	£ 168,453	£ 170,243
Rates of Valuation, per ounce	£ s. d. } 3 17 10½ }	£ s. d. } 3 17 2 }	£ s. d. } 3 16 6 }	...	s. d. } ...	s. d. } 5 1¾ }	s. d. } 5 6½ }	...

Office of the Inspector-General of Imports and Exports,
Custom-House, London, 15th November 1860.

JOHN A. MESSENGER,
Inspector-General of Imports and Exports.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday the 14th day of November 1860.

ISSUE DEPARTMENT.

	£		£
Notes issued.....	26,997,655	Government Debt,	11,015,100
		Other Securities,	3,459,900
		Gold Coin and Bullion, ...	12,522,655
		Silver Bullion,.....	—
	£26,997,655		£26,997,655

Dated the 15th day of November 1860.

W. MILLER, Deputy Cashier.

BANKING DEPARTMENT.

	£		£
Proprietors' Capital.....	14,553,000	Government Securities (including	
Rest.....	3,191,718	Dead Weight Annuity).....	9,490,273
Public Deposits, (including Exchequer,		Other Securities.....	20,310,515
Savings Banks, Commissioners of		Notes.....	6,338,385
National Debt, and Dividend		Gold and Silver Coin.....	792,156
Accounts).....	5,804,022		
Other Deposits	12,603,792		
Seven Day and other Bills.....	778,797		
	£36,931,329		£36,931,329

Dated the 15th day of November 1860.

W. MILLER, Deputy Cashier.

MONTHLY RETURN.

AN ACCOUNT, shewing the Quantities of Corn, Grain, Meal, and Flour, Imported into the United Kingdom, and admitted to Home Consumption in the Month of October 1860.

SPECIES OF CORN, GRAIN, MEAL, AND FLOUR.	Quantities Imported into the United Kingdom and admitted to Home Consumption in the Month of October 1860.					
	Imported from Foreign Countries.		Imported from British Possessions out of Europe.		TOTAL.	
	Qrs.	Bush.	Qrs.	Bush.	Qrs.	Bush.
Wheat.....	812,240	6	32,888	3	845,129	1
Earley	140,715	6	0	3	140,716	1
Oats.....	151,035	1	47	3	151,082	4
Rye.....	9,329	0	—	—	9,329	0
Pease.....	10,601	0	4,089	3	14,690	3
Beans.....	49,319	1	—	—	49,319	1
Maize or Indian Corn.....	135,170	6	40	0	135,210	6
Buck Wheat.....	27	6	—	—	27	6
Beer or Bigg	8	2	—	—	8	2
Total of Corn and Grain....	1,308,447	4	37,065	4	1,345,513	0
	Cwt. qrs. lb.	Cwt. qrs. lb.	Cwt. qrs. lb.			
Wheat Meal and Flour	763,352	2 20	48,086	2 20	811,439	1 12
Barley Meal	—	—	—	—	—	—
Oat Meal	10	0 20	2,839	1 26	2,849	2 18
Rye Meal	125	0 0	—	—	125	0 0
Pea Meal	—	—	—	—	—	—
Bean Meal	—	—	—	—	—	—
Maize or Indian Corn Meal	3,872	1 14	0	1 12	3,872	2 26
Buck Wheat Meal	16	0 0	—	—	16	0 0
Total of Meal and Flour ...	767,376	0 26	50,926	2 2	818,302	3 0

Custom House, London, 14th November 1860.

F. G. GARDNER, Secretary.

EDINBURGH PERTH AND DUNDEE
RAILWAY COMPANY.

(Power to levy tolls, and dues, at the piers, harbours, ferries, and works of the Company; to authorise the purchase of harbour-dues at Ferry-Port-on-Craig; to make byelaws for the government of the harbours, piers, ferries, and others; to provide for the continuance of the rights of ferry between Burntisland and Granton, and to authorise the use of Granton pier and works by the Company; to provide for the election of directors and auditors, and application and regulation of funds; Power to construct water works, and supply water to shipping at Ferry-Port-on-Craig; to construct certain Railways; Amalgamation with Kinross-shire Railway Company; to alter existing tolls; amendment of acts; and other purposes.)

NOTICE IS HEREBY GIVEN, That Application is intended to be made to Parliament, in the ensuing Session, by the Edinburgh Perth and Dundee Railway Company (hereinafter called "the Company") for leave to bring in a Bill to authorise and effect the objects and purposes hereinafter mentioned, or some of them (that is to say)—To authorise the Company to levy and collect rates, tolls, and duties on all ships, vessels, and boats entering, using, or taking advantage of the piers, wharfs, quays, basins, harbours, and other works belonging to the Company at Ferry-Port-on-Craig, in the parish of Ferry-Port-on-Craig, and county of Fife, and at Broughty, in the parish of Monifieth, and county of Forfar, and the parish of Caputh, and county of Forfar, or county of Perth; to levy rates, tolls, and duties, on all animals, goods, matters, and things landed at or shipped from the same; to levy rates, tolls, and duties, for the use of the piers, wharfs, quays, slips, cranes, warehouses, sheds, weighing-machines, staiths, and other works and conveniences belonging to the Company, situated at Ferry-Port-on-Craig and Broughty respectively; and it is intended to authorise the Company to make all necessary byelaws, rules, and regulations, with suitable penalties for the government and control of the said piers, wharfs, quays, basins, harbours, and other works and conveniences belonging to the Company, and to provide that the ferry boats and ferry traffic in connection with the ferry between Ferry-Port-on-Craig and Broughty, shall have preference at all times in the said basins and harbours, and at the said piers, wharfs, quays, and other works aforesaid; and to prohibit the use of the same to the prejudice of the Company in any way; and to take power to the Company for the regulation, control, working, and management of the said ferry between Ferry-Port-on-Craig and Broughty.

To take powers to purchase and acquire from parties having, or claiming to have, right to the same, the right to levy harbour-dues or other rates and duties on ships arriving at, or departing from, or on goods, animals, matters, and things landed at or shipped from the Company's harbour of Ferry-Port-on-Craig, and to take power to levy the existing rates, duties, and payments, or to levy other rates, duties, and payments thereat.

To enable the Company to procure a supply of water at Ferry-Port-on-Craig for their station there, and to supply water to the shipping frequenting the said harbour, or using the piers, wharfs, basins, and others belonging to the Company at Ferry-Port-on-Craig.

To enable the Company to make other and farther byelaws, rules, and regulations, with suitable penalties for the regulation, control, manage-

ment, and working of the Ferry between Burntisland, in the county of Fife, and Granton, in the county of Edinburgh; and to provide that the said Ferry, when vested in the Company, shall belong to the Company in perpetuity, or for such other period as may be provided by the Bill, or as Parliament may sanction, and also for such extended period to continue in, or confer upon the Company the right to levy the tolls, rates, and duties now authorised to be taken thereon, or otherwise to authorise the Company to levy other tolls, rates, and duties on traffic using or conveyed on the said Ferry, and on all traffic using the said pier and works at Burntisland.

To provide that the arrangements and agreements presently existing between the proprietor of the pier and harbour of Granton and the Company, and the provisions of the Acts of Parliament regulating the use of the pier at Granton, and certain works constructed by the Company thereat, and the payment to be made by the Company therefor, and all other matters therein provided, shall remain in force so long as the right of Ferry betwixt Burntisland and Granton shall remain, or be authorised to remain, vested in the Company, or to make other provision for the use by the Company of said pier and works; and for agreements betwixt the said proprietor and the Company in reference to any of the matters aforesaid.

To repeal the provisions of the Edinburgh Perth and Dundee Railway Company (Arrangements) Act 1853, with regard to the number and constitution of the Board of Directors, and with regard to the election of Auditors of the Company, and to provide for the appointment and election of Directors and Auditors in manner to be provided by the Bill.

To define more particularly the amount of, and explain the provisions of the said lastmentioned Act as to the Debentures of the Company, and the sums of money authorised to be raised by Debentures, and to provide that the Company, as often as they shall pay off all or any of the monies represented, or authorised to be raised, by Debentures in virtue of the said Act, shall be entitled to re-borrow on Debenture, Mortgage, or Bond, having the like order of preference, the sums so paid off, and the amount of which may not have been raised by the issue of Debenture Stock or Annuity Bonds, under the provisions of the said Act; and to make other provisions for the regulation of the capital and funds of the Company.

To empower the Company to apply towards the general purposes of their undertaking, and the construction of the works to be authorised by the said intended Bill, any sums of money authorised to be raised by them, and also any sums of money authorised to be raised by Debentures, or in respect of which Debentures were authorised to be issued by the said Act, and which may remain unappropriated after satisfying the purposes for which they were authorised to be issued.

And it is intended to empower the Company to make and construct the following Works, or some of them:—

First.—Siding accommodation by Railways. (1.) Branch, commencing by junction with the Scottish Central Railway, at a point on the Scottish Central Railway 240 yards, or thereby, south of the bridge carrying the Scottish Central Railway over the Craigie Burn, in the East Church parish of Perth, and terminating at or near the Company's shed, in the West Church parish of Perth. (2.) Branch, commencing by junction with the Scottish Central Railway at the beforementioned point, and terminating in the Company's property.



south of St Leonard's Bridge, and on the east side of the Scottish Central Railway, in the West Church parish of Perth—all which works being situated in, or near to, the city of Perth, and within the county of Perth.

Second.—A Branch Railway, commencing by a junction with the Company's Wellwood Branch Railway at a point 500 yards or thereby from the Western Terminus thereof, and terminating by a junction with the West of Fife Mineral Railway at or near the point where that railway crosses the turnpike road from Dunfermline, by Dunduff—which railway will be wholly situated in the parish of Dunfermline and county of Fife.

Third.—A conduit, or line of pipes, commencing in the stream or water-course commonly known as the Chisselbridge Burn, or Canniepart Burn, at a point on the said stream 170 yards or thereby west of the point where it crosses the Company's Railway, which point is situated half a mile or thereby south of the terminus of the Company's railway at Ferry-Port-on-Craig, and terminating at or near the Company's water-tank at the station there, with embankments, dams, and other conveniences connected therewith—all which works will be situated in the parish of Ferry-Port-on-Craig and County of Fife.

And it is intended by the said Bill to use, and to take, and divert the water of the said stream ; which stream passes through lands on the estate of Scotsraig, and flowing eastward through the com-mony lands of Ferry-Port-on-Craig, falls into the Frith of Tay.

And it is intended by the said Bill to authorise the Company to acquire compulsorily all such lands, houses, streams of water, and other property as may be required for the several purposes of the said intended Bill, and the works to be thereby authorised, and also to take, divert, and use the water of the foresaid stream at the point where the said conduit is intended to commence, and to vary or extinguish all existing rights and privileges connected with such lands, houses, streams of water, and property, and which would in any manner interfere with the construction, maintenance, or use of the said several intended works, and to confer other rights and privileges in relation thereto ; and also to enable the Company to levy tolls, rates, and charges, on and for the use of the said intended Railways, and for the conveyance of Passengers, Goods, and other traffic thereon, and to levy rates and charges for the water to be supplied to the shipping frequenting and using the said Harbour and Piers and other works situated at Ferry-Port-on-Craig aforesaid.

And it is intended by the said Bill to enable the Company to deviate in the construction of the said several works from the lines and levels delineated on the plans and sections to be deposited as after-mentioned, to such an extent as will be defined on the said plans, and provided by the said Bill ; and for the purposes thereof, and for laying down pipes for distributing the said water, to stop up and break open, and also to alter the lines, and levels, and inclinations of highways, turnpikes, and other roads, railways, bridges, streets, paths, passages, rivers, streams, sewers, water-courses, and gas and water pipes, so far as may be necessary or expedient for the purposes of making, maintaining, and using the said several Works or any of them, or any conveniences connected therewith.

To vest in the Company, or authorise, or provide for the vesting in the Company, of the undertaking of the Kinross-shire Railway Company by sale, purchase, or lease, or otherwise to amalgamate, or

authorise, or provide for, the amalgamation of the said two Companies and their respective undertakings and capital stocks ; and, if necessary, to authorise or provide for the dissolution of the Company, and the Kinross-shire Railway Company, and to vest, or authorise, or provide for the vesting of all or certain of the lands, works, property, and effects, powers, rights, privileges, liabilities, and obligations of the Kinross-shire Railway Company in the Company permanently, or for the term of any such lease.

To fix and regulate, or provide for the regulation of, the capital of the two Companies, and to enact or authorise such alterations in the preference shares of the Company with respect to priority and amount of dividend, and the profits subject thereto, or otherwise, as may be deemed expedient ; and to create, or authorise, or provide for the creation, by the Company, of guarantees, or a guarantee of dividend on all or any existing shares of the said two Companies, or either of them, and on all or any shares to be hereafter created, and issued by the Company, and for the creation of new shares in the undertaking of the Company, or in the united undertaking, with or without preference or guarantee of payment, or amount of dividend, and to authorise the levying of tolls, rates, and duties, the alteration of existing tolls, rates, and duties, the conferring, varying, or extinguishing of exemptions from payment of tolls, rates, and duties, and other rights and privileges ; to put an end to the present working agreement betwixt the Company and the Kinross-shire Railway Company, and to enact and provide for all such powers, matters, and things as may be necessary or proper for effecting any such sale, purchase, lease, or amalgamation, upon such terms and conditions as may be agreed upon, or as may be provided for by the said intended Bill ; and to authorise the Company and the Kinross-shire Railway Company, to carry into full and complete effect any agreement or agreements for effecting the objects aforesaid, and to confirm any such agreement or agreements as may be entered into prior to the passing of the said intended Bill.

And Notice is Further Given, That duplicate plans and sections describing the lines, situations, and levels of the said several intended works, and the lands, houses, and other property which may be required to be taken for the purposes thereof, describing the said stream to be diverted as aforesaid, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and property, and published maps with the lines of the intended railways delineated thereon, so as to show their general courses and direction, and a copy of this notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November current, be deposited for public inspection in the office, at Perth, of the principal Sheriff-clerk of the county of Perth, in the offices at Cupar and Dunfermline of the principal Sheriff-clerk of the County of Fife, and in the offices at Dundee and Forfar of the principal Sheriff-clerk of the county of Forfar, and that a copy of as much of the said plans, sections, and books of reference as relates to each of the said parishes, and Royal Burgh of Perth, and a copy of this notice, as published in the *Edinburgh Gazette*, will, on or before the said 30th day of November current, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, then with the Session-clerk of each such parish, at the usual abode of such Schoolmaster or Session-clerk, and with the Town-clerk of the Royal Burgh of Perth, at his office in Perth.

And it is intended to alter and increase the tolls, rates, duties, and dues authorised to be levied by the Company on their undertaking, or some parts thereof, and to levy other tolls, rates, duties, and dues thereon, and also to confer, vary, or extinguish, exemptions from the tolls, rates, duties, and dues to be levied and taken under the provisions of the said Bill.

And it is intended to incorporate with said Bill all or some of the provisions of "the Harbours, Docks, and Piers Clauses Act 1847," and "the Water Works Clauses Act, 1847."

And it is intended by the said Bill to alter, amend, enlarge, or repeal, for carrying into effect the foresaid objects and purposes, the following Acts, or some of them (that is to say)—The Edinburgh Perth and Dundee Railway Consolidation Act 1851, and the several Acts specified in the schedule to the said Act annexed, so far as the same may not be by the said Act repealed; the Edinburgh Perth and Dundee Railway Company (Arrangements) Act 1853; the St Andrews Railway Act 1851; the Leslie Railway Act 1857; the Kinross-shire Railway Act 1857; and the Fife and Kinross and Kinross-shire Railways Junction and Joint Station Act 1858; and the Act passed in the fifth and sixth year of the reign of her Majesty Queen Victoria, cap. 91, relating to Burntisland Pier and Ferry; and the Acts 7 William IV. and 1 Vic., cap. 15, and 5 and 6 Vic., cap. 19, relating to Granton Pier; the West of Fife Mineral Railway Act, 1856; the West of Fife Mineral Railway (Roscobie Branch) Act, 1857; the West of Fife Mineral Railway (Kingsseat Extension) Act, 1860; and the Scottish Central Railway Consolidation Act, 1859, and any other Act or Acts not hereinbefore enumerated, relating to the Company, or the abovementioned undertakings, or the objects to be effected by the said Bill, and also to alter, repeal, abrogate, and annul all charters, grants, deeds, and writings, and all servitudes, customs, usages, rights, and privileges which would in any way interfere with carrying out the objects of the said intended Bill, and to confer all such powers, rights, and privileges as may be requisite for carrying the intended Bill into execution.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23d day of December next.

Dated this 12th day of November 1860.

DODDS & GREIG, Westminster.
HENRY LEES, Edinburgh,
Secretary to the Company.

EDINBURGH PERTH AND DUNDEE RAILWAY.

(Railways from Dunfermline Branch Railway to North Queensferry; from South Queensferry to Edinburgh and Glasgow Railway.)

(Powers to Edinburgh Perth and Dundee Railway Company to make Railways, to contribute Funds, and create Preference Shares; to levy Rates and Tolls; to alter existing Tolls; Amendment of Acts, and other Purposes.)

NOTICE IS HEREBY GIVEN, That Application is intended to be made to Parliament in the ensuing Session by the Edinburgh Perth and Dundee Railway Company, for leave to bring in a Bill to authorise the Company to make and maintain the following Railways, with all necessary works, stations, approaches, and conveniences connected therewith respectively, viz. :—

First.—A RAILWAY (hereinafter called "The North Queensferry Branch"), commencing by a junction with the Dunfermline Branch of the

Edinburgh Perth and Dundee Railway at or near a point thereon immediately to the eastward of the bridge by which the said Dunfermline Branch Railway is carried over the road leading from Town Green Toll to Townhill, in the parish of Dunfermline, and Royal Burgh of Dunfermline, or in one of them, and in the county of Fife, and terminating about fifty yards southward of the Signal House Pier at North Queensferry, in the parish of Dunfermline, or in that part thereof annexed *quoad sacra* to the parish of Inverkeithing, and in the county of Fife; which North Queensferry Branch Railway and works will be made and maintained in, or pass from, in, through, or into the parishes, burghs, and extra parochial, and other places following, or some of them—(that is to say)—the parishes of Dunfermline and Inverkeithing, and the parish of Dunfermline, including therein the *quoad sacra* divisions or districts thereof of North Church, or Golf-Drum, and St Andrews, and also that part of the parish of Dunfermline annexed *quoad sacra* to the parish of Inverkeithing, and the Royal Burghs of Dunfermline and Inverkeithing, all in the county of Fife.

Second.—A RAILWAY (hereinafter called "The Sheepphousewell Branch"), commencing by a junction with the said proposed North Queensferry Branch, at or near a point thereon, about 300 yards northwards from the farm-steading of Blacklaw, and terminating by a junction with the said Dunfermline Branch Railway, at or near a point thereon, about 200 yards south-westwards from the farm-steading of Sheepphousewell; which Sheepphousewell Branch Railway and works will be wholly situated within the parish of Dunfermline and county of Fife.

Third.—A RAILWAY (hereinafter called "The South Queensferry Railway"), commencing at, or near, a point about 400 yards westward from the south end of the Pier of Port Edgar, in the parish of Dalmeny, and county of Linlithgow, and terminating by a junction with the Edinburgh and Glasgow Railway, at a point thereon about fifty yards westward from the Booking Office of the Corstorphine Station on the said last mentioned Railway, in the parish of Corstorphine, and county of Edinburgh or Mid-Lothian;—which intended South Queensferry Railway, and works, will be made and maintained in, or pass from, in, through, or into the parishes, and burgh, and other places following, or some of them—(that is to say)—the parishes of Dalmeny, Queensferry, and Kirkliston, in the county of Linlithgow, and the parishes of Kirkliston, Cramond, Ratho, Currie, and Corstorphine, in the county of Edinburgh or Mid-Lothian, and the Royal Burgh of Queensferry, or South Queensferry, in the county of Linlithgow.

Fourth.—A RAILWAY (hereinafter called "The Port Edgar Branch"), commencing by a junction with the said South Queensferry Railway, at or near a point thereon about 200 yards south-westward from the south end of the pier of Port Edgar, and terminating on the said pier of Port Edgar, and near the south end thereof; which said Port Edgar Branch Railway will be wholly situated within the parish of Dalmeny, and county of Linlithgow.

And it is proposed by the said intended Bill, to take powers to deviate from the line and levels of the said proposed railways as defined upon the plans and sections hereinafter referred to, and to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, rivers, streams, sewers, water-courses, and gas and water-pipes, so far as may be necessary or expedient for the purposes of making,

maintaining, and using the said proposed railways, or any of them, or any of the works and conveniences therewith connected.

And it is further intended by the said Bill to empower the Edinburgh Perth and Dundee Railway Company to purchase, compulsorily and otherwise, the lands, houses, and other property required for the purposes aforesaid, and to vary or extinguish all existing rights and privileges in any manner connected with the lands, houses, and property proposed to be purchased, or taken, or interfered with for the purposes aforesaid, or which would in any manner impede or interfere with any of the objects aforesaid, and to confer other rights and privileges.

And it is also proposed by the said intended Bill to empower the Edinburgh Perth and Dundee Railway Company to convey passengers, goods, minerals, and other traffic on the said proposed railways, and on the railways and tramways communicating therewith; to levy tolls, rates, and charges for the use of the said proposed railways and other works, and the conveyance of such traffic; to alter existing tolls, rates, and charges; to confer certain exemptions from the payment of such existing and proposed tolls, rates, and charges; and to exercise all other usual and necessary powers.

And it is further intended by the said Bill to empower the owners of, and other parties interested in any lands or property required for the said proposed railways and works, and any other companies, corporations, commissioners, trustees, and other bodies or persons, whether under any legal disability or not, to convey such lands in property, feu, lease, in perpetuity or otherwise, at such price, and subject to such rent-charge, feu-duty, ground-annual, or rent, or for such other consideration as may be agreed on.

And it is further intended by the said Bill to empower the Edinburgh Perth and Dundee Railway Company to raise the funds required for the purposes of such intended Bill, by the appropriation of any capital which they are already authorised to raise, and which has not been appropriated to or may not be required for, other purposes; and by the creation of new shares, on such terms and conditions, and with such guarantee, preferences, priorities, and privileges, *inter se*, and in respect to the other shares and stock in the Company, as may be considered expedient; and by borrowing upon mortgage or bond, and to fund the money so borrowed, or authorised to be borrowed; and also to provide that the shares so to be created, or some of them, shall constitute a separate stock, distinct from the other shares and stock of the Edinburgh Perth and Dundee Railway Company; and that the receipt and expenditure in respect of the said proposed railways and works, shall, as regards both capital and revenue accounts, be kept distinct and separate from those applicable to the remainder of the undertaking of that Company; and that the profits, or some part thereof, derived from the proposed railways and works, shall be set apart for the parties contributing the funds for the construction thereof, and others interested therein; and to make such other arrangements thereon as may be provided by, or under the provisions of the said intended Bill.

And Notice is Hereby Given, that duplicate plans and sections describing the lines, situation, and levels of the said proposed railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said plans, or

which may be required to be taken for the purposes of the said proposed railways and works, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and published maps with the lines of the said proposed railways delineated thereon, so as to show their general course and direction, and a copy of this notice, as published in the *Edinburgh Gazette*, will, on or before the thirtieth day of November current, be deposited for public inspection in the offices at Cupar and Dunfermline of the principal Sheriff-clerk of the County of Fife; in the office at Linlithgow of the principal Sheriff-clerk of the County of Linlithgow; and in the office at Edinburgh of the principal Sheriff-clerk of the County of Edinburgh, or Mid-Lothian, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes and the Royal Burghs of Dunfermline and Inverkeithing and Queensferry, or South Queensferry respectively, with a copy of this notice, as published in the *Edinburgh Gazette*, will, on or before the thirtieth day of November current, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-clerk of each such parish, at the usual place of abode of such Schoolmaster or Session-clerk, and with the Town-clerks of the said Royal Burghs of Dunfermline, Inverkeithing, and Queensferry, or South Queensferry, at their offices in Dunfermline, Inverkeithing, and Queensferry, or South Queensferry, respectively.

And it is intended by the said Bill to alter, amend, and enlarge, for carrying into effect the purposes aforesaid, the following Acts, or some of them—(that is to say)—the Edinburgh Perth and Dundee Railway (Consolidation) Act 1851, and the several Acts specified in the schedule to the said Act annexed, so far as the same may not be by the same Act repealed; the Edinburgh Perth and Dundee Railway Company (Arrangements) Act 1853; the St Andrews Railway Act 1851; the Leslie Railway Act 1857; the Kinross-shire Railway Act 1857; the Fife and Kinross and Kinross-shire Railways Junction and Joint Station Act 1858; and the Edinburgh and Glasgow Railway Consolidation Act 1852, and the several Acts therein recited; the Edinburgh and Glasgow Railway Branches Act 1853; the Edinburgh and Glasgow Railway Amendment Act 1855; and the Glasgow, Dumbarton and Helensburgh Railway Act, 1855; and all other Acts relating in any way to, or connected with, the said Edinburgh and Glasgow Railway Company; and any other Act or Acts not hereinbefore enumerated relating to the Company or the abovementioned undertakings.

AND NOTICE IS HEREBY ALSO GIVEN, That printed Copies of the said intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the twenty-third day of December next.

Dated this thirteenth day of November 1860.

HENRY LEES, Edinburgh,
*Secretary of the Edinburgh Perth and
Dundee Railway Company.*

KINROSS-SHIRE RAILWAY COMPANY.

Construction of new Railways; power to raise additional capital; working arrangements with Edinburgh Perth and Dundee Railway Company; with the Devon Valley Railway Company; running powers over portion of West of Fife Mineral Railway, and running powers to that Company; powers of sale, purchase, lease

or amalgamation with the Edinburgh Perth and Dundee Railway Company; relinquishment of works; amendment of acts; and other purposes.

NOTICE IS HEREBY GIVEN, that Application is intended to be made to Parliament in the ensuing Session by the Kinross-shire Railway Company (hereinafter called "the Company") for leave to bring in a Bill to effect the purposes following, or some of them:—That is to say, To empower the Company to make and maintain the following railways, or either of them, and all proper works and conveniences connected therewith,—viz.:

First.—A Branch Railway, commencing by a junction with the Company's Railway at a point at or near to the Kelty Station of the said Railway, and terminating by a junction with the Kingseat Extension Railway of the West of Fife Mineral Railway, authorised to be constructed by the West of Fife Mineral Railway (Kingseat Extension) Act 1860, at or near the eastern terminus thereof, in a field numbered 44, in the parish of Beath, on the Parliamentary plans of that Extension Railway deposited in the offices at Cupar and Dunfermline of the Sheriff-Clerk of the county of Fife, and immediately adjoining the old Great North Road by Cantsdam and Oakfield to Kelty, and 380 yards, or thereby, north of the bridge called Cantsdam Bridge, carrying the said road over the Lochfitty Burn; which intended railway and works connected therewith will be situated wholly within the parish of Beath, and county of Fife;

Second.—A railway, commencing by a junction with the Company's railway, at a point four hundred and forty yards or thereby from the northern terminus thereof, on the farm of Cavelstone, in the parish of Kinross, and terminating by a junction with the Devon Valley Railway at the southern end of a field numbered 42, in the Parish of Kinross, on the Parliamentary plans of that railway, deposited in the office of the Sheriff-Clerk of Kinross-shire at Kinross, at a point 385 yards, or thereby, south of Fergusknowe farm buildings, and 600 yards, or thereby, north-west of Baleave farm buildings; which intended railway and works connected therewith will be situated wholly within the parish of Kinross, and county of Kinross.

And notice is further given, that duplicate plans and sections, describing the lines, situation, and levels of the said proposed railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation, as defined on the said plans, or which may be required to be taken for the purposes of the said works, 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 property, and published maps, with the lines of the said railways delineated thereon, so as to show their general course and direction; and copies of this notice, as published in the *Edinburgh Gazette*, will, on or before the thirtieth day of November current, be deposited for public inspection in the offices, at Cupar and Dunfermline, of the principal Sheriff-clerk of the county of Fife, and in the office, at Kinross, of the principal Sheriff-clerk of the county of Kinross; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes beforementioned, with a copy of this notice, as published in the *Edinburgh Gazette*, will, on or before the thirtieth day of November current, be deposited for public inspec-

tion with the schoolmaster, or, if there be no schoolmaster, with the Session-clerk of each of the said parishes, at the usual place of abode of such schoolmaster or Session clerk.

And notice is hereby also given, that powers will be taken in the said Bill for the following purposes, or some of them:—

To deviate in the construction of the said proposed railways from the lines and levels delineated on the plans and sections intended to be deposited as aforesaid to such extent as will be defined on the said plans, and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, rivers, streams, sewers, water courses, and gas and water pipes, so far as may be necessary or expedient for the purposes of making, maintaining, and using the said proposed railways, or of any of the works and conveniences therewith connected.

To purchase, compulsorily and otherwise, the lands, houses, and other property required for the purposes aforesaid, and to vary or extinguish all existing rights and privileges in any manner connected with the lands, houses, and property proposed to be purchased, or taken or interfered with for the purposes aforesaid, or which would in any manner impede or interfere with any of the objects aforesaid, and to confer other rights and privileges;

To enable the Company to apply any funds which they now have, or may have power to raise, towards the construction of the said proposed railways, and also to raise additional capital by the creation and issue of new shares, ordinary and preferential, and by borrowing on mortgage, or bond, or cash credit; to fund or issue debenture stock, in lieu of the money already borrowed or that may be borrowed under the said Bill.

To convey passengers, goods, minerals, and other traffic, on the said proposed railways, and on the railways communicating therewith; to levy tolls, rates, and charges for the use of the said proposed railways and relative works, and the conveyance of such traffic; to alter existing tolls, rates, and charges; to confer certain exemptions from the payment of such existing and proposed tolls, rates, and charges, and to exercise all other usual and necessary powers.

To enable the owners of, and other parties interested in, the lands required for the said proposed railways and works, and any other companies, corporations, commissioners, trustees, and other bodies or persons, whether under any legal disability or not, to convey such lands in property, feu, lease, in perpetuity or otherwise, at such price, and subject to such rent-charge, feu-duty, ground-annual, or rent, or for such other consideration as may be agreed upon.

To authorise the Edinburgh Perth and Dundee Railway Company to work, maintain, and manage the proposed Railways and works, to supply engines, carriages, and waggons therefor; to conduct and manage the traffic thereon, and to fix, collect, and apportion the tolls, rates, and charges to be levied in respect of such traffic; as also to provide for the appointment by the Company and the Edinburgh Perth and Dundee Railway Company of a joint committee for superintending the maintenance, management, and use of the proposed railways and other works, and the working of the traffic thereon, and for fixing, collecting, and apportioning the tolls, rates and charges to be levied in respect of the passage and conveyance of such traffic along the proposed railways and the original line of the Company, and along the lines of the Edinburgh Perth and Dundee Railway Company,

which communicate therewith, or for some of the said purposes; or to regulate and provide for the said matters, or some of them, by the said Bill; as also to empower the Company and the Edinburgh Perth and Dundee Railway Company to enter into agreements with each other in relation to the several matters aforesaid, or some of them; and to confirm any agreements which may have been, or may be, entered into in relation to the said several matters, or any of them.

To authorise the Edinburgh Perth and Dundee Railway Company, or the Company and the Edinburgh Perth and Dundee Railway Company to work, maintain, and manage the Devon Valley Railway and works; to supply engines, carriages and waggons therefor; to conduct and manage the traffic thereon, and to fix, collect, and apportion the tolls, rates, and charges to be levied in respect of such traffic; as also to provide for the appointment by the Devon Valley Railway Company, and the Edinburgh Perth and Dundee Railway Company, or the Company and the Edinburgh Perth and Dundee Railway Company of a joint committee for superintending the maintenance, management, and use of the Devon Valley Railway and works, and the working of the traffic thereon, and for fixing, collecting and apportioning the tolls, rates, and charges to be levied in respect of the passage and conveyance of such traffic along the said Railways, or for some of the said purposes; or to regulate and provide for the said matters, or some of them, by the said Bill; as also to empower the Devon Valley Railway Company and the Edinburgh Perth and Dundee Railway Company, and the Company, to enter into agreements with each other in relation to the several matters aforesaid, or some of them; and to confirm any agreements which may have been, or may be, entered into in relation to the said several matters, or any of them.

And it is further intended to empower the Company, and the Edinburgh Perth and Dundee Railway Company, or either of them, to run over and use with their own engines, carriages, and waggons, the railway of the West of Fife Mineral Railway Company, authorised to be constructed by the West of Fife Mineral Railway (Kingseat Extension) Act 1860, and to use all stations, sidings, and conveniences connected therewith, upon such terms and conditions, and upon payment of such tolls as may from time to time be agreed upon, or as may be provided by, or under, the provisions of the intended Bill; and to alter and regulate the existing tolls authorised to be taken by the West of Fife Mineral Railway Company; and also to empower that Company to run over, and use with their own engines, carriages, and waggons, the Branch Railway first hereinbefore described, and to use all stations, sidings, and conveniences upon the said Branch Railway, upon such terms and conditions, and upon payment of such tolls as may from time to time be agreed upon, or as may be provided by or under the said Bill.

To vest in the Edinburgh Perth and Dundee Railway Company, or authorise, or provide for the vesting in the said lastmentioned Company of, the undertaking of the Company by sale, purchase, or lease, or otherwise to amalgamate, or authorise, or provide for, the amalgamation of the said two Companies and their respective undertakings and capital stocks; and, if necessary, to authorise or provide for the dissolution of the Company, and the Edinburgh Perth and Dundee Railway Company, and to vest, or authorise, or provide for the vesting of all or certain of the lands, works, property, and effects, powers, rights, privileges, liabilities, and obligations of the Company in the Edinburgh Perth and Dundee Railway Company permanently, or for the term of any such lease.

To fix and regulate, or provide for the regulation of, the capital of the two Companies, and to enact or authorise such alterations in the preference shares or stock of the Edinburgh Perth and Dundee Railway Company with respect to priority and amount of dividend, and the profits subject thereto, or otherwise, as may be deemed expedient; and to create, or authorise, or provide for the creation, by the Edinburgh Perth and Dundee Railway Company, or the new Company, of guarantees, or a guarantee of dividend on all or any existing shares of the said two Companies, or either of them, and on all or any shares to be hereafter created and issued by the said two Companies, or either of them, and for the creation of new shares in the undertaking of the Edinburgh Perth and Dundee Railway Company, or in the united undertaking, with or without preference or guarantee of payment, or amount of dividend, and to authorise the levying of tolls, rates, and duties, the alteration of existing tolls, rates, and duties, the conferring, varying, or extinguishing of exemptions from payment of tolls, rates, and duties, and other rights and privileges; to put an end to the present working agreement betwixt the Edinburgh Perth and Dundee Railway Company and the Company, and to enact and provide for all such powers, matters, and things as may be necessary or proper for effecting any such sale, purchase, lease, or amalgamation, upon such terms and conditions as may be agreed upon, or as may be provided for by the said intended Bill; and to authorise the Edinburgh Perth and Dundee Railway Company, and the Company, to carry into full and complete effect any agreement or agreements for effecting the objects aforesaid, and to confirm any such agreement or agreements as may be entered into prior to the passing of the said intended Bill.

And it is intended by the said Bill to relinquish the branch authorised by the Company's Act of Incorporation, which was intended to diverge from the Company's Railway on the farm of Lumpinians in the parish of Ballingry, and terminating on the farm of Kingseat in the parish of Dunfermline, all in the county of Fife.

And it is also proposed by the said Bill to alter, amend, enlarge, or repeal the provisions of the several Acts of Parliament following, or some of them, (that is to say)—“The Kinross-shire Railway Act 1857,” “The Edinburgh Perth and Dundee Railway (Consolidation) Act 1851,” “The Edinburgh Perth and Dundee Railway Company (Arrangements) Act 1853,” “The St Andrewa Railway Act 1851,” “The Leslie Railway Act 1857,” “The Fife and Kinross and Kinross-shire Railways Junction and Joint Station Act 1858,” “The West of Fife Mineral Railway Act 1856,” “The West of Fife Mineral Railway (Roscombe Branch) Act 1857,” “The West of Fife Mineral Railway (Kingseat Extension) Act 1860,” “The Devon Valley Railway Act 1858,” and of any other Act or Acts of Parliament recited in the beforementioned Acts, or relating to, or affecting the above-mentioned Companies and undertakings or works, or any other Company or body who, or whose property or interests, may be affected by any of the powers or provisions of the said intended Bill.

AND NOTICE IS HEREBY GIVEN, That Printed Copies of the Bill for effecting the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons on or before the 23d day of December next.

Dated 12th November 1860.

DODDS & GREIG, Westminster.

HENRY LEES, Edinburgh,

Secretary to the Company.

CALEDONIAN RAILWAY.

(Extension of Cleland Branch of Wishaw and Coltness Railway to Morningside; with Branches to Omoa Iron-Works, to the Lands of Coltness, to Drumbowie, and to Lanridge; and Amendment of Acts.)

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 empower the Caledonian Railway Company to make and maintain the following Branch Railways, or some of them, or part thereof, and all proper Works and Conveniences in connection therewith respectively; That is to say, *First*, A Branch Railway (to be called the Cleland Branch Extension), commencing by a Junction with the Cleland Branch of that portion of the undertaking of the Caledonian Railway Company known as the Wishaw and Coltness Railway, at a point in the parish of Bothwell at or near to the Bridge by which the Turnpike Road leading from Motherwell to Newarthill is carried over the said Cleland Branch, and terminating by a Junction with the said Wishaw and Coltness Railway at a point in the Parish of Cambusnethan, on the south side of the village of Morningside, at or near to the Bridge or Culvert by which the said Wishaw and Coltness Railway is carried over the Auchter Water; which Cleland Branch Extension and relative Works will be situate in and will pass from, through, and into the following Parishes, or some of them,—viz. the Parishes of Bothwell, Shotts, and Cambusnethan, all in the County of Lanark;—*Secondly*, A Branch Railway (to be called the Omoa Branch) commencing by a Junction with the said Cleland Branch Extension at or near a point in the Parish of Bothwell about three hundred yards south-westward from the Farm-steading of Westeraighead, and terminating at or near to a point in the Parish of Shotts about fifty yards south-eastward from the southmost Furnace of the Omoa Iron-works; which Omoa Branch and relative Works will be situate in, and will pass from, through, and into the Parishes of Bothwell and Shotts, both in the county of Lanark;—*Thirdly*, A Branch Railway (to be called the Coltness Lands Branch), commencing by a Junction with the said Cleland Branch Extension at or near a point in the Parish of Cambusnethan about fifty yards southward from the Bridge by which the Carlisle and Stirling Turnpike-road is carried over the South Calder Water, and terminating at or near a point in the same Parish about four hundred yards north-westward from the Farm-steading of Branchalburn; which Coltness Lands Branch and relative Works will be wholly situate in the Parish of Cambusnethan and County of Lanark;—*Fourthly*, A Branch Railway (to be called the Drumbowie Branch), commencing by a Junction with the said Cleland Branch Extension at or near a point in the Parish of Shotts about six hundred yards southward from the Farm-steading of Spindleside, and terminating at or near another point in the parish of Shotts about four and a half furlongs northward from the Farm-steading of Drumbowie; which Drumbowie Branch and relative Works will be wholly situate in the Parish of Shotts and County of Lanark; and *Fifthly*, a Branch Railway (to be called the Lanridge Branch) commencing by a Junction with the said Drumbowie Branch at or near a point in the Parish of Shotts about a hundred yards south-eastward from Windyedge Toll-bar, and terminating at or near

another point in the Parish of Shotts about three hundred yards northward from the Farm-steading of Blackhill; which Lanridge Branch and relative Works will be wholly situate in the Parish of Shotts and County of Lanark.

AND NOTICE IS FURTHER GIVEN, That Duplicate Plans and Sections, describing the lines, situation, and levels of the said proposed Branch Railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said Plans, or which may be required to be taken for the purposes of the said works, 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 property, and published Maps to a scale of not less than half an inch to a mile, with the lines of the several proposed Branch Railways delineated thereon, so as to show their general course and direction, and copies of this Notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November current, be deposited for public inspection in the Offices at Hamilton, Airdrie, and Glasgow respectively, of the principal Sheriff-Clerk of the County of Lanark; and that a copy of so much of the said Plans, Sections, and Books of Reference as relates to each of the Parishes before specified respectively, with a copy of this Notice as published in the London and Edinburgh Gazettes, will also, on or before the thirtieth day of November current, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such parish, at the usual place of abode of such Schoolmaster or Session-Clerk.

AND NOTICE IS FURTHER GIVEN, That it is intended by the said Bill to empower the Caledonian Railway Company to deviate in the construction of the said proposed Branch Railways from the lines and levels delineated on the Plans and Sections intended to be deposited as aforesaid, to such an extent as will be defined on the said Plans, and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, water-courses, telegraphic apparatus, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said several Branch Railways or any of the works and conveniences connected therewith.

AND IT IS FURTHER INTENDED by the said Bill to empower the Caledonian Railway Company to purchase compulsorily and otherwise the lands, houses, and other property required for the purposes aforesaid; to convey passengers, goods, and other traffic on the said several Branch Railways; to levy tolls, rates, and charges for the use of the said several Branch Railways and relative works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges; and to exercise all other usual and necessary powers.

AND IT IS FURTHER INTENDED by the said Bill to empower the Caledonian Railway Company, and the Owners of, and other parties interested in, the lands, houses, and other property required for the said proposed Branch Railways and other Works, and any other Companies, Corporations, Commissioners, Trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the said Company of such lands, houses, and

other property, absolutely or by way of feu, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground-annual or rent, or for such other consideration as may be fixed upon, and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect, or be affected by the construction, maintenance or use of the said proposed Branch Railways and other Works, and for the use of the said Branch Railways and other Lines of Railway communicating therewith, and as to the tolls, rates, and charges to be levied thereon respectively; and to execute all agreements, conveyances, contracts of feu and of ground-annual, leases, and other deeds necessary for these purposes.

AND IT IS FURTHER INTENDED by the said Bill to empower the Caledonian Railway Company to raise money for the several purposes aforesaid, by the creation and issue of Shares, on such terms and conditions, with such preferences, priorities, and privileges (if any) *inter se*, and in respect to the other shares and stock in the Caledonian Railway Company, and subject, as regards preference shares, to such powers of redemption (by the substitution of ordinary shares or stock to be created under the powers of the Bill, or otherwise,) as may be considered expedient, and also by borrowing upon mortgage, or bond, or cash credit; and to fund or issue Debenture Stock in lieu of the money so borrowed or authorized to be borrowed.

AND IT IS FURTHER INTENDED by the said Bill to vary or extinguish all duties, customs, or other payments, and rights and privileges which may in any manner impede or interfere with the objects aforesaid, or any of them; and to confer all rights, privileges, and exemptions necessary or expedient for effecting the said objects, or in relation thereto.

AND, for these and other purposes, IT IS INTENDED by the said Bill to amend "The Caledonian Railway Act 1845," and the several other Acts relating to the Caledonian Railway Company, passed respectively in the ninth and tenth, the tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third, and the twenty-third and twenty-fourth years of the Reign of Her present Majesty.

AND NOTICE IS FURTHER GIVEN, That printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons on or before the twenty-second day of December next.

Da ed tli third day of November 1860.

HOPE & MACKAY, W.S., Edinburgh.
GRAHAME, WEEMS, GRAHAME, & WARD-
LAW, 30 Great George Street, Westminster.

CALEDONIAN RAILWAY.

(Construction of Branch from Lesmahagow Line to near Stonehouse; Extension of Southfield Branch of that Line; Alterations of Roads, and acquisition of Land at Symington Station, and Amendment of Acts.)

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 empower the Caledonian Railway Company to make and maintain the following Railways, or part thereof, and all proper Works and Conveniences in connection therewith respectively; That is to say, *First*, A Branch Railway (to be called the Stonehouse Branch) commencing by a Junction with the principal Lesmahagow Branch of the Caledonian Railway at or near a point in the Parish of Dalsersf and County of Lanark about two hundred yards south-eastward from the level crossing of the Edinburgh and Ayr Turnpike Road by the said Lesmahagow Branch, and terminating at or near a point in the Parish of Stonehouse and County of Lanark about one hundred yards eastward from Cot Castle Farmstead; which Stonehouse Branch and Works connected therewith will be situate in, and pass from, through, and into the said parishes of Dalsersf and Stonehouse, both in the County of Lanark; and *Secondly*, An Extension of the Branch Railway from the said Lesmahagow Branch to near North Southfield, commencing at or near the south-western termination of that Branch Railway, and terminating at or near a point on the property of William Edward Hope Vere, about a furlong south-westward from the commencement of the said Extension; which Extension and Works connected therewith will be wholly situate in the Parish of Lesmahagow in the County of Lanark: AS ALSO to empower the Caledonian Railway Company to carry the Turnpike-road, which at present is crossed on the level by the Main Line of the Caledonian Railway near the southern end of the Symington Station, over the said Railway by a Bridge; and for that purpose to alter the line and levels of the said Road from a point thereon about three hundred yards eastward from the said level crossing to a point on the said road about one hundred and seventy yards westward from the said level crossing; and to alter that part of the Statute-Labour Road leading from the said Turnpike-road, at or near the said level crossing, to the village of Symington, which extends from a point at or near the said Level crossing to a point about two hundred yards south-eastward therefrom, by substituting therefor another line of road on different levels from the altered line of the said Turnpike-road, at or near a point about one hundred yards eastward from the said level crossing to the said point on the said Statute-Labour Road about two hundred yards south-eastward from the said level crossing: AND for the purposes of obtaining side cutting for the construction of the said alterations of roads, and of enlarging the said Symington Station, to enter upon, take, acquire, and use temporarily and permanently, certain lands delineated on the plans aftermentioned, lying on the western side of the Caledonian Railway and within one hundred and fifty yards of the centre line thereof, between the said level crossing and a point on the said Caledonian Railway about three hundred yards northward therefrom; which alterations of roads, and which lands, will be and are wholly situate in the Parish of Symington and County of Lanark.

AND NOTICE IS FURTHER GIVEN, That Duplicate Plans and Sections describing the lines, situation and levels of the said proposed Railways, and alterations of roads, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said Plans, or which may be required to be taken for the several 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, houses, and other property, and published Maps to a scale of not less than half an inch to a mile, with the lines of the proposed Railways delineated thereon so as to shew their general course and direction, and copies of this Notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November current, be deposited for public inspection in the offices at Hamilton, Lanark, and Glasgow respectively, of the principal Sheriff-Clerk of the County of Lanark; and that a copy of so much of the said Plans, Sections, and Books of Reference as relates to each of the Parishes before specified respectively, with a copy of this Notice as published in the London and Edinburgh Gazettes, will also, on or before the thirtieth day of November current, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such Parish, at the usual place of abode of such Schoolmaster or Session-Clerk.

AND NOTICE IS FURTHER GIVEN, That it is intended by the said Bill to empower the Caledonian Railway Company to deviate, in the construction of the said proposed Railways and alterations of roads, from the lines and levels delineated on the plans and sections intended to be deposited as aforesaid, to such an extent as will be defined on the said plans, and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, rivers, streams, sewers, water-courses, telegraphic apparatus, and gas and water-pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said proposed Railways and alterations of roads, or any of the works and conveniences connected therewith.

AND IT IS FURTHER INTENDED by the said Bill to empower the Caledonian Railway Company to purchase compulsorily and otherwise, the lands, houses, and other property required for the several purposes aforesaid; to convey passengers, goods, and other traffic on the said proposed Railways; to levy tolls, rates, and charges for the use of the said proposed Railways and relative works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges; and to exercise all other usual and necessary powers.

AND IT IS FURTHER INTENDED by the said Bill to empower the Caledonian Railway Company, and the Owners of, and other parties interested in, the lands, houses, and other property required for the said proposed Railways and other Works, and any other Companies, Corporations, Commissioners, Trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the said Company of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground-annual or rent, or for such other consideration as may be fixed upon; and in relation to the cost of making and maintaining the said alterations of roads; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect, or be affected by the construction, maintenance, or use of the said proposed Railways and other Works; and to execute all agreements, conveyances, contracts of feu and of ground-annual, leases, and other deeds necessary for these purposes.

AND IT IS FURTHER INTENDED by the said Bill to empower the Caledonian Railway Company to

raise money for the purposes of the said proposed Railways and other Works, by the creation and issue of Shares, on such terms and conditions, with such preferences, priorities, and privileges *inter se*, and in respect to the other shares and stock in the Caledonian Railway Company, and subject as regards preference shares to such powers of redemption (by the creation and substitution of ordinary shares, or stock, or otherwise) as may be considered expedient, and also by borrowing upon mortgage, or bond, or cash-credit, and to fund or issue Debenture Stock in lieu of the money so borrowed or authorized to be borrowed.

AND IT IS FURTHER INTENDED by the said Bill to vary or extinguish all duties, customs, or other payments, and rights and privileges which may in any manner impede or interfere with the objects aforesaid, or any of them, and to confer all rights, privileges, and exemptions necessary or expedient for effecting the said objects, or in relation thereto.

AND, for these and other purposes, IT IS INTENDED by the said Bill to amend "The Caledonian Railway Act 1845," and the several other Acts relating to the Caledonian Railway Company, passed respectively in the ninth and tenth, the tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third, and the twenty-third and twenty-fourth years of the Reign of Her present Majesty.

AND NOTICE IS FURTHER GIVEN, That printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons on or before the twenty-second day of December next.

Dated this third day of November 1860.

HOPE & MACKAY, W.S., Edinburgh.
GRAHAME, WEEMS, GRAHAME, & WARD-
LAW, 30 Great George Street, Westminster.

CALEDONIAN RAILWAY.

(Construction of Railway from the Clydesdale Junction Railway near Rutherglen, to the Glasgow, Garnkirk, and Coatbridge Railway near Coatbridge, with Branches to the last-named Railway near Whifflet, and to the Monkland and Kirkintilloch Railway near the Coatbridge Gas-Works; and Amendment of Acts.)

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 empower the Caledonian Railway Company to make and maintain the following Branch Railways or some of them, or part thereof, and all proper Works and Conveniences in connection therewith respectively; That is to say,—*First*, A Branch Railway (to be called the Rutherglen and Coatbridge Branch) commencing by a Junction with that part of the undertaking of the Caledonian Railway Company known as the Clydesdale Junction Railway at or near a point in the Parish of Rutherglen and County of Lanark about two hundred yards south-westward from Ballochsmill Farm—steadings near where the Clydesdale Junction Railway is carried over the Turnpike Road leading from Glasgow to Glasgow by Dalmarnock Bridge, and terminating by a Junction with that part



undertaking of the Caledonian Railway Company known as the Glasgow, Garnkirk, and Coatbridge Railway, at or near a point in the Parish of Old Monkland and County of Lanark near Dundyvan Academy and about three hundred yards southward from the Station-house of the Caledonian Railway Company's Coatbridge Station; which Rutherglen and Coatbridge Branch, and relative Works, will be situate in, and will pass from, through, and into the following places, or some of them; that is to say, the Parishes of Rutherglen and Old Monkland, and the Royal Burgh of Rutherglen, all in the County of Lanark;—*Secondly*, A Branch Railway (to be called the Whiffat Branch) commencing by a Junction with the said Rutherglen and Coatbridge Branch at or near a point in the Parish of Old Monkland and County of Lanark about a hundred and eighty yards southward from the westmost iron furnace at the Langloan Iron-works, and terminating in the same parish and county by a Junction with the said Glasgow, Garnkirk, and Coatbridge Railway at or near the Bridge on the north side of the village of Whiffat by which the road from Whiffat to the turnpike-road leading from Airdrie to Coatbridge is carried over the last-mentioned Railway; which Whiffat Branch and relative Works will be wholly situate in the said Parish of Old Monkland and County of Lanark;—and *Thirdly*, A Branch Railway (to be called the Monkland Junction Branch) commencing by a Junction with the said Rutherglen and Coatbridge Branch at a point in the Parish of Old Monkland and County of Lanark near to the westmost cottage of the row of cottages connected with the Dundyvan Iron-works called Stone Row, and terminating in the same parish and county by a Junction with that portion of the undertaking of the Monkland Railways Company known as the Monkland and Kirkintilloch Railway, at a point near to the Gas-work cottage adjoining the Coatbridge Gas-works; which Monkland Junction Branch and relative Works will be wholly situate in the said Parish of Old Monkland and County of Lanark.

AND NOTICE IS FURTHER GIVEN, That Duplicate Plans and Sections, describing the lines, situation and levels of the said proposed Branch Railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said Plans, or which may be required to be taken for the purposes of the said works, 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 property, and published Maps to a scale of not less than half an inch to a mile, with the lines of the proposed Branch Railways delineated thereon, so as to show their general course and direction, and copies of this Notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November current, be deposited for public inspection in the Offices at Glasgow, Airdrie, and Hamilton respectively of the principal Sheriff-Clerk of the County of Lanark; and that a copy of so much of the said plans, sections, and Books of Reference as relates to each of the parishes, and to the Royal Burgh before specified, respectively, with a copy of this Notice as published in the London and Edinburgh Gazettes, will also, on or before the thirtieth day of November current, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such parish, at the usual

place of abode of such Schoolmaster or Session-Clerk, and with the Town-Clerk of the said Royal Burgh, at his Office in Rutherglen.

AND NOTICE IS FURTHER GIVEN, That it is intended by the said Bill to empower the Caledonian Railway Company to deviate in the construction of the said proposed Branch Railways from the lines and levels delineated on the Plans and Sections intended to be deposited as aforesaid, to such an extent as will be defined on the said Plans, and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, water-courses, telegraphic apparatus, and gas and water-pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said several Branch Railways or any of the works and conveniences connected therewith.

AND IT IS FURTHER INTENDED by the said Bill to empower the Caledonian Railway Company to purchase compulsorily and otherwise the lands, houses, and other property required for the purposes aforesaid; to convey passengers, goods, and other traffic on the said several Branch Railways; to levy tolls, rates, and charges for the use of the said several Branch Railways and relative works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges; and to exercise all other usual and necessary powers.

AND IT IS FURTHER INTENDED by the said Bill to empower the Caledonian Railway Company, and the owners of, and other parties interested in, the lands, houses, and other property required for the said proposed Branch Railways and other works, and any other Companies, Corporations, Commissioners, Trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the said Company of such lands, houses, and other property, absolutely or by way of feu, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground-annual or rent, or for such other consideration as may be fixed upon, and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect, or be affected by the construction, maintenance or use of the said proposed Branch Railways and other works, and for the use of the said Branch Railways and other lines of railway communicating therewith, and as to the tolls, rates, and charges to be levied thereon respectively; and to execute all agreements, conveyances, contracts of feu and of ground-annual, leases, and other deeds necessary for these purposes.

AND IT IS FURTHER INTENDED by the said Bill to empower the Caledonian Railway Company to raise money for the several purposes aforesaid, by the creation and issue of shares, on such terms and conditions, with such preferences, priorities, and privileges (if any) *inter se*, and in respect to the other shares and stock in the Caledonian Railway Company, and subject, as regards preference shares, to such powers of redemption (by the substitution of ordinary shares or stock, to be created under the powers of the Bill, or otherwise) as may be considered expedient, and also by borrowing upon mortgage, or bond, or cash credit; and to fund or issue Debenture Stock in lieu of the money so borrowed or authorized to be borrowed.

AND IT IS FURTHER INTENDED by the said Bill to vary or extinguish all duties, customs, or other

payments, and rights and privileges which may in any manner impede or interfere with the objects aforesaid, or any of them; and to confer all rights, privileges, and exemptions necessary or expedient for effecting the said objects, or in relation thereto.

AND, for these purposes, IT IS INTENDED by the said Bill to amend "The Caledonian Railway Act 1845," and the several other Acts relating to the Caledonian Railway Company, passed respectively in the ninth and tenth, the tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third, and the twenty-third and twenty-fourth years of the Reign of Her present Majesty; as also, "The Monkland Railways Act 1848," and the several other Acts relating to the Monkland Railways Company, passed respectively in the fourteenth and fifteenth, the sixteenth and seventeenth, the twentieth and twenty-first, and the twenty-third and twenty-fourth years of the Reign of Her present Majesty.

AND NOTICE IS FURTHER GIVEN, That printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons on or before the twenty-second day of December next.

Dated this third day of November 1860.

HOPE & MACKAY, W.S., Edinburgh.
GRAHAME, WEEMS, GRAHAME, & WARD-
LAW, 30 Great George Street, Westminster.

CALEDONIAN, AND SYMINGTON, BIGGAR,
AND BROUGHTON RAILWAY COM-
PANIES.

(Amalgamation; and Amendment or Repeal of Acts.)

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 effect, or to authorize and provide for the union and amalgamation, from and after such period, and upon such terms and conditions as may have been, or may hereafter be agreed upon, or as may be fixed and determined in and by or under the provisions of the said Bill, of the Symington, Biggar, and Broughton Railway Company; to and with the Caledonian Railway Company; and for the union and consolidation into one undertaking of the undertakings of such two Companies respectively, and for the vesting in, and the exercise and enjoyment by the Caledonian Railway Company of the whole undertaking, property, estate, and effects, rights, powers and privileges of what nature or kind soever, and whether with reference to the raising and borrowing of money, the purchase, compulsorily or otherwise, of lands and houses, the construction of works, the fixing and levying of tolls, rates, and duties, and the management, maintenance, working, and use of the undertaking, or otherwise, vested in or exercised and enjoyed by the Symington, Biggar, and Broughton Railway Company at the time of the said Amalgamation.

AND IT IS INTENDED by the said Bill to provide for the dissolution of the Symington, Biggar, and Broughton Railway Company, and for the incorporation of the Shareholders therein with the Caledonian Railway Company and the Shareholders in

that Company; and for varying, regulating, and fixing the rights, privileges, preferences, and priorities in and against the Caledonian Railway Company and the United Undertaking, or the respective portions thereof, of the several classes of Shareholders in the said two Companies, and of the holders of debenture stock therein, and of annuities, mortgages, bonds, and funded and other debts due by them respectively; and for the fulfilment and discharge by the Caledonian Railway Company of the obligations entered into, and debts and liabilities incurred by, the Symington, Biggar, and Broughton Railway Company.

AND IT IS INTENDED by the said Bill to enable the Caledonian Railway Company to create and issue, in lieu of the shares or stock created and authorized to be created by the Symington, Biggar, and Broughton Railway Company, shares or stock in the Caledonian Railway Company, on such terms and conditions, and with such preferences, priorities, and privileges as respects the whole or any number or part of such last-mentioned shares or stock, *inter se*, and in respect to the other shares and stock in the Caledonian Railway Company, as may have been or may be agreed upon, or as may be provided by the said Bill or resolved on by the last-named Company; as also to redeem any shares or stock which may be so created and issued, and to create and issue other shares or stock as aforesaid in substitution for the shares or stock to be so redeemed, or for the purpose of raising money to effect such redemption; as also to borrow upon mortgage, over the said United Undertaking or part thereof, or upon bond or cash credit, the sums borrowed and authorized to be borrowed by the said two Companies respectively, and to fund or issue debenture stock in lieu of the money so borrowed and authorized to be borrowed.

AND IT IS INTENDED by the said Bill to enable the Caledonian Railway Company to levy tolls, rates, and duties, in respect of the use of the Railways and Works of the said United Undertaking and the conveyance of traffic thereon; as also to alter the tolls, rates, and duties, leviable in respect of the use of the Symington, Biggar, and Broughton Railway and relative Works and the conveyance of traffic thereon, and to assimilate the same to those leviable in respect of the use of the Caledonian Railway and relative Works and the conveyance of traffic thereon; as also to confer, vary, and extinguish exemptions from the payment of such several tolls, rates, and duties.

AND IT IS INTENDED by the said Bill to confer all such powers rights and privileges, and to make provision for all such matters and things as may be necessary, convenient, or proper for effecting the said Amalgamation, or in relation to the same or any of the other objects aforesaid, and to vary or extinguish all such powers, rights, and privileges as may in any manner interfere therewith.

AND IT IS INTENDED by the said Bill to amend some of the powers and provisions of "The Caledonian Railway Act 1845," and of the several other Acts relating to the Caledonian Railway Company passed respectively in the ninth and tenth, the tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third, and the twenty-third and twenty-fourth years of the reign of Her present Majesty;

and also to amend or wholly or partially repeal "The Symington, Biggar, and Broughton Railway Act 1858;" and "The Symington, Biggar, and Broughton Railway (Extension) Act 1860."

AND NOTICE IS FURTHER GIVEN, That printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons on or before the twenty-second day of December next.

Dated this 3d day of November, 1860.

HOPE & MACKAY, W.S., Edinburgh.

GRAHAME, WEEEMS, GRAHAME, & WARD-LAW, 30 Great George Street, Westminster.

CALEDONIAN, EDINBURGH AND GLASGOW, AND SCOTTISH CENTRAL RAILWAY COMPANIES.

(Amalgamation; and Amendment, Repeal, and Consolidation of Acts.)

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 effect, or to authorize and provide for, the union and amalgamation, from and after such period, and upon such terms and conditions, as may have been or may hereafter be agreed upon, or as may be fixed and determined in and by or under the provisions of the said Bill, of the Caledonian Railway Company, the Edinburgh and Glasgow Railway Company, and the Scottish Central Railway Company into one Company, either by dissolving the said three Companies, and incorporating the Shareholders thereof under the name of the Caledonian Central Railway Company, or under such other corporate name or style as may be provided by the said Bill, or by constituting the Shareholders in the said Edinburgh and Glasgow Railway Company and Scottish Central Railway Company Shareholders in the Caledonian Railway Company, under that or such other corporate name or style as may be provided by the said Bill; and, so far as necessary, the vesting in such united Company of the several Undertakings of the said three existing Companies, and of all their property and effects, and of their respective interests in other Railway undertakings, Canals, Ferries, Stations, and Works, and of their rights, powers, and privileges, of what nature or kind soever, and whether with reference to the management, maintenance, working and use of their respective undertakings, the raising and borrowing of monies, the purchasing of lands and houses by compulsion or agreement, the construction or completion of works, the fixing and levying of tolls, rates, and charges, the acquiring, leasing, managing, maintaining, working, using, subscribing to, or holding shares in other lines of Railway, or Railway Stations or Works, or Canals, or Ferries, or providing plant and rolling stock, or otherwise, but subject, in so far as not otherwise provided by the said Bill, to their existing debts and liabilities.

AND IT IS INTENDED by the said Bill to provide for the dissolution of each of the said three existing Companies, and for the incorporation of the Shareholders thereof into one united Company as aforesaid, or for the dissolution of the said Edinburgh and Glasgow and Scottish Central Railway Companies respectively, and for the incorporation of the Shareholders thereof with the Shareholders of the Caledonian Railway Company, and for the formation, in either case, of one united Company as aforesaid; and the fulfilment by such united

Company of all or some of the Contracts, Agreements, Arrangements, and Obligations entered into, or liable to be performed by the said three Companies separately.

AND IT IS INTENDED by the said Bill to make provision for regulating, fixing, and determining the amount of the Capital Stock and other Share Capital of such united Company, and the number and nominal value of the Shares or respective classes of Shares therein, and the rights and privileges, preferences and priorities, of the several classes of Shareholders of the said several existing Companies, in the Capital Stock and other Share Capital of the united Company.

AND IT IS INTENDED by the said Bill to regulate and fix the amount of mortgage, bond, and funded debt, and debenture stock of the said three existing Companies, and to regulate the rights, privileges, preferences and priorities of the holders of such mortgage, bond, and funded debt, and debenture stock, and of the other creditors of the said Companies respectively, in and upon the undertaking and funds of the united Company.

AND IT IS INTENDED by the said Bill to provide that the tolls, rates, and charges, and other revenue and income of the united Company, after deduction of all expenses and charges incurred in relation to the working, use, management and maintenance of the undertaking of the united Company, and all interests, annuities, rents, guaranteed and preference dividends, rates, taxes, duties, and other annual burdens or claims payable by them, shall be divided amongst the three classes of Shareholders in the said united Company representing the ordinary Stock or Share Capital of the said three existing Companies respectively, in such proportions and with such priorities as may have been or may be agreed upon between and among the said three Companies, or as may be defined and settled in or provided for by the said Bill.

AND IT IS INTENDED by the said Bill to provide for the appointment of a Board of Directors for the management of the united Company, and to regulate the qualification to vote, and the scale and mode of voting by Shareholders at all meetings of the united Company, or of any classes of the Shareholders thereof, and to make other provisions for regulating the management and proceedings of the united Company, and of the Directors and Shareholders thereof.

AND IT IS INTENDED by the said Bill, so far as necessary or expedient, to alter the tolls, rates, and charges now leviable by the said three existing Companies respectively, or by one or more of them, and to enable the said united Company to levy the same or lower or higher tolls, rates, and charges; and to confer, vary, and extinguish exemptions from payment of such existing and proposed tolls, rates, and charges, or some of them.

AND IT IS INTENDED by the said Bill to vary or extinguish such of the powers, rights, privileges, preferences, and priorities of the said three existing Companies respectively, and of the several classes of guaranteed, preference, and other shareholders therein, and of the holders of mortgages, bonds, funded debt, and debenture stock thereof, and of the Glasgow Garnkirk and Coatbridge Railway Company, the Clydesdale Railway Guaranteed Company, the Greenock Railway Guaranteed Company, the Wishaw Railway Guaranteed Company, the Glasgow Barrhead and Neilston Direct Railway Company, the Symington Biggar and Broughton Railway Company, the Hamilton and Strathaven Railway Company, the Dumfries, Loch-

maben, and Lockerby Junction Railway Company, the General Terminus and Glasgow Harbour Railway Company, the Monkland Railways Company, the Edinburgh and Bathgate Railway Company, the Stirling and Dunfermline Railway Company, the Glasgow Airdrie and Monklands Junction Railway Company, the Caledonian and Dumbartonshire Junction Railway Company, the Glasgow Dumbarton and Helensburgh Railway Company, the Dunblane Doune and Callander Railway Company, the Forth and Clyde Junction Railway Company, the Crieff Junction Railway Company, the Lancaster and Carlisle Railway Company, the Lancaster and Preston Junction Railway Company, the Glasgow and South-Western Railway Company, the North British Railway Company, the Scottish North-Eastern Railway Company, the Dundee and Perth and Aberdeen Railway Junction Company, and the Edinburgh Perth and Dundee Railway Company, and of any other Companies and persons, whether secured by Act of Parliament, deed, agreement, or otherwise, as would anywise interfere with the proposed union and amalgamation of the said three first-named Companies, or with any of the powers to be conferred on the united Company, or of the other provisions of the said Bill, and to confer, vary, and extinguish other powers, rights, privileges, preferences, and priorities.

AND IT IS INTENDED by the said Bill to make provision for facilitating the interchange and conveyance of traffic between and over the Railways of the said united Company and of the other Companies before named respectively, or some of the said Railways or some parts thereof, and for the use by the said several Companies respectively, or some of them, of the Railways, Stations, and other Works belonging to or under the control of each other, or of some of them or some parts thereof, and for the fixing, collection, and apportionment of the tolls, rates, and charges leviable in respect of such conveyance or use; or to empower the said several Companies, or some of them, to enter into agreements with each other in relation to the said several matters, or some of them.

AND IT IS INTENDED by the said Bill, so far as necessary or expedient for the purposes thereof, to amend and enlarge, or to repeal and re-enact and consolidate, with such amendments as may be expedient, all or some of the powers and provisions of the several Acts relating to the Caledonian Railway Company, the Edinburgh and Glasgow Railway Company, the Scottish Central Railway Company, and the several other Railway Companies hereinbefore named or referred to, and to their respective Undertakings, and to the Joint Line of Railway between Glasgow and Paisley, and the Stations at Bridge Street, Glasgow, at Paisley, at Carlisle, at the North Bridge, Edinburgh, at Perth, at Stirling, and at Dunfermline, in which the said three first-named Companies are respectively interested—that is to say (local and personal), 57 George III., chapter 56; 59 George III., chapter 29; 1 and 2 George IV., chapter 122; 4 George IV., chapter 18; 7 George IV., chapters 45 and 103; 7 and 8 George IV., chapter 88; 10 George IV., chapter 107; 11 George IV., chapters 62 and 125; 1 and 2 William IV., chapter 58; 4 William IV., chapter 41; 1 Victoria, chapters 100, 116, 117, and 118; 1 and 2 Victoria, chapter 60; 2 and 3 Victoria, chapter 58; 3 Victoria, chapter 53; 3 and 4 Victoria, chapters 107 and 123; 4 Victoria, chapters 5 and 11; 4 and 5 Victoria, chapter 59; 6 and 7 Victoria, chapters 49 and 55; 7 Victoria, chapter 37; 7 and

8 Victoria, chapters 66, 87, and 98; 8 and 9 Victoria, chapters 31, 83, 148, 160, 162, and 192; 9 and 10 Victoria, chapters 81, 130, 142, 143, 188, 201, 202, 206, 229, 249, 257, 263, 314, 329, 332, 334, 379, and 395; 10 Victoria, chapters 22, 23, and 24; 10 and 11 Victoria, chapters 75, 82, 83, 90, 95, 168, 169, 172, 183, 237, 245, and 246; 11 and 12 Victoria, chapters 73, 78, 116, 118, 121, 127, 134, 148, and 160; 12 and 13 Victoria, chapters 39, 67, 86, 87, and 90; 14 and 15 Victoria, chapters 55, 62, 99, and 134; 15 Victoria, chapter 109; 16 and 17 Victoria, chapters 90, 125, 149, 151, 152, and 188; 17 and 18 Victoria, chapters 155, 156, and 184; 18 Victoria, chapter 56; 18 and 19 Victoria, chapters 96, 97, 158, and 190; 19 and 20 Victoria, chapters 106, 113, and 134; 20 and 21 Victoria, chapters 34, 78, 123, 128, and 161; 21 Victoria, chapters 13 and 15; 21 and 22 Victoria, chapters 64, 66, 109, and 128; 22 and 23 Victoria, chapters 3, 24, 83, and 124; 23 Victoria, chapters 83 and 97; and 23 and 24 Victoria, chapters 120, 140, 144, 159, 178, 195, and 198; and of any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned Companies and Undertakings or Works, or any other Company or body who, or whose property and interests, may be affected by any of the powers or provisions of the said Bill.

AND NOTICE IS HEREBY GIVEN, That on or before the 22d day of December next, printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons.

Dated this third day of November 1860.

HOPE & MACKAY, W.S., Edinburgh.
GRAHAME, WEEMS, GRAHAME, & WARD-
LAW, 30 Great George Street, Westminster.

LONDON AND NORTH-WESTERN, LANCASTER AND CARLISLE, AND CALEDONIAN RAILWAYS.

(Alteration and Enlargement of Citadel Station at Carlisle; Construction of Railways and Works in connection therewith; Powers to raise money; Agreements as to Use of Station, &c.; and Amendment of Acts.)

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 empower the London and North-Western Railway Company, the Lancaster and Carlisle Railway Company, and the Caledonian Railway Company, or one of the two first-named Companies and the Caledonian Railway Company, to alter and enlarge the joint Station at Carlisle, called the Citadel Station, and to construct and maintain such lines of rails, sidings, and other works and conveniences as may be necessary or expedient in connection with the said Station and the proposed alteration and enlargement thereof, and for making better approaches thereto; As also to acquire, by compulsory purchase or otherwise, for the purpose of such enlargement of the said Station, certain lands, houses, and other property delineated in the plans after mentioned, and lying within about one hundred yards on each side of the lines of the Caledonian and Lancaster and Carlisle Railways, at present used for through goods traffic, between a point on the Caledonian Railway about three hundred yards westward from the north-western

extremity of the passenger shed of the said Station, and a point on the Lancaster and Carlisle Railway, about eighty yards south-eastward from the Bridge by which the Lines of Railway belonging to the Lancaster and Carlisle and Caledonian Railway Companies, or to one of them, are carried over Crown Street of Carlisle: AS ALSO, in connection with, and as part of, such alteration and enlargement, to make and maintain the following Railways, or one of them, or part thereof, and all proper works and conveniences in connection therewith respectively; That is to say, *First*, A Railway commencing by a Junction with the Caledonian Railway at or near the said point about three hundred yards westward from the north-western extremity of the said passenger shed, and terminating by a Junction with the lines of Railway belonging to the Lancaster and Carlisle and Caledonian Railway Companies, or to one of them, at or near a point about fifty yards south-eastward from the said Bridge over Crown Street; and *Secondly*, A Railway commencing by a Junction with the Lancaster and Carlisle Railway, at or near a point, about eighty yards south-eastward from the said Bridge over Crown Street, and terminating at or near a point on the north-eastern side of the said Passenger Shed, about twenty yards southward from the southern corner of the County Hotel at Carlisle; As also to shut up the Lane or Street which passes under the Lines of Railway belonging to the Lancaster and Carlisle and Caledonian Railway Companies, or to one of them, near the south-eastern extremity of the said passenger Shed, and which extends from Collier Lane to the Junction of South George Street, Forster Street, and Cross Street; And to widen the present line and alter the levels of Collier Lane, from the point where it is joined by the said Lane or Street proposed to be shut up as aforesaid, to Crown Street; and to make a new Street from the junction of Cross Street and John Street to Crown Street, at a point near to and on the south-western side of the said Bridge over the last-mentioned Street; As also to divert so much of Water Street of Carlisle as extends from a point at or near the southern side of the bridge under the Lines of Railway belonging to the Lancaster and Carlisle and Caledonian Railway Companies, or to one of them, near the north-western extremity of the said passenger Shed, to a point at or near the junction of Water Street aforesaid with Wood Street of Carlisle; And to lower the level of part of the street or road leading from under the last-mentioned Bridge to the Nelson Bridge over the River Caldew; and to widen the before-mentioned Bridge near the north-western extremity of the said passenger Shed by extending the same on the southern side thereof; and to widen the before-mentioned Bridge over Crown Street, by extending the same on the north-eastern side thereof: Which proposed Enlargement of the said Station and Railways and other Works, and the lands, houses, and other property to be acquired for the purposes aforesaid and in connection therewith, will be situated within the following places or some of them—that is to say,—the Parish of St. Cuthbert, Carlisle, the townships of St. Cuthbert within, St. Cuthbert without, and Botchergate, in the City and Borough of Carlisle, all in the County of Cumberland.

AND IT IS PROPOSED by the said intended Bill to authorize the London and North-Western Railway Company, the Lancaster and Carlisle Railway Company, and the Caledonian Railway Company,

or one of the two first named Companies and the Caledonian Railway Company, to acquire, purchase, or take by compulsion or agreement, and to hold all such lands, houses, and other property as may be required for the purposes of the said several works; to deviate in the construction of the said several Works from the lines and levels delineated on the Plans and Sections intended to be deposited, as after mentioned, to such an extent as will be defined on the said Plans and provided by the said Bill, and to cross, stop up, raise, lower, and divert, temporarily or permanently, as they may think fit, all Turnpike and other roads, streets, highways, railways, bridges, lanes, paths, passages, streams, water-courses, sewers, gas and water pipes, and telegraphic apparatus, so far as necessary or expedient for or in connexion with any of the purposes aforesaid: As also to vary or extinguish all existing rights and privileges connected with the lands, houses, or other property to be acquired, and the streets, roads, and other communications to be altered or interfered with as aforesaid, or which might in any manner prevent or interfere with the objects and purposes of the said intended Bill, and to confer all rights and privileges necessary or expedient for carrying into effect the said objects and purposes.

AND IT IS PROPOSED by the said intended Bill to authorize the London and North-Western Railway Company, the Lancaster and Carlisle Railway Company and the Caledonian Railway Company respectively, or one or more of the said Companies, to levy tolls, rates, and duties for the use of the said several proposed Works, or some of them, and of the existing Citadel Station and Lines of Railway and accommodations and services in connection therewith respectively, and to alter the existing tolls, rates, and duties leviable in respect thereof, and to confer, vary, and extinguish exemptions from payment of such several tolls, rates, and duties; AS ALSO to authorize the said three Companies, or the Caledonian Railway Company, and one or other of the said other two Companies to enter into Agreements with each other as to their respective interests in and use of the said Station and relative Works, and to enter into Agreements with the Maryport and Carlisle Railway Company, the Glasgow and South-Western Railway Company, and the North British Railway Company respectively, or any one or more of these Companies, and any other Company or Companies, with respect to the use by such Companies respectively of the said Station and Works, or any part or parts thereof respectively; and the tolls or payments to be levied or made in respect of such use; and to enter into Agreements with the Mayor, Aldermen, and Burgesses of Carlisle in relation to the said several streets and the works affecting the same; and for fixing, regulating, or commuting any tolls or duties claimable by the said Mayor, Aldermen, and Burgesses, and to appoint a joint Committee of Directors for managing and regulating the said Station and relative Works, and otherwise carrying into effect any such agreements as aforesaid; and to empower the said Maryport and Carlisle, Glasgow and South-Western, and North British Railway Companies and the said Mayor, Aldermen, and Burgesses respectively, to enter into any such Agreements as aforesaid with the London and North-Western, Lancaster and Carlisle, and Caledonian Railway Companies, or with the Caledonian Railway Company and one or other of the said other two last-named Companies; and to confirm any Agreements which may have been or may be

entered into between any of the said several parties in relation to any of the matters aforesaid; and to vary or extinguish certain of the rights and privileges of the said Maryport and Carlisle, Glasgow and South-Western, and North British Railway Companies respectively, and of the said Mayor, Aldermen, and Burgesses, in relation to the said several matters respectively; and to confer other rights and privileges in relation thereto.

AND IT IS FURTHER INTENDED by the said Bill to empower the London and North-Western Railway Company, the Lancaster and Carlisle Railway Company, and the Caledonian Railway Company, or one or more of those Companies respectively, to apply any funds raised, borrowed, or received by them respectively, or which they may respectively have power to raise, borrow, or receive, to the execution of the several works before mentioned, and the purchase of lands, houses, and other property in connection therewith, and generally to the purposes of the said Station; and also, for these several purposes, to raise additional money by the creation and issue of Shares on such terms and conditions, and with such preferences, priorities, and privileges (if any) *inter se*, and in respect to the other shares and stock in the said Companies respectively, and subject, as regards preference shares, to such powers of redemption (by the substitution of ordinary shares or stock to be created under the powers of the Bill, or otherwise,) as may be considered expedient, and also by borrowing upon mortgage, or bond, or cash credit; and to fund or issue Debenture Stock in lieu of the money so borrowed or authorized to be borrowed: As also to empower the North British Railway Company to contribute money towards the expense of making, maintaining, and working the said Station, and the several Works before mentioned, and of purchasing the lands, houses, and other property to be acquired in connection therewith, and to apply towards those purposes any funds raised, borrowed, or received by them, or which they may have power to raise, borrow, or receive; and also, for the said purposes, to raise additional money by the several means or any of them, in the manner, on the conditions, with the preferences, priorities, and privileges, and subject to the powers all as respectively hereinbefore specified in relation to the money to be raised by the London and North-Western, Lancaster and Carlisle, and Caledonian Railway Companies respectively.

AND, so far as necessary for, or in connection with the purposes aforesaid, it is intended by the said Bill to amend the following local Acts, or some of them; that is to say, the Act 9 and 10 Victoria, chapter 204, and the several other Acts relating to the London and North-Western Railway Company, passed respectively in the eighth and ninth, the ninth, the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the thirteenth and fourteenth, the fourteenth, the fourteenth and fifteenth, the fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the nineteenth and twentieth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, and the twenty-third and twenty-fourth years of the Reign of Her present Majesty; the Acts 7 Victoria, chapter 37, 8 and 9 Victoria, chapter 83, 9 and 10 Victoria, chapter 257, 12 and 13 Victoria, chapter 87, 20 and 21 Victoria, chapter 161, 21 and 22 Victoria, chapter 128, and 22 and 23 Victoria, chapter 124; and any other Acts relating to the Lancaster and Carlisle Railway

Company; the Acts 8 and 9 Victoria, chapter 162, and 9 and 10 Victoria, chapter 249; and the several other Acts relating to the Caledonian Railway Company, passed respectively in the ninth and tenth, the tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third, and the twenty-third and twenty-fourth years of the Reign of Her present Majesty; the Act 18 and 19 Victoria, chapter 79, relating to the Maryport and Carlisle Railway Company; the Act 18 and 19 Victoria, chapter 97, and the several other Acts relating to the Glasgow and South-Western Railway Company; and the Acts 21 and 22 Victoria, chapter 109, 22 and 23 Victoria, chapters 14 and 24, and 23 and 24 Victoria, chapters 140, 159, and 195, and any other Acts relating to the North British Railway Company.

AND NOTICE IS HEREBY GIVEN, That Duplicate Plans of the lands, houses, and other property proposed to be taken for the intended enlargement of the said Station, and duplicate plans and sections describing the lines, situation, and levels of the proposed Railways and other Works, before specified, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation defined on the said plans, or which may be required to be taken for the purposes of the said Works, together with Books of Reference to such several plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said several lands, houses, and other property, and a published Map with the lines of the said proposed Railways delineated thereon, so as to show their general course and direction, with a copy of this Notice as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November instant, be deposited for public inspection at the Office in Carlisle of the Clerk of the Peace for the County of Cumberland, and with the Parish-Clerk of the said Parish of St. Cuthbert, Carlisle, at his residence.

AND NOTICE IS FURTHER GIVEN, That printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons on or before the twenty-second day of December next.

Dated this thirteenth day of November 1860.

SWIFT, WAGSTAFF, & BLENKINSOP,
Westminster.

HOPE & MACKAY, W.S., Edinburgh.

GRAHAME, WREMS, GRAHAME, & WARD-
LAW, Parliamentary Agents.

KIRKCUDBRIGHT RAILWAY.

Incorporation of Company.—Construction of Railways from Kircudbright to Castle-Douglas, and to the Castle-Douglas and Dumfries, and the Port-Patrick Railways; Powers to the Glasgow and South-Western, the Port-Patrick, and the Castle-Douglas and Dumfries Railway Companies, and to the Magistrates and Town Council of Kircudbright, to Raise and Contribute Money and Hold Shares; Powers to the said Railway Companies to Maintain and Work proposed Lines, and make Agreements with proposed Company, and Amendment of Acts.

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 Incorporate a Company, with Powers to Make and Maintain the following Railways, or one or more of them, and all proper Works and Conveniences connected therewith, respectively, viz. :—A Main Line of Railway, commencing at or near a point in the Burgh and Parish of Kirkcudbright, near to and on the North side of St. Cuthbert's Street, about midway between St. Mary's Street and the Moat Brae, and terminating in or near the town of Castle-Douglas, at or near a point in the Parish of Kelton, about 150 yards south-westward from the Bridge, by which the Port-Patrick Railway is carried under the Mail Trust Road, leading from Castle-Douglas to Dumfries, with two Extensions of the said Main Line, both commencing at the last mentioned terminus thereof, and the one terminating by a junction with the Castle-Douglas and Dumfries Railway, at a point in the said Parish of Kelton, at or near the western end of the Passenger Booking Office of the Castle-Douglas Station of that Railway, and the other of the said Extensions terminating by a junction with the Port-Patrick Railway at a point in the said Parish of Kelton, about twenty yards westward from the before-mentioned Bridge, by which that Railway is carried under the said Mail Trust Road : which proposed Railways, and Works connected therewith, will be situated in, or will pass from, through, or into the places following, or some of them ; that is to say, the Parishes of Kirkcudbright, Tongueland, Balmaghie, Crossmichael, and Kelton, the Royal Burgh of Kirkcudbright, and the Town of Castle-Douglas, all in the Stewartry or County of Kirkcudbright.

AND NOTICE IS FURTHER GIVEN, That Duplicate Plans and Sections, describing the Lines, Situation, and Levels of the said intended Railways, and the Lands, Houses, and other Property through which the same are intended to be made, and within the limits of deviation as defined on the said Plans, or which may be required to be taken for the purpose of the said Works, together with a Book of Reference to such Plans, containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of such Lands, Houses, and Property, and a published Map, to a scale of not less than half an inch to a mile, with the Lines of the proposed Railways delineated thereon, so as to show their general course and direction ; and a copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November current, be deposited for public inspection in the Office, at Kirkcudbright, of the Principal Sheriff or Steward-Clerk of the County or Stewartry of Kirkcudbright ; and that a copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the Parishes, and to the Royal Burgh before specified, respectively, with a copy of this Notice, as published in the *Edinburgh Gazette*, will also, on or before the thirtieth day of November current, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such Parish, at the usual place of abode of such Schoolmaster or Session-Clerk, and with the Town-Clerk of the said Royal Burgh, at his Office in Kirkcudbright.

AND NOTICE IS FURTHER GIVEN, That it is intended, by the said Bill, to apply for power to deviate, in the construction of the said proposed Railways, from the lines and levels delineated on the Plans and Sections intended to be deposited as aforesaid, to such an extent as will be defined on the said Plans, and provided by the said Bill, and also to cross, alter, divert, and stop up Highways, Turnpike, and other Roads, Railways, Bridges,

Streets, Paths, Passages, Rivers, Streams, Sewers, Water Courses, Telegraphic Apparatus, and Gas and Water Pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said Railways ; or any of the Works and conveniences connected therewith.

AND IT IS FURTHER INTENDED by the said Bill, to empower the Company, so to be incorporated, to purchase, compulsorily and otherwise, the Lands, Houses, and other Property required for the purposes aforesaid ; to raise money by the creation and issue of Shares, and by borrowing upon Mortgage or Bond ; to fund, or issue Debenture Stock in lieu of the money so borrowed, or authorised to be borrowed, to convey Passengers, Goods, and other Traffic on the said intended Railways, and the Railways communicating therewith ; to levy Tolls, Rates, and Charges for the use of the said intended Railways and relative Works, and the conveyance of such Traffic ; to confer certain exemptions from the payment of such Tolls, Rates, and Charges ; and to exercise all other usual and necessary powers.

AND IT IS FURTHER INTENDED, by the said Bill, to empower the Company proposed to be incorporated as aforesaid, and the Owners of, and other Parties interested in, the Lands required for the said intended Railways and Works, and any other Companies, Corporations, Commissioners, Trustees, and other Bodies or Persons, whether under any legal disability or not, to contract and agree with each other for the acquisition, by the said Company, of such Lands, in Property, Feu, Lease in Perpetuity, or otherwise, at such Price, and subject to such Feu-duty, Ground Annual, or Rent, or for such consideration in Shares, Mortgages, or Bonds of the said Company, or otherwise, as may be fixed upon ; and for the Acquisition, Purchase, Lease, Commutation, or Extinction of any Customs or other Duties, Pontages, Rights, and Privileges, which may affect, or be affected, by the construction, maintenance, or use of the said intended Railways and relative Works ; and to execute all Agreements, Conveyances, Contracts of Feu, and of Ground Annual, Leases, and other Deeds necessary for these purposes.

AND IT IS FURTHER INTENDED, by the said Bill, to empower the Glasgow and South-Western Railway Company, the Port-Patrick Railway Company, the Castle-Douglas and Dumfries Railway Company, and the Magistrates and Town Council of the Royal Burgh of Kirkcudbright, respectively, or any one or more of the said parties, by themselves, or others on their behalf, to subscribe and contribute money towards the expense of the construction, maintenance, and working of the said proposed Railways and relative Works, and to take, purchase, and hold Shares in the Company, to be incorporated as aforesaid, and, in respect of such contributions or shares, to appoint Directors of the last-mentioned Company, and for these purposes to empower the said other Railway Companies, respectively, or any one or more of them, to raise money by the creation and issue of New Shares or Stock in their respective undertakings, with such guarantee or priority of dividend, or other privileges, if any, as may be thought expedient, and by Borrowing, on Mortgage or bond, or by one or other of those means, and to fund or issue Debenture Stock, in lieu of the amount so borrowed, or authorised to be borrowed ; and also, for the said purposes, to empower the Magistrates and Town Council of the Royal Burgh of Kirkcudbright to raise money, by Borrowing on Mortgage or Bond, Cash Credit or otherwise, and in security of the repayment of any money so borrowed, and interest, to assign and

burden the Common Good and Property of the said Burgh.

AND IT IS FURTHER INTENDED, by the said Bill, to empower the said Railway Companies, or any one or more of them, and the Company to be incorporated as aforesaid, to enter into agreements with each other in relation to the Maintenance and Management of the said proposed Railways and Works, the appointment of Directors thereof; the use of, and interchange and working of the Traffic between and upon, their respective Railways and Stations, or any part thereof; the alteration, fixing, collection, and apportionment of the Tolls, Rates, and Charges to be levied in respect of such use and working, and the appointment of a Joint Committee of Directors, for managing the aforesaid matters or any of them; and to confirm any agreements which may have been, or may be entered into, for effecting the objects aforesaid, or otherwise in relation thereto; as also, to provide for and regulate the aforesaid matters, or some of them, by the said Bill.

AND IT IS FURTHER INTENDED, by the said Bill, to vary or extinguish all such Customs or other Duties, Pontages, Rights and Privileges, as aforesaid, and all other existing Rights and Privileges which may in any manner impede or interfere with the objects aforesaid, or any of them, and to confer all Rights and Privileges and Exemptions necessary or expedient for effecting the said objects, or in relation thereto.

And for the aforesaid purposes, it is intended by the said Bill to amend The Glasgow and South-Western Railway Consolidation Act, 1855; and the several other Acts relating to the Glasgow and South-Western Railway Company, passed respectively in the nineteenth and twentieth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, and the twenty-third and twenty-fourth years of the Reign of Her present Majesty: The Port-Patrick Railway Act, 1857; The Castle-Douglas and Dumfries Railway Act, 1856; and The Castle-Douglas and Dumfries Railway (Amendment) Act, 1859.

AND NOTICE IS FURTHER GIVEN, That Printed Copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons, on or before the twenty-second day of December next.

W. H. McLELLAN, Kirkcudbright.

DAVID McLELLAN, Kirkcudbright.

MORRISON & ANDERSON, Glasgow.

GRAHAME, WEEMS, GRAHAME & WARDLAW,
Westminster.

6th Nov. 1860.

**DUMFRIES, LOCHMABEN, AND LOCKERBY
JUNCTION RAILWAY.**

(Diversion and Abandonment of Part of Authorised Railway, Construction of New Railway, Additional Capital, Working Arrangements between the Company and the Glasgow and South-Western, and Caledonian Railway Companies, Amendment of Acts relating to those Companies; and other Purposes.)

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 empower the Dumfries, Lochmaben, and Lockerby Junction Railway Company (hereinafter called the Company) to make and maintain the Railways hereinafter described, or one of them, with all

proper works and conveniences connected therewith (that is to say),—*First*, A diversion of the line of Railway authorised by "The Dumfries, Lochmaben, and Lockerby Junction Railway Act, 1860," commencing at a point on the said authorised line of Railway near Parkfoot Cottage, in the field marked number 28, in the Parish of Dumfries, including Saint Mary's Parish of Dumfries, on the plans deposited in the office at Dumfries of the Principal Sheriff-Clerk of the County of Dumfries, and referred to in that Act, and terminating at a point on the said authorised line of Railway near to and on the south side of the village of Locharbriggs, in the said parish of Dumfries, including as aforesaid, which diverted Railway will be situated in the said Parish, including as aforesaid, and in or near the Royal Burgh of Dumfries in the County of Dumfries;—*Second*, A Railway commencing by a Junction with the line of Railway authorised by the said recited Act, near Parkfoot Cottage aforesaid, in the said parish of Dumfries, including as aforesaid, and terminating at or near the Junction of English Street and New Market Street in the Town of Dumfries, which Railway will be situated in the said Parish of Dumfries, including as aforesaid, and the Royal Burgh of Dumfries and County aforesaid.

AND IT IS INTENDED to take powers to abandon that portion of the Railway authorised by the said Act situated in the said Parish of Dumfries, including as aforesaid, and in or near the Royal Burgh of Dumfries and County of Dumfries, which lies between the commencement and termination of the diverted line of Railway, first hereinbefore described.

AND IT IS INTENDED by the said Bill to empower the Company to deviate in the construction of the said proposed Railways from the line and levels delineated on the plans and sections thereof to be deposited as aftermentioned, to the extent to be defined on the said plans, and provided by the said Bill: and also to cross, alter, divert, and stop up, Highways, Turnpike and other Roads, Railways, Bridges, Paths, Passages, Rivers, Streams, Sewers, Watercourses, and Gas and Water Pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said proposed Railways, or any of the Works or conveniences connected therewith.

AND IT IS FURTHER INTENDED by the said Bill to empower the Company to acquire, by compulsory purchase or otherwise, the lands, houses, and other property required for the said proposed Railways and Works, to levy tolls, rates, and charges for the use of the said proposed Railways and relative Works, and the conveyance of Traffic thereon, and to confer exemptions from the payment of such tolls, rates, and charges, and to exercise all other usual and necessary powers.

AND IT IS FURTHER INTENDED by the said Bill to empower the Company and the Owners of and other parties interested in the lands required for the said proposed Railways and Works, and any other Companies, Corporations, Commissioners, Trustees, or other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the Company of such lands in property, feu, lease in perpetuity, or otherwise, at such price, feu-duty, ground-annual, or rent, or for such consideration, in Shares, Mortgages, or Bonds of the Company, or otherwise as may be fixed upon.

AND IT IS FURTHER INTENDED by the said Bill to authorise the Company to apply any funds which they now have or may have power to raise towards the construction of the said pro-



posed Railways, or either of them; and also for these purposes and for the general purposes of their undertaking, to raise additional capital by the creation and issue of new Shares or Stock in their undertaking, with such guarantee or priority of dividend, or other privileges, if any, as may be thought expedient, and by borrowing on mortgage or bond, or by one or other of these means; and also to authorise the Company to create a Debenture Stock in lieu of the sums already borrowed, or authorised to be borrowed by them, or which may be borrowed under the powers to be contained in the said Bill. And it is intended to provide that the said proposed Railways shall be deemed a part of the undertaking, and shall be subject to the same provisions as the remainder of the Railway of the Company.

AND IT IS FURTHER INTENDED by the said Bill to authorise the Company, and the Glasgow and South-Western Railway Company, and the Caledonian Railway Company, or either of these Companies, to enter into agreements with reference to the Working, Maintenance, and Management of the Railways to be authorised by the said Bill, or either of them, and with regard to the reciprocal use, management, maintenance, and working of the respective undertakings of the Companies, parties to any agreement, or of any part of their undertakings, and with regard to the fixing, collection, division, and apportionment of tolls, rates, and charges arising from traffic on their undertakings, or either of them.

AND IT IS INTENDED by the said Bill to vary or extinguish all rights and privileges which can in any manner interfere with any of the objects aforesaid, and to confer other rights and privileges.

AND FOR THE AFORESAID AND OTHER PURPOSES, IT IS INTENDED, by the said Bill, to alter or amend "The Dumfries, Lochmaben, and Lockerby Junction Railway Act 1860," and "The Glasgow and South-Western Railway Consolidation Act 1855," and the several other Acts relating to the Glasgow and South-Western Railway Company, passed respectively in the nineteenth and twentieth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, and the twenty-third and twenty-fourth years of the Reign of Her present Majesty; and "The Caledonian Railway Act 1845;" and the several other Acts relating to the Caledonian Railway Company, passed respectively in the ninth and tenth, the tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, and the twenty-third and twenty-fourth years of the Reign of Her present Majesty; and any other Act or Acts relating to the Glasgow and South-Western or Caledonian Railway Companies.

AND NOTICE IS FURTHER GIVEN, That duplicate Plans and Sections, describing the line, situation, and levels of the said proposed Railways, and the lands, houses, and other property, which are intended to be taken, or may be taken for the purposes thereof, 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 property, and published Maps, having the said proposed Railways delineated thereon, so as to show their general course and direction, and a copy of this notice, as published in the *Edinburgh Gazette*, will, on or before the thirtieth day of November current, be deposited

for public inspection in the office in Dumfries of the Principal Sheriff-clerk of the county of Dumfries; and that a copy of so much of the said plans, sections, and books of reference as relates to the said Parish of Dumfries, including Saint Mary's Parish of Dumfries, and to the Royal Burgh of Dumfries, with a copy of this notice as published in the *Edinburgh Gazette*, will also on or before the thirtieth day of November current, be deposited for public inspection with the Schoolmasters; or, if there be no Schoolmasters, with the Session-clerks of the said Parish, including as aforesaid, at the residence of such Schoolmasters or Session-clerks; and with the Town-clerk of the Royal Burgh of Dumfries, at his office in Dumfries; and that printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons, on or before the twenty-third day of December next.

Dated this First day of November 1860.

JOHN JACKSON, Dumfries, Solicitor.
DODDS & GREIG, 18 Abingdon Street,
Westminster,
Parliamentary Agents.

EDINBURGH AND GLASGOW RAILWAY.

Branch to South Queensferry, and Subsidiary Branches: Extension of Pier at Port Edgar: Increase of Capital: Amendment of Acts.

NOTICE IS HEREBY GIVEN, That Application is intended to be made to Parliament in the ensuing session for leave to introduce a Bill for all or some of the following purposes: That is to say—

To enable the Edinburgh and Glasgow Railway Company to make and maintain the following Works, or some or one of them, with all proper approaches and conveniences connected therewith, viz. :—

1. A Railway diverging from and out of the Edinburgh and Glasgow Railway, at or near to the Bridge over the approach to Norton House, in the Parish of Ratho, in the County of Edinburgh, and terminating at or near to Springfield House, in the Parish of Dalmeny, in the County of Linlithgow; and passing from, through, or into the Parishes of Ratho and Kirkliston, in the County of Edinburgh; and of Kirkliston, Dalmeny, and Queensferry in the County of Linlithgow; and the Royal Burgh of South Queensferry, in the County of Linlithgow, or some of them.
2. A Railway diverging from and out of the intended Railway first above described, at or near to Port Edgar, in the Parish of Dalmeny, in the County of Linlithgow, and terminating at or near to the Harbour of South Queensferry, in the Parishes of Dalmeny and Queensferry, in the County of Linlithgow, or one of them; and passing from, through, or into the Parishes of Dalmeny and Queensferry, and the said Burgh of South Queensferry, in the County of Linlithgow, or some or one of them.
3. A Railway diverging from and out of the intended Railway first above described, at or near to Port Edgar aforesaid, and terminating at or near to the extremity of the Pier of Port Edgar, which Railway will be wholly in the Parish of Dalmeny, in the County of Linlithgow.
4. An extension or enlargement or improvement of the said Pier at Port Edgar, in the Parish of Dalmeny, in the County of Linlithgow.

To alter, divert, or stop up all Turnpike and other Roads, Streets, Railways, Tramways, Piers, Aqueducts, Canals, Streams, and Rivers within the aforesaid Parishes or Burgh, or any of them, shown upon the Plans hereinafter mentioned as intended to be so altered, diverted, or stopped up.

To take power to purchase compulsorily Lands and Houses for the purposes of the said intended Railways and Works, and for the purpose of extending the station and siding Accommodation at and near to the Station at Ratho on the Edinburgh and Glasgow Railway, in the Parish of Ratho, in the County of Edinburgh; to vary or extinguish all existing rights or privileges connected with such Lands and Houses which would in any manner impede or interfere with the construction, maintenance, or use of the said intended Railways and Works, or the extension of the said Station; to levy Tolls, Rates, and Duties on and for the use of the said intended Railways and Works; and to confer, vary, or extinguish exemptions from the payment of such Tolls, Rates, and Duties, and other rights and privileges.

To enable the Magistrates and Council of the said Burgh of South Queensferry and the Edinburgh and Glasgow Railway Company to make and carry into effect agreements with respect to the sale and purchase of South Queensferry Harbour, or of some portion thereof, or the use of the said Harbour, or some portion thereof, by or in relation to the traffic to or from the said intended Railways; or the reduction, commutation, or discharge of the Rates and Duties leviable for such use; or of any Customs or Duties claimed to be payable in respect of traffic passing through the said Burgh, and which has been, or is to be, conveyed along the said intended Railways.

To enable the Edinburgh and Glasgow Railway Company to raise by the issue of new Shares, either Ordinary, Guaranteed, or Preferential, or on Mortgage or Debenture, such additional Capital as may be necessary, not only for the purposes hereinbefore mentioned, but for the general purposes of their undertaking, and to fund the Capital so raised on Mortgage or Debenture.

To alter and amend the following Acts relating to the Edinburgh and Glasgow Railway Company, or some of them—videlicet (Local and Personal), 9 and 10 Victoria, chapter 332; 11 and 12 Victoria, chapter 160; 12 and 13 Victoria, chapter 89; 15 Victoria, chapter 109; 16 and 17 Victoria, chapter 151; 18 and 19 Victoria, chapters 158 and 190; 21 and 22 Victoria, chapter 64.

Plans and Sections describing the Lines and Levels of the said intended Railways and Works, and the Lands and Houses proposed to be taken for the several purposes hereinbefore mentioned; together with a Book of Reference to such Plans, containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of such Lands and Houses, and a published Map, with the Intended Lines of Railway delineated thereon, and a Copy of this Notice as published in the Edinburgh Gazette, will be deposited on or before the 30th day of November, 1860, in the Office of the principal Sheriff Clerk for the County of Edinburgh, at Edinburgh, and in the Office of the principal Sheriff Clerk of the County of Linlithgow, at Linlithgow; and a Copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the said Parishes and the said Burgh, with a Copy of this Notice, will be deposited on or before the same date with the Schoolmaster, or, if there be no Schoolmaster, with the Session Clerk of each such Parish at his residence,

and with the Town Clerk of the said Burgh, at his Office in South Queensferry.

Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 22d day of December, 1860.

BANNATYNES & KIRKWOOD, Glasgow.
LOCH & MACLAURIN, Westminster.

Glasgow, November 12, 1860.

GLASGOW POLICE.

Consolidation and Amendment of Police and Statute Labour Acts, Improvement of City, and Regulation of Market.

NOTICE IS HEREBY GIVEN, That Application is intended to be made to Parliament, in the ensuing Session, for leave to introduce a Bill to Alter, or Amend, or in whole or in part to Repeal the following Acts relating to the Police and Statute Labour of the City of Glasgow, videlicet:—(Local and Personal) 6 and 7 Victoria, chapter 99; 9 and 10 Victoria, chapter 289; and 19 and 20 Victoria, chapter 56; to Consolidate the Provisions of the said Acts, as so altered or amended, and to Extend the Term or Duration thereof, or to re-enact the same in perpetuity: by which Bill, it is intended to take and confer the following powers, or some of them, that is to say:—

To appoint and incorporate the existing or some other Committee of the Magistrates and Town Council of the said City as a Board for the execution of the objects and purposes of the said Bill; to define the constitution and to regulate the appointment and proceedings of the Members of the said Board; to vest in them the Lands, Buildings, and Heritages acquired in pursuance of the said Acts; to enable them to acquire, by compulsion or by agreement, and to hold and dispose of other Lands, Buildings, and Heritages for the objects and purposes of the said Bill; to continue, or to alter and vary the existing Rates and Assessments leviable under the said Acts, or any of them; or to repeal the same, and to impose and levy new or additional Rates and Assessments for the several objects and purposes of the said Bill on and from the Proprietors, Liferenters, Leasolders, or Occupiers of Lands, Buildings, and other Heritages, and on and from the Owners, or Keepers, or Users of Horses within the said City; to confer, vary, or extinguish exemptions from the payment of such existing, or altered, or new, or additional Rates and Assessments; to raise money for the purposes of the said Bill, on the security of the said Rates and Assessments, or any of them, by borrowing on Bond, or Mortgage, or by granting Annuities; and to define, or to alter and vary, the rights, privileges, and priorities of the present or any future holders of Mortgages or Assignments of the said Rates and Assessments, or any of them, or of Bonds of Annuity.

To define the powers and jurisdiction of the Magistrates and Dean of Guild, or of the Stipendiary or other Judges, and of the Court or Courts by whom the provisions of the said Bill are to be enforced; to regulate the appointment and dismissal, and define the powers, rights, and duties of such Stipendiary Judges, and of the several Officers and Persons who may be employed in such Court or Courts, or otherwise, in carrying into effect the provisions of the said Bill, or the provisions of the Clyde Navigation Consolidation Act, 1858, with respect to Police; and to provide for the payment of such Judges, Officers, and Persons; to continue

or establish a Superannuation or Relief Fund for the benefit of such Officers and Persons, or some of them; and to vary, or alter, and to regulate the contributions thereto, and the rights and interests therein, of the Contributors.

To fix and define the limits to which the provisions of the said Bill shall apply, and, if necessary, to extend the limits which are fixed and defined by the existing Acts, with respect to such provisions, or any of them.

To provide for the granting of Certificates and Licenses, as a condition on which certain Trades shall be carried on; and for the regulation and good government of the said City and its Neighbourhood with respect to Weights and Measures, to Pawnbrokers and Brokers, to Fireworks and Gunpowder, to Stage and Hackney Carriages, to the prevention and suppression of Fires, and of Nuisances from Smoke, to the removal of other Nuisances, to the prevention and mitigation of Diseases, to common Lodging Houses, to Unwholesome and Adulterated Food, and generally with respect to the Prevention and Punishment of Offences, the enforcement of good conduct, and the improvement of the said City and its Sanitary condition.

To apply, wholly or in part, the provisions of any Public Acts relating to the said objects, or to modify or alter the same, or to make new or additional provisions thereon, and to provide for the enforcement thereof by the Judges, or by the Court or Courts to be appointed under, or specified in the said Bill.

To provide for and regulate the formation, improvement, and maintenance of Public and Private Roads, Streets, Courts, Common Stairs, and Thoroughfares; and of Public and Private Sewers and Drains; and the Erection, Alteration, and Use of Houses and Buildings within the said City.

To define the Public Streets within the said City, to vest them in the said Board, and to authorise the continuance or the formation and maintenance and regulation of Tramways or Rails thereon.

To provide for the proper maintenance and Cleansing of Roads and Bridges within the said City, authorised by Act of Parliament to be made or maintained wholly or partly out of Tolls; and to authorise agreements between the said Board and the Trustees of such Roads and Bridges, with respect to their maintenance and Cleansing, or their assumption as Public Streets, or the discontinuance of the Tolls thereon, or the removal of any Toll Bars on such Roads, nearer to or beyond the limits of said City, and to authorise the levying of Tolls at such Bars when removed, and at any other Bar on the said Roads.

To provide for the Lighting and Cleansing of Public and Private Roads, Streets, Courts, Common Stairs, and Thoroughfares; the Collection, Removal, and Disposal of Dung, Ashes, and Fulzie; and the Erection, Maintenance, and Regulation of Public Baths and Washhouses within the said City.

To enable the said Board, and any Commissioners or Companies, Owners or in charge of any Water Works or Gas Works, established by Act of Parliament, to contract for the supply of Water or Gas, for the purposes of the said Bill; and to provide for the ascertainment, by arbitration or otherwise, of the price to be paid therefor.

To provide for the Continuance, or for the Erection, Maintenance, and Regulation of one or more Powder Magazines in the vicinity of the said City, and the levying of Rates and Duties in respect of the use thereof.

To provide for the Continuance, or for the Erection, Maintenance, and Regulation of a Market for

the sale of Old Clothes and other such articles within the said City, and the levying of Rates and Duties in respect of the use thereof.

To provide for the Making and Enforcement of Bye-Laws for the regulation of the Public Green of Glasgow, and with respect to the several other objects and purposes of the said Bill.

To alter and amend, so far as may be necessary, for carrying into effect the objects and purposes of the said Bill, the following Acts, or some of them, videlicet: (Local and Personal), 12 George III., chapter 82; 33 George III., chapter 124; 39 and 40 George III., chapter 88; 46 George III., chapter 74; 47 George III., second session, chapter 29; 47 George III., second session, chapter 45; 54 George III., chapter 198; 59 George III., chapter 3; 1 George IV., chapter 88; 1 and 2 George IV., chapter 48; 6 George IV., chapter 107; 6 George IV., chapter 140; 7 and 8 George IV., chapter 43; 11 George IV., chapter 42; 1 and 2 William IV., chapter 9; 7 William IV., chapter 48; 3 and 4 Victoria, chapter 28; 6 and 7 Victoria, chapter 93; 6 and 7 Victoria, chapter 105; 8 and 9 Victoria, chapter 29; 13 and 14 Victoria, chapter 101; 21 and 22 Victoria, chapter 149.

To vary or extinguish any existing rights or privileges of the Town Clerks of the said City, or of the Justice of Peace Clerks of the Counties of Lanark or Renfrew, or the Parochial Boards, or Inspectors of the Poor of any Parish within the limits of the said Bill, or of any Inspectors of Nuisances, or Common Lodging Houses, or of Weights and Measures, appointed under any Public Acts, or of any other persons holding office within the said City, which it may be necessary or expedient to vary or extinguish for the objects and purposes of the said Bill; and also to vary or extinguish all other rights or privileges which would in any respect interfere with, or prevent the execution of the provisions of the said Bill; and to confer all such other powers, rights and privileges as may be necessary for carrying the same into effect.

Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 22d day of December 1860.

Dated this 13th day of November, 1860.

BANNATYNES & KIRKWOOD, Glasgow.
LOCH & MACLAURIN, Westminster.

HAWICK POLICE AND IMPROVEMENT.

(EXTENSION of Boundaries of Burgh; Abolition of Bailies or Magistrates, Councillors, and Police Commissioners; Constitution of new Municipal and Police Body; Transfer of Property; Police and Improvement of Extended Burgh; Rates and Assessments.)

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 extend the Boundaries of the Burgh of Hawick; to abolish the present system of Bailies or Magistrates, Councillors, and Burgesses, and the Police Commissioners in said Burgh, and to create a New Body of Magistrates and Councillors within the said extended Boundaries: to establish and maintain therein an Efficient System of Police, and for the more effectual Paving, Lighting, Watching, Cleaning, and Improving the same; for Making, Maintaining, and Repairing Streets, Roads, and Sewers; for supplying with Water the Inhabitants, and Manufacturers, and Works and others; and for Public purposes generally within the said Extended Boundaries.

AND IT IS INTENDED in said Bill to adopt and incorporate, in whole or in part, the provisions of the following Acts, or some of them (that is to say), the Act passed in the 13th and 14th years of the reign of her present Majesty, entitled—"An Act to make more effectual provision for regulating the Police of Towns and Populous Places in Scotland, and for Paving, Draining, Cleaning, Lighting, and Improving the same." The Statute 9, Geo. 4, c. 29, also, Statute 19 and 20, Vict. c. 48. The Act passed in the 20th and 21st years of the reign of her present Majesty, entitled—"An Act to render more effectual the Police in Counties and Burghs in Scotland." The Act passed in the 19th and 20th years of the reign of her present Majesty, entitled—"An Act to make better provision for the removal of Nuisances, Regulation of Lodging-Houses, and the Health of Towns in Scotland": an Act passed on the 21st and 22d years of the reign of her present Majesty, entitled—"An Act to amend an Act of the last Session to render more effectual the Police in Counties and Burghs in Scotland." The Smoke Nuisance Act, 20 and 21 Victoria, cap. 73; and "The Commissioners Clauses Act, 1847," "The Water Works Clauses Act, 1847"—and "The Markets and Fairs Clauses Act, 1847," and any other Public Acts relating to the Police improvement and better management of towns, and the administration of justice therein.

AND IT IS INTENDED by the said Bill to extend the Boundaries of the Burgh of Hawick, so that the same may comprehend the whole territory lying within the limits following (that is to say):—Commencing at the South Extremity of the Second Pillar from the Slitrig Road, in the Railway Bridge or Viaduct over Slitrig, near Lynnwood Mill; thence, in a straight line, to the West End of Cross Road; thence, along the said Road, till it joins the Wellogate Road; thence, across last mentioned Road, along the Orchard Road, till it reaches Boozy Burn; thence, North-eastward, along said Burn, till it reaches the lands belonging to Mrs Watson; thence, along the West and South Marches of same Property; thence, along the South Marches of the properties of Messrs W. and J. F. Wilson, Trustees of Turnbull of Fenwick, & Dickson of Pinnaclehill's Trustees, until it reaches Miss Kyle's property; from thence, along part of the west boundary of her property, and the South Boundary thereof; thence, along the South Boundary of the property of the Heirs of Messrs Maxwell & Crichton; thence, along the West and North Side of the March of the portion of land marked on the Ordnance Plan, No. 55 of the Parish of Hawick; and from thence along the South Boundary of the Field marked on that Plan 54 to a point opposite the West Side of Old Weensland Garden; thence into the Water of Teviot; thence, up the Water, until it reaches Howdenburn; thence, up that Burn, until it reaches the North-east corner of the Glebe Lands of Wilton Parish; thence, along the North Boundary of these Lands until it reaches the Lands of Mr Wilson of Silverbuthall, and thence, along the East Boundary of his Lands, till it joins Mr Chisholme's Lands, and thence, along the North Boundary of Mr Wilson's Lands, till it reaches the Road leading to Silverbuthall; thence, along that Road, till it reaches the East Boundary of the Field marked 600 on the Ordnance Plan of the Parish of Wilton; thence, along the East Boundary of that Field, until it reaches the Field 595 on said Plan of Wilton Parish, and thence, along the South and South-west Boundary of the said Field 595, until it reaches the Old Edinburgh Road, and thence, along that Road Southwards, till it reaches the Maltsteep

Burn, and from that point Westward, along the South March of Whitehaugh Lands, until it reaches the North-west point of the Field No. 644 on said Plan, belonging to Mrs Pringle; thence, along the West Side of that Field, until it reaches the Road leading to Langlands Dean; thence, 100 yards Westward along that Road; thence, in a straight line, until it reaches the Water of Teviot, at a point 150 yards above the centre of Roughheugh Cauld; thence, along the said River, until it reaches the West Extremity of the Enclosure or Orchard possessed by Mr John Kyle, and thence, in a straight line, to the Burnford at or near Haggieshall; thence, along the West and South Boundaries of Burnflat, until it reaches the Southmost parts of said Lands, and thence, in a straight line, to the South extremity of the Second Pillar before mentioned; which said extended territory lies partly in the Parish of Hawick and partly in the Parish of Wilton, all in the County of Roxburgh.

AND IT IS INTENDED by the said Bill to abolish the present Bailies or Magistrates and Town Council of the Burgh of Hawick, and in lieu and place thereof to provide for the constitution of a new body, under the name and title of the Magistrates and Council of the Burgh of Hawick, who shall have and exercise all the powers to be contained in the said Bill, and all powers competent to Magistrates and Town Councils of Burghs in Scotland; and for this purpose power may be taken to adopt the provisions of any public general Acts relating to Burghs in Scotland, and to accommodate the same, as near as may be, to the circumstances of the said Burgh of Hawick; and provision will be made for the election of Town Councillors, and for all arrangements in relation to the constitution and powers of the Magistrates and Council; and to define and fix the persons by whom the franchise in the election of Councillors shall be exercised, and all qualifications and conditions necessary for the same. And provision will also be made for the election of Magistrates, and to abolish the present mode of electing Quartermasters, and admitting Burgesses of the Burgh of Hawick, and privileges connected with the same.

AND IT IS INTENDED to provide for the division of the territory lying within the said extended boundaries into wards, and for the election of Representatives of the same in the Town Council, for the appointment and duties of Office-bearers, for the preparation and keeping of all necessary Registers and Plans, for the mode of distinguishing and keeping all Accounts of the Burgh, and for the making of Rules and Regulations in reference to matters connected with the Town-Council, to be elected within the said extended boundaries, with every other provision necessary to complete and render effectual the Constitution of the said new body of Magistrates and Council. And it is intended to abolish the present Police Commissioners of the Burgh of Hawick.

IT IS FURTHER INTENDED by the said Bill to transfer to and vest in the Magistrates and Council to be elected under the said Bill, the whole Property, heritable and moveable, and the rights, powers, privileges, and jurisdictions held or exercised by the present Magistrates and Councillors, and the present Commissioners of Police of the Burgh of Hawick, for behoof of the said extended Burgh and inhabitants of the same, or any part thereof; and to enable the Magistrates and Council, to be elected under the said Bill, to exercise all the powers and jurisdictions of the bodies to be abolished over the extended Boundaries; excepting so far as the same may be abolished or altered

by the said Bill. And particularly, it is intended to provide that the Magistrates to be elected as aforesaid shall have the same power to warn away tenants over the extended Boundaries, as is exercised by the present Magistrates within the Burgh of Barony of Hawick; and the Magistrates to be elected under the Bill to have power, as now used by the Magistrates of the Burgh, to receive resignations, and grant new infeftments of tenements held burgage, and to enter heirs therein by cognition and sasine, or writ of *clave constat*, or writs of acknowledgment.

AND IT IS INTENDED to provide for the payment and extinction of all debts and obligations of the present Magistrates and Council, and the present Police Commissioners of the Burgh of Hawick, incurred for behoof of the said Burgh, and for obtaining payment and fulfilment of all debts and obligations to which these bodies have right; and generally to substitute the Magistrates and Council to be elected under the said Bill in lieu and place of the bodies to be abolished, as regards all matters; and to provide for the management and disposal of the property so to be transferred for the public behoof within the extended boundaries. And in particular, it is intended to enable the Magistrates and Council to make all necessary regulations for the management of the Common Property of the Burgh of Hawick, and to administer the same as they shall think most expedient for the common good, and to vary, extinguish, or regulate any privileges claimed by Burgesses or others in the Common of Hawick.

AND IT IS INTENDED to confer on the Magistrates and Council, to be Elected under the said Bill, Civil and Criminal Jurisdiction over and within the extended boundaries, with power to make all necessary regulations in regard to forms of procedure, officers, and other matters connected with such jurisdiction; also, to confer on the said Magistrates and Council the power by themselves and their Inspectors to put in force the Public Acts in regard to Weights and Measures within the said extended boundaries.

AND IT IS INTENDED by the said Bill to transfer to and vest in the Magistrates and Council, to be Elected under the said Bill, the Water Works, Wells, Pipes, Buildings, and whole appurtenances now vested in, or belonging to, the present Magistrates and Town Council for supplying the Burgh of Hawick and Inhabitants thereof with water; and to take powers for the further Supply of Water within the extended boundaries for the public use, and for the use of the Inhabitants, Manufactories, and others therein requiring the same; and to take powers to erect, maintain, and improve a Town-House, Police-Office, and Watch-Houses, and other public buildings; to provide Public Baths, Washing Houses, Bleaching Greens, Market Places, Weigh Houses, and Weighing Machines, and regulate the same and the use thereof: and to erect Slaughter Hoases, and to provide for the compulsory use thereof within the extended boundaries; to provide and maintain an establishment of Fire Engines, and to acquire, by agreement, such lands, houses, or other property as may be necessary for the purposes of the said Bill, or any of them.

AND IT IS INTENDED by the said Bill to take power to make, maintain, improve, alter, deepen, or arch over within the extended boundaries all necessary or existing sewers and drains, branch drains, or house drains, and all works necessary for cleansing and flushing such Sewers and Drains; to enter upon, break up, open, and use all Streets, Roads, Bridges, Passages, places of whatever description, and other property within the said ex-

tended boundaries, for the purposes aforesaid, or any of them, and for Laying, Repairing, Extending, and Enlarging Gas and Water Pipes; and to take powers for Forming, Enlarging, Paving, Repairing, Maintaining, and Improving all Streets, Roads, and others aforesaid, and all convenient Passages or Thoroughfares within the said extended Burgh, and for regulating and placing under proper control the Erection, Construction, Maintenance, and Use of all such Sewers, Drains, Streets, Roads, and others aforesaid, and of all Houses and Buildings within the extended boundaries, and for regulating existing buildings, and causing improvements thereon, and regulating the Sites and Construction of New Buildings. And it is intended to take powers to vary or extinguish all rights or privileges connected with Houses, Buildings, Sewers, Drains, Streets, Roads and others aforesaid, and to create new rights and privileges.

AND IT IS INTENDED by the said Bill to constitute and appoint the Magistrates and Council, to be Elected under the said Bill, Commissioners for carrying the said Bill into operation within the extended boundaries of the Burgh, with power to them to appoint Committees to frame By-Laws and Regulations, to sue and be sued, to grant and to take by any form that may be prescribed in the Bill all necessary conveyances or other deeds connected with the said extended Burgh; to Borrow Money, and Assign the Rates, Assessments, Tolls, Duties, Rents, and Payments to be granted by the said Bill in security thereof; to apply, by way of loan, or absolutely, or otherwise, such part of the Corporate Funds, Revenues, or common good of the said Burgh, to be transferred to and vested in them as aforesaid, as may be necessary for all or any of the purposes of the said Bill; to make Contracts and Agreements; to purchase or otherwise acquire the Customs and any other rights in the Burgh of Hawick; and to enter into all necessary Agreements with the Trustees, or Commissioners, or others in charge or right of Roads—whether Turmpike, Statute, Labour, or of any other description—within the said Extended Boundaries of the Burgh.

AND IT IS INTENDED by the said Bill to constitute the said Magistrates and Council the local authority for enforcing the Nuisances Removal Acts within the Extended Boundaries, with power to take all necessary measures for the removal of nuisances and the sanitary improvement of the said Burgh, within the Extended Boundaries; and also to confer on the Magistrates of the Burgh, to be elected as aforesaid, all such Powers, Authorities, Privileges, and Jurisdictions in matters of Police, and for the Prevention, Trial, and Punishment of Crimes and Offences, as may be deemed necessary or expedient.

AND IT IS INTENDED by the said Bill to take Powers to Impose, Levy, Recover, and Receive, on and from the Owners and Occupiers of Lands, Houses, Mills, Factories, Warehouses, Shops, and all other Property within the Extended Boundaries of the said Burgh, Rates and Assessments, and Tolls, Duties, Rents, and Payments, and all General or Special Rates, of whatsoever kind, for and in respect of the Police, Sewerage, Drainage, and Improvements of the said Burgh,—the Forming, Paving, Maintaining, and Improving of Streets, Roads, and others aforesaid, within the same; the Supply of Water and Gas; Market Accommodation; the use of Market-places, Slaughter-houses, Weigh-houses, and Weighing-machines; and for and in respect of Municipal Purposes, and for Payment and Extinction of the Debts of the present Magistrates and Council and Police Commissioners; and for the several other purposes of the

Bill hereinbefore specified, and here held as repeated; and to Continue, Increase, Alter, Adjust, and Regulate the existing Rates, Assessments, or Customs now leviable or exigible within the said Burgh, or to abolish the same, wholly or in part, and to levy new and altered Rates, Assessments, or Customs, in lieu thereof; and also to Confer, Vary, or Extinguish Exemptions from Payments of Tolls, Rates, Duties, and Assessments, and to Confer, Vary, or Extinguish all such Powers, Rights, and Privileges as may be necessary for carrying the said Bill into execution.

AND IT IS ALSO INTENDED by the said Bill to Repeal, Abrogate, and Annul, wholly or partially, all Statutes, Charters, Deeds, Grants, Decrees, Usages, or Customs which would in any way interfere with the objects of the said intended Bill—more particularly a Charter by James Douglas of Drumlanrig, in favour of the Town of Hawick, dated the 11th day of October, 1537; Charter of Confirmation thereof, under the Great Seal, by Mary Queen of Scots, in favour of the said Town of Hawick, dated 12th May, 1545; Decree Arbitral of James Montgomery of Stanhope, Lord Chief Baron of the Court of Exchequer in Scotland, in the Submission entered into between the Duke of Buccleuch and others and the Town Council of Hawick and others, dated 24th May, 1777, recorded in the Books of Council and Session same day; and Set of the Burgh, or Decree of the Court of Session, in the conjoined Process of Declarator betwixt the Burgesses of Hawick and the Bailies and Council thereof, dated 22d February, 1780, and 11th August, 1781.

AND NOTICE IS FURTHER GIVEN, that Printed Copies of the said Bill will be deposited in the Private Bill-Office of the House of Commons, on or before the 23d day of December next.

Dated, 8th day of November, 1860.

JAMES WILSON, Town-Clerk, Hawick.
DODDS & GREIG, 18, Abingdon Street,
Westminster.

INTIMATION is Hereby Given, that the Right Honourable CHARLES LORD BLANTYRE, Heir or Institute of Entail in possession of the Entailed Lands and Estates of BLANTYRE and LENNOXLOVE, situated in the Counties of Lanark, Renfrew, Dumbarton, Berwick, Roxburgh, and Fife, and Constabulary of Haddington, and Sheriffdom of Edinburgh, respectively,—the said Estate of Blantyre including the Lands and Estates of Blantyre, Cardonald, and others; and the said Estate of Lennoxlove comprehending the Lands and Estates of Erskine, Kilpatrick, Lethington, Wedderlie, and others,—has presented a Petition to the Lords of Council and Session (Second Division, Junior Lord Ordinary,—Mr Bringloe, Clerk), in terms of the provisions of the Act 11 and 12 Victoria, cap. 36, entitled 'An Act for the Amendment of the Law of Entail in Scotland,' praying their Lordships, upon being satisfied of the propriety of the application of the sum of L.5,750, consigned in the Royal Bank of Scotland by the Glasgow, Dumbarton, and Helensburgh Railway Company, being the compensation-money payable by the said Company for certain Portions of the Lands and Estate of Kilpatrick, forming part of the said Entailed Estates taken by the said Railway Company for the formation of their line of Railway and Works, and for permanent damage done to the said Entailed Estate, in consequence of the said line of Railway passing through it; and of the sum of L.577, 16s. 9d., consigned in the Commercial Bank of Scotland by the Caledonian Railway Company, being the compensation-money payable by the last-

named Company for certain Portions of the Lands and Estate of Blantyre, forming part of the said Entailed Estates, for the formation of the Clydesdale Junction Railway and Works, and for permanent damage done to the said Entailed Estate in consequence of said line of Railway passing through it, in repayment, *pro tanto*, of money recently expended by the Petitioner on Permanent Improvements on the said Entailed Lands and Estates, other than the Lands of Wedderlie and parts of Bishopton, referred to in the Petition, to issue a finding or decree to that effect, and authorising the Petitioner to uplift and apply the said sums in repayment, *pro tanto*, of the said expenditure: On which Petition Lord Jerviswoode, Junior Lord Ordinary, has pronounced this Interlocutor:—
'15th November 1860.—LORD JERVISWOODE.—
'Act. DUNDAS.—The Lord Ordinary appoints this Petition to be intimated on the Walls and in the Minute-Book for fourteen days, and advertised in the Edinburgh Gazette and Newspapers mentioned in the prayer of the Petition, in terms of the Statute; further, grants warrant for serving the same on the parties mentioned in the prayer and designed in the Petition, in terms of the Act of Sederunt, and ordains them to lodge Answers thereto, if so advised, within fourteen days from the date of service if within Scotland, and sixty days if furth thereof.

(Signed) 'CHARLES BAILLIE.'

DUNDAS & WIL ON, C.S.,
Petitioner's Agents.

Edinburgh, 16th November 1860.

NOTICE.

INTIMATION is Hereby Given, that Mrs JANE ANNABELLA BOWDEN FULLARTON of Kilmichael, Wife of MENZIES JAMES BOWDEN FULLARTON, Esquire, with consent of the said Menzies James Bowden Fullarton, Heiress of Entail in possession of the Lands of KILMICHAEL and WHYTEFARLAND and others, in the Island of Arran and Shire of Bute, has presented a Petition to the Lords of Council and Session (Second Division, Junior Lord Ordinary, Mr Bringloe, Clerk), under authority of the Statutes 5th Geo. IV., cap. 87, entitled 'An Act to authorise the Proprietors of Entailed Estates in Scotland to grant provisions to the Wives or Husbands and Children of such Proprietors,' and of the 11th and 12th Vic., cap. 36, entitled 'An Act for the Amendment of the Law of Entail in Scotland,' and of the 16th and 17th Vic., cap. 94, entitled 'An Act to extend the benefits of the Act of the 11th and 12th years of Her present Majesty for the Amendment of the Law of Entail in Scotland,' praying their Lordships to pronounce an order or finding to the effect that certain Bonds of Annuity and Bonds of Provision mentioned in said Petition are, or that a certain Bond of Provision mentioned in said Petition is, to the extent specified in the Petition, or to whatever extent they or it may be found to have been excessive, void and ineffectual against the Petitioner or other Heirs of Entail, and to restrict the *cumulo* provision contained in said Bonds to the sum mentioned in said Petition, or to such sum as may be ascertained not to have exceeded three years' free rent of the said Entailed Lands and Estate, after deducting the public burdens, liferent provisions, and the yearly amount of other burdens of what nature soever affecting the same; and also to grant warrant to and authorise the Petitioner to make and execute in favour of the persons mentioned in the Petition, a Bond and Disposition in Security, or Bonds and Dispositions in Security, for the share or portion

of the sum of L.1,203, 18s. 3d., to which they may be found to be respectively entitled, or for such sum or sums into which it may be thought expedient to divide each or any of the said shares, with the interest thereof, as mentioned in said Petition, over the said Lands and Estate of Kilmichael and Whytefarland and others, containing all the clauses usual in Bonds and Dispositions in Security granted over fee-simple property,—all in terms of the said Acts of Parliament; or to authorise the Petitioner to make and execute the said Bond and Disposition in Security, or Bonds and Dispositions in Security, in favour of any party or parties who may advance the money, provided, in that case, that there shall be a formal discharge of the provision to the extent of the money advanced, or that the money shall be paid to or consigned for behoof of the parties in right of the said provision: On which Petition Lord Jerviswoode, Ordinary, pronounced an Interlocutor in the following terms:—'16th November 1860.—**LORD JERVISWOODE, —Act. MACKENZIE.**—The Lord Ordinary appoints this Petition to be intimated on the Walls and in the Minute-Book for fourteen days, and advertised in the Edinburgh Gazette, and in the North British Advertiser and Edinburgh Evening Courant Newspapers, in terms of the Statute: Farther, grants warrant for serving the same on the parties named in the prayer, and designed in the Petition, in terms of the Act of Sederunt; and ordains them to lodge Answers thereto, if so advised, within fourteen days after service if within Scotland, and sixty days if furth thereof. (Signed) 'CHARLES BAILLIE.'

J. & F. ANDERSON, W.S.,
Agents for Petitioners.

50, Castle Street, Edinburgh,
16th November 1860.

THE AUSTRALIAN COMPANY OF EDINBURGH.

Leith, November 7, 1860.

To William Muir, Esq.
Manager of

The Australian Coy. of Edinburgh.

SIR,

WE, Three Members of the Committee of Management of said Company, hereby require you to call a General Meeting of the Company, for the purpose of considering a proposal for the DISSOLUTION of the Company, in terms of the thirty-eighth Article of the Contract of Copartnership.—We are, Sir, Your most obedt. Serv^{ts},

JAMES DUNCAN.
GEO. W. REOCH.
ALEX. CAMPBELL.

AGREEABLY to the terms of the foregoing Requisition, I hereby call a General Meeting of The AUSTRALIAN COMPANY OF EDINBURGH to be held in my Office here, on Tuesday the 18th day of December 1860 years, at One o'Clock P.M., for the purpose specified in the said Requisition.

WILLIAM MUIR.

D. LAING, Witness.
WILLIAM FERGUSON, Witness.

Wet Docks, Leith, November 7, 1860.

JOHN CHRISTIE FOULDS, Accountant in Glasgow, Trustee on the sequestrated estate of RONALD M'DOUGALL, Hide, Bark, and Leather Factor in Glasgow, hereby intimates, that his accounts have been brought down to the 6th current, and have been audited by the Commissioners. Further, the Commissioners have postponed the declaration of a dividend until next statutory period, and have dispensed with sending circulars to the Creditors. JOHN C. FOULDS, Trustee.
Glasgow, November 19, 1860.

INSOLVENT DEBTOR to be heard at the County Court of Durham, at Durham, before Henry Staplyton, Esquire, Judge, on the 7th day of December 1860, at 10 o'clock in the forenoon.

ALEXANDER HISLOP, formerly of Lambton Street, in the Borough of Sunderland, in the County of Durham, Beer-house Keeper, then of the same Place and Business, and of Pan Lane, in Sunderland aforesaid, Cask and Bottled Ale Dealer, then of 63, High Street, in Sunderland aforesaid, Publican, and of Pan Lane aforesaid, Cask and Bottled Ale Dealer, and late of 51, High Street aforesaid, Innkeeper and Brewer.

JOHN EDWIN MARSHALL,
Attorney for the said Insolvent.

To the Creditors and other Persons interested in the succession of the deceased JOHN MACFARLANE, Ironfounder in Perth.

ROBERT MARTIN, Solicitor, Perth, Judicial Factor upon the portion of the heritable estate of the said deceased John Macfarlane, taken up by him as heir to his father, the deceased Alexander Macfarlane, Ironfounder in Perth, hereby intimates, that he has prepared and lodged in Court (Lord Jerviswoode, Junior Lord Ordinary, Mr Bringlee, Clerk,) a State of Funds and Scheme of Division of the said estate, to be considered and approved of by the Court; of which all concerned are hereby required to take notice.

ROB. MARTIN, Solicitor, Perth.

November 19, 1860.

SEQUESTRATION of CAY, OGILVIE, & COMPANY, Merchants, Leith, and of John Cay and John Ogilvie, the Individual Partners of said Firm, as Partners, and as Individuals.

NOTICE is Hereby Given, that the said John Cay and John Ogilvie have presented a Petition to the Sheriff of the County of Edinburgh to be discharged of all debts contracted by them previous to the date of their sequestration, on 5th January 1858, either as Partners of said Firm or as Individuals: Upon which the said Sheriff has pronounced a Deliverance, appointing the same to be intimated, in terms of the Statute.—Of all which Intimation is hereby given.

Edinburgh, November 20, 1860.

NOTICE is Hereby Given, that a Petition has been presented to the Sheriff of Ayrshire by JOHN FAULDS, Tailor in Crookedholm, in the Parish of Kilmarnock, one of the Individual Partners of the Firm of ALEXANDER RIGG & COMPANY, now or lately carrying on Business as Coalmasters at Bank, in the Parish of New Cumnock, praying to be discharged of all debts contracted by him before the date of his sequestration; and that the Sheriff-Substitute has, of this date appointed the Petition to be intimated in the Edinburgh Gazette, and to each Creditor, in terms of the Statute.—Of which Intimation is hereby made.

JOHN TORRANCE, Writer in Kilmarnock,
Procurator.

Kilmarnock, November 17, 1860.

SEQUESTRATION of JAMES PATON, Cabinet Maker and Upholsterer, Glasgow.

INTIMATION is Hereby Given, that the said James Paton has applied to the Sheriff of Lanarkshire (in respect two years have now elapsed since the date of the sequestration of his estates,) to be discharged of all debts and obligations contracted or owing by him at the date of his sequestration, 13th February 1858: On which Petition the Sheriff Substitute at Glasgow appointed Intimation thereof to be made in the Edinburgh Gazette and to each Creditor; and all parties intending to oppose said application are requested to lodge notice of their intention to do so with the Sheriff-Clerk at Glasgow, within twenty-one days from this date, otherwise the said discharge will be granted.

WM. MATHEISON,
Writer, Glasgow, Agent.

DAVID KINNEAR, Accountant in Edinburgh, Trustee on the sequestrated estate of JAMES CAMPBELL, Mercantile Accountant, No. 15, Elder Street, Edinburgh, hereby intimates, that the Commissioners on this estate have audited his accounts, brought down to the 3d instant, postponed the declaration of a dividend, and dispensed with circulars to the Creditors.

DAVID KINNEAR, Trustee.

Edinburgh, November 19, 1860.

THE Estates of ROBERT STEWART, sometime Victualler, Hillhead, Kirkintilloch, now Farmer, Gartelash, near Kirkintilloch, were sequestrated on the 16th day of November 1860, by the Sheriff of Dumbar-tonshire.

The first deliverance is dated 16th November 1860. The meeting to elect the Trustee and Commissioners is to be held at 11 o'clock forenoon, on Saturday the 1st day of December 1860, within the Crown Inn, Kirkintilloch.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 16th day of March 1861.

A Warrant of Protection has been granted to the Bankrupt.

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

J. A. HUTCHESON, Writer,
130, Hope Street, Glasgow, Agent.

THE Estates of JAMES CAPPLE MILLER, Merchant in Glasgow, a Partner of the Concerns of JAMES C. MILLER & COMPANY, Merchants in Glas-gow, L. J. SOBOTKER & COMPANY, Merchants in Trini-dad, and MILLER, MITCHELL, & COMPANY, Merchants in Glasgow, as an Individual, and as a Partner of the foresaid Concerns, were sequestrated on the 17th day of November 1860, by the Sheriff of Lanarkshire.

The first deliverance is dated 17th November 1860. The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Tuesday the 27th day of November 1860, within the Faculty of Procura-tors' Hall, Saint George's Place, Glasgow.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 17th March 1861.

A Warrant of Protection, till the meeting of Credi-tors for the election of Trustee, has been granted to the Bankrupt.

All future Advertisements relating to this sequestra-tion will be published in the Edinburgh Gazette alone.

JAMES GALBRAITH, Procurator,
Agent in Sequestration.

Glasgow, November 19, 1860.

THE Estates of DAVID ALEXANDER BRUCE MURRAY, Commission Merchant and Ship Broker in Glasgow, and also carrying on Business in Leith, and at No. 23, Billiter Street, London, under the Name, Style, or Firm of The CALEDONIAN SCREW STEAM PACKET COM-PANY, of which he is sole Partner, were sequestrated on the 20th day of November current, 1860, by the Court of Session.

The first deliverance is dated 20th November 1860. The meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Thursday the 29th day of November current, 1860, within the Faculty Hall, Saint George's Place, Glasgow.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before 20th March 1861.

The Sequestration has been remitted to the Sheriff of the County of Lanark.

A Warrant of Protection has been granted to the Bankrupt.

All future Advertisements relating to this sequestra-tion will be published in the Edinburgh Gazette alone.

WM. WHITE MILLAR, S.S.C., Agent,
Chambers, 8, Bank Street, Edinburgh.

A Petition has been presented to the Honorable the Lord Ordinary officiating on the Bills, at the instance of David Sime Shires, Writer, No. 48, India Street, Edinburgh, Trustee on the sequestrated estate of Charles Clark, Solicitor before the Supreme Courts of Scotland, lately residing at 51, Castle Street, Edinburgh, now deceased, with consent and concurrence of the Commissioners on the said sequestrated estate, for Sequestration of the Estates of FREDERICK JAMES GLENDONWYN, otherwise named FREDERICK JAMES SCOTT GLENDONWYN, Esquire, lately residing at Parton House, in the Stewartry of Kirkcud-bright, formerly named and designed Frederick James Scott, Esquire, Doctor of Medicine, sometime residing in Edinburgh, now deceased, in terms of "The Bank-ruptcy (Scotland) Act, 1856," "The Bankruptcy and

Real Securities (Scotland) Act, 1857," and "The Bankruptcy (Scotland) Amendment Act, 1860." On which the Lord Ordinary has pronounced the fol-lowing Interlocutor:—"Edinburgh, 16th November 1860.— The Lord Ordinary having considered this Petition, with the Writs produced, grants Warrant to Macers and Messengers-at-Arms to cite William Ronald Donald Glendonwyn, otherwise named William Ronald Donald Scott Glendonwyn, formerly named William Ronald Donald Scott, the Son and Successor of Fre-derick James Glendonwyn, otherwise named Frederick James Scott Glendonwyn, Esquire, lately residing at Parton House, in the Stewartry of Kirkcudbright, formerly named and designed Frederick James Scott, Esquire, Doctor of Medicine, sometime residing in Edinburgh, now deceased, and William Glendonwyn Scott, Esquire, lately Lieutenant-Colonel in the Army, presently residing at Ballintra, in the County of Donegal, Ireland, and Charles Glendonwyn Scott, Esquire, residing in Edinburgh, Brothers of the said Frederick James Glendonwyn, otherwise named Fre-derick James Scott Glendonwyn, and formerly named Frederick James Scott, the surviving General Dis-pones and Executors named and appointed by him,— the successors of the said deceased, and the Tutors and Curators of the said William Ronald Donald Glen-donwyn, otherwise named William Ronald Don-ald Scott Glendonwyn, formerly named William Ronald Donald Scott, if he any has, for their interest,—in terms of the Bankruptcy (Scotland) Act, 1856, to appear in Court on the seventh day next after cita-tion if within Scotland, and on the twenty-first day next after citation if furth of Scotland, to shew cause why sequestration of the estates of the said deceased should not be awarded; and directs Luti-mation of this Warrant and *inducia* to be forthwith published in the Gazette,—all in terms of the said Act. (Signed) 'CHARLES BAILLIE.'

—Of all which Intimation is hereby given.

STODART MACDONALD,
Agent for the Petitioner.

SEQUESTRATION of THOMAS WARD, sometime Wine Merchant and Commission Agent in Love Lane, Eastcheap, London, and residing at Park Cottage, Brixton Road, Brixton, London, thereafter in Princes Street, Edinburgh, and now residing in Peebles.

JAMES YOUNG GUTHRIE, Writer in Edinburgh, has been elected Trustee on the estate; and Alex-ander Macarthur, Writer in Edinburgh, and Alexander Robertson Beveridge, Writer, Saint Andrew Square, Edinburgh, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff-Court-House, Peebles, on Wednesday the 28th day of November current (1860), at 11 o'clock forenoon. The Creditors will meet within the Sale-Rooms of Messrs Smith & Philpot, Auctioneers, 79, George Street, Edin-burgh, on Tuesday the 11th day of December 1860, at two o'clock afternoon.

JAS. YOUNG GUTHRIE, Trustee.
Edinburgh, November 20, 1860.

SEQUESTRATION of JAMES MACDONALD, some-time Grazier, Burnside, Grandtully, afterwards Cattle Dealer, Laguna, afterwards Flesher, Birnam Place, Birnam, near Dunkeld.

HENRY RITCHIE, Messenger-at-Arms, Dunkeld, has been elected Trustee on the estate; and Archibald Burns, Banker in Perth, Alexander Wilson, Solicitor there, as Mandatory for George Miller, Tenant of the New Inn, Auchter aven, and James Colquhoun Pinkerton, Writer in Perth, as Mandatory for Benjamin Hallowel Boxer Alston Stewart, Esquire of Urrard, near Blair-Atholl, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff Court-house, Perth, on Saturday the 24th day of November current, at 11 o'clock forenoon. The Credi-tors will meet in the Office of James Spottiswoode, Solicitor, 25, George Street, Perth, on Monday the 3d day of December next, at 11 o'clock forenoon.

H. RITCHIE, Trustee.
Dunkeld, November 16, 1860.

SEQUESTRATION of JOHN EDNIE, Flaxspinner and Dealer in Yarns, Durie Spinning Mill, Leven.

DAVID NICOLL, Junior, Writer and Banker in Leven, has been elected Trustee on the estate; and George Hogarth, Banker, Cupar, Alexander Nichol-son, Writer there, and Andrew Wilkie, Secretary to the Leven Railway Company, Leven, have been elected Commissioners. The examination of the Bankrupt will

take place in the Sheriff-Court-Room, Cupar, on Thursday the 29th day of November 1860, at 10 o'clock A.M. The Creditors will meet in Buist's Royal Hotel, Cupar, on Monday the 10th day of December 1860, at 12 o'clock noon.

DAVID NICOLL, Jr., Trustee.

Leven, November 19, 1860.

SEQUESTRATION of WALTER DINGWALL, sometime Factor to the Right Honourable the Earl of Kintore, and lately residing at Drumforber, near Laurencekirk, in the County of Kincardine, now at Ramornie, in the County of Fife.

HENRY GEORGE WATSON and THOMAS GOLDIE DICKSON, Chartered Accountants in Edinburgh, have been elected Trustee and Trustee in succession on the estate; and William Brand, Secretary to the Union Bank of Scotland, David Mitchell, Contractor, Montrose, and William Mitchell, Writer, Cupar-Fife, have been elected Commissioners. The examination of the Bankrupt will take place on Wednesday the 28th day of November 1860, at two o'clock afternoon, within the Sheriff's Office, County Buildings, Lawnmarket, Edinburgh. The Creditors will meet in the Trustee's Chambers, 3, North St David Street, Edinburgh, on Tuesday the 11th day of December 1860, at two o'clock afternoon.

H. G. WATSON, Trustee.

Edinburgh, November 16, 1860.

SEQUESTRATION of ANDREW MILLAR, General Commission Merchant and Agent in Glasgow, carrying on Business since 16th August 1859 under the Firm of MILLAR & MILLAR, General Commission Merchants and Agents in Glasgow, of which Firm he is the sole Partner, as such sole Partner, and as an Individual, and also as an Individual Partner of the now Dissolved Company which carried on Business previous to said date as General Commission Merchants and Agents in Glasgow, likewise under the Firm of MILLAR & MILLAR.

WILLIAM LAURENCE MITCHELL, Merchant in Glasgow, as Mandatory for the Company carrying on Business under the Firm of EDWIN COTTRILL, Pressmakers and Die Sinkers, Birmingham, has been elected a Commissioner on said sequestrated estates, to complete the statutory number.

J. R. SWAN, C.A., Trustee.

Glasgow, November 19, 1860.

SEQUESTRATION of the Deceased THOMAS AITKEN PORTEOUS, Sewed Muslin and Lace Manufacturer in Glasgow, lately carrying on Business as a Sewed Muslin and Lace Manufacturer in Glasgow, under the Firm of T. A. PORTEOUS & COMPANY, of which he was the sole Partner, as such Partner, and as an Individual.

WILLIAM ANDERSON, Accountant in Glasgow, has been elected Trustee on the estate; and Henry Cowan, Merchant, Glasgow, Thomas Yates, Merchant there, and Andrew Lockie Fowler, one of the Managers in Glasgow of the British Linen Company, have been elected Commissioners. The Creditors will meet in the Counting-House of Messrs Kerrs, Anderson, & Brodie, Accountants, 132, St Vincent Street, Glasgow, on Thursday the 6th day of December next, at two o'clock afternoon.

Wm. ANDERSON, Trustee.

132, St Vincent Street,
Glasgow, November 19, 1860.

SEQUESTRATION of JAMES BIRRELL, Merchant in Kirkcaldy.

SAMUEL DAVIDSON, Agent at Kirkcaldy for the Commercial Bank of Scotland, has been elected Trustee on the estate; and Patrick Don Swan, Merchant in Kirkcaldy, James Fleming Bremner, Merchant, Kirkcaldy, and John Key, Engineer, Kirkcaldy, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff-Court-house, Cupar, on Wednesday the 28th day of November current, at 10 o'clock A.M. The Creditors will meet in Scott's George Hotel, Kirkcaldy, upon Monday the 10th day of December next, at 12 o'clock noon.

SAM. DAVIDSON, Trustee.

Kirkcaldy, November 17, 1860.

DAVID M'GEE, Broker in Galston, Trustee on the sequestrated estate of ALEXANDER RIGG & COMPANY, now or lately carrying on Business as Coalmasters at Bank, in the Parish of New Cumnock, as a Company, and Alexander Rigg, Miner, residing at New Cumnock, William Alexander, also Miner, residing at Hurlford, in the Parish of Riccarton, and John Faulds, Tailor, residing at Crookedholm, in the Parish of Kilmarnock, the Individual Partners of that Company, as such Partners, and as Individuals, hereby calls a meeting of the Creditors to be held within the Office of John Torrance, Writer, King Street, Kilmarnock, on Friday the 14th day of December next, at 11 o'clock forenoon, to consider as to an application to be made by the Trustee for his discharge.

DAVID M'GEE, Trustee.

Galston, November 16, 1860.

JAMES KETTLES, Merchant in Bridgend of Perth, Trustee on the sequestrated estate of THOMAS HALL, Grocer, Princes Street, Perth, hereby intimates, that an account of his intromissions with the funds of the estate, brought down to the 5th November current, and state of the funds recovered and of those outstanding at the same date, have been made up and examined by the Commissioners. Farther, that the Commissioners have found that no farther dividend can be declared; and the Trustee now hereby calls a general meeting of the Creditors to be held within the Writing-Chambers of Alexander Wilson, Solicitor, South Street, Perth, on Thursday the 27th day of December next, at one o'clock afternoon, to consider as to an application to be made by him for his discharge as Trustee on said sequestrated estate.

JAMES KETTLES, Trustee.

Perth, November 16, 1860.

JOHN ANDERSON, Accountant in Glasgow, Trustee on the sequestrated estate of JAMES M'ARTHUR, Spirit Dealer, Dumbarton, hereby calls a meeting of the Creditors to be held within his Office, No. 13, Springfield Court, Glasgow, on Friday the 14th day of December next, at 12 o'clock noon, to consider as to an application to be made for the Trustee's discharge.

JOHN ANDERSON, Trustee.

Glasgow, November 17, 1860.

SEQUESTRATION of JAMES FINLAY, Farmer, Grain and Cattle Dealer at Newlands, in the Parish of Portmoak, and County of Kinross.

THE Trustee hereby calls a meeting of Creditors to be held in Kirkland's Inn, Kinross, on Monday the 17th of December proximo, at one o'clock afternoon, to consider an application for his discharge.

ALEX. T. NIVEN, C.A.

Edinburgh, 13, Queen Street,
November 19, 1860.

SEQUESTRATION of CAY, OGILVIE, & COMPANY, Merchants, Leith, and of John Cay and John Ogilvie, the Individual Partners of said Firm, as Partners, and as Individuals.

A Meeting of Creditors will be held here on Friday 14th December next, at two o'clock, to consider an application by the Trustee for his discharge.

JAMES LATTI.

Edinburgh, 32, India Street,
November 20, 1860.

ROBERT BRANDER, Shipowner, Lossiemouth, Trustee on the sequestrated estate of WILLIAM GARROW, Steam-Boat Agent, Lossiemouth, hereby calls a meeting of the Creditors to be held within the Office of Alexander Morrison, Writer in Elgin, on Saturday the 15th day of December 1860, at one o'clock afternoon, to consider as to an application to be made for his discharge.

ROB. BRANDER, Trustee.

Lossiemouth, November 16, 1860.

GEORGE WINK, Accountant in Glasgow, Trustee on the sequestrated estates of HENDERSON & REID, Contractors, Coatbridge, as a Company, and of John Henderson, Contractor, and residing at Sunnyside, Coatbridge, and Robert Reid, Contractor, Coatbridge, the Individual Partners of that Company, as Partners thereof, and as Individuals, hereby intimates, that the Commissioners have audited his accounts, brought down to the 2d instant, and that the whole estate has now been recovered. Farther, he hereby calls a general meeting of the Creditors to be held within the Office of Wink &

Wight, Accountants, 175, West George Street, Glasgow, on Thursday the 13th day of December 1860, at 12 o'clock noon, with a view to making application for his discharge.

GEO. WINK, Trustee.

Glasgow, November 16, 1860.

JOHN MILLER, Accountant in Glasgow, Trustee on the sequestrated estate of the Company carrying on Business as Leather Merchants, Hide and Leather Factors, and Commission Agents in Glasgow, under the Firm of **THOMAS CALLENDER & SONS**, as also sometime in Belfast under the Firm of **THOMAS CALLENDER & COMPANY**, and in Paisley under the Firm of **THOMAS CALLENDER**, and of Thomas Callender, Thomas Callender, Junior, and William Ormiston Callender, all Leather Merchants, Hide and Leather Factors, and Commission Agents in Glasgow, the Individual Partners of that Company, as such Partners, and as Individuals, and of the said William Ormiston Callender, carrying on Business in Glasgow as a Leather Merchant, Hide and Leather Factor, and Commission Agent, under the Firm of **W. O. Callender & Company**, of which he is sole Partner, hereby intimates, that at the general meeting of Creditors held on the 10th instant, the said Thomas Callender, Junior, made offer of a composition upon all debts due by him as a Partner of the said Company, and as an Individual, at the date of the sequestration, with security; which offer having been entertained by said meeting, a further general meeting of Creditors will be held within the Trustee's Counting-House, No. 71, Queen Street, Glasgow, on Tuesday the 4th day of December next, at 12 o'clock noon, for the purpose of finally deciding on the said offer and security proposed.

Glasgow, 71, Queen Street,
November 19, 1860.

JNO. MILLER,
Trustee.

JOHN PATERSON, Manufacturer in Hawick, Trustee on the sequestrated estates of **MESSRS TURNBULL & MURRAY**, Accountants, Commission Agents, and Woollen Merchants in Hawick, as a Company, and of George Turnbull, Accountant, Commission Agent and Woollen Merchant there, and of James Murray, lately Accountant, Commission Agent, and Woollen Merchant there, now abroad, the Individual Partners of that Company, as such Partners, and as Individuals, hereby intimates, that an account of his intromissions as Trustee on the said estate of the said Company, brought down to the 5th current, none being necessary on that of either of the said Individual Partners, and state of the funds recovered and of the property outstanding, belonging to the sequestrated estate at the same date, of the said Company, and of each of the said Individual Partners thereof, have been made up by him and examined by the Commissioners, in terms of the Statute: That a dividend will be paid to those Creditors of the said Company whose claims have been admitted by the Trustee, at the Counting-Room here of Messrs William Watson & Sons, Manufacturers at Dangerfield Mill, Hawick, on the 7th day of January next; also that the Commissioners have postponed payment of a dividend until the next statutory period, on each of the estates of the said Individual Partners.—Of all which Notice is hereby given, in terms of the Statute.

JOHN PATERSON, Trustee.

Hawick, November 19, 1860.

SEQUESTRATION of WILLIAM FORBES, lately residing at Kingsburgh, in the Island of Skye, and now or sometime in Glasgow.

JAMES McLEAN MACANDREW, Accountant in Edinburgh, Trustee on the said sequestrated estate, intimates that he has had no intromissions with the funds of the sequestrated estate since last audit of accounts, and that the Commissioners on the estate have postponed paying a farther dividend till the recurrence of the next statutory period.

J.A. M. MACANDREW, Trustee.

Edinburgh, November 20, 1860.

THOMAS DALL, C.A., Trustee on the sequestrated estate of **COLIN CAMPBELL AIKMAN**, late Merchant in Leith, hereby intimates, that he has had no intromissions since last audit, and that a dividend has been postponed, and circulars dispensed with.

THOMAS DALL, Trustee.

Edinburgh, November 19, 1860.

SEQUESTRATION of JOHN EDWARD STEPHENS, sometime residing in Northumberland Street, Edinburgh, formerly Banker, and lately of Gothic Lodge, Twickenham, County of Middlesex, and also at one time a Partner of **THE BRANKSEA CLAY COMPANY**, London, and Poole, Dorsetshire, also for sometime a Partner of **LETTS' WHARF** carrying on Business as Sawyers and Timber Merchants, Commercial Road, Lambeth, London, and also lately a Partner of **WINTER & COMPANY**, Upholsterers, Frith Street, Soho Square, London.

INTIMATION is hereby Given, that the Sheriff of the County of Edinburgh, on advising a Petition for the Trustee in this sequestration, has been pleased to pronounce the following Interlocutor:—*Edinburgh, 19th November 1860.*—The Sheriff having considered this Petition, postpones for one year from this date, the various periods specified in the Statute for claims, states, dividends, and audit; and appoints Intimation to be made in the Edinburgh Gazette, for behoof of all concerned.

(Signed) 'JOHN T. GORDON.'

GRAHAM BINNY, Trustee.

INTIMATION

TO THE CREDITORS UPON

The Sequestrated Estate of the Deceased **WILLIAM MEEK**, Builder, Stockbridge, Edinburgh.

A Petition has been presented to the First Division of the Court of Session by William Wotherspoon, S.S.C., Edinburgh, a Creditor on the sequestrated estate of the said William Meek, praying to have the proceedings in the said sequestration regulated by the Act 19 and 20 Victoria, cap. 79, and subsequent Acts relating thereto; and which Petition has of this date been appointed to be intimated on the Walls and in the Minute Book for eight days, and to be advertised once in the Edinburgh Gazette for ten days.

WOTHERSPOON & MACK,

Agents for Petitioner.

Edinburgh, November 17, 1860.

JAMES GRANT, Writer in Forfar, Trustee on the sequestrated estate of **ROBERT EDWARD**, Cattle-Dealer, Skair, near Forfar, hereby intimates, that he has had no intromissions with the funds of the estate, down to the 4th current, and that states of the funds outstanding as at the same date, have been made up and examined by the Commissioners on said estate, in terms of the Statute: That he has examined the claims of the several Creditors who have lodged their oaths and grounds of debt on or before the 4th current, and completed lists of those Creditors entitled to be ranked on the funds of the said estate, and also of those whose claims have been rejected in whole or in part. Further, that the Sheriff of the County of Forfar has, on an application made to him by the Trustee and Commissioners, altered the period for payment of the first dividend, and fixed the 4th November next for that purpose.—Of all which Notice is hereby given, in terms of the Statute.

JAMES GRANT, Trustee.

Forfar, November 19, 1860.

NOTICE to the Creditors on the Sequestrated Estate of THOMAS KING, Coalmaster and Quarrier, Motherwell, and in Glasgow, in the County of Lanark.

ROBERT McCOWAN, Accountant in Glasgow, Trustee on the sequestrated estate of the said Thomas King, hereby intimates, that an account of his intromissions with the funds of the estate, brought down to the 5th instant, and states of the funds as at that date, have been made up and examined by the Commissioners on said estate, who have postponed payment of a dividend till the next statutory period, and dispensed with circulars to the Creditors.

ROB. McCOWAN, Trustee.

Glasgow, November 19, 1860.

SEQUESTRATION of DONALD DOUGLASS,

Wright in Tarbert.

DUGALD CAMPBELL, Accountant in Greenock, Trustee on the said sequestrated estate, hereby intimates, that the Commissioners have audited his accounts of intromissions with the funds of the estate up till the 25th ultimo, and states of the funds recovered and of those outstanding as at that date. Further, that the Commissioners have postponed the declaration of a dividend till the recurrence of the next statutory period, and have dispensed with circulars to the Creditors.

D. CAMPBELL, Trustee.

Greenock, November 10, 1860.

SEQUESTRATION of WILLIAM WILSON, Brick and Tile Maker, residing at Stonefield, in the Parish of Blantyre, and County of Lanark.

WILLIAM MUDIE, Junior, Chartered Accountant in Glasgow, Trustee on said sequestrated estate, hereby intimates, that the Commissioner has audited his accounts, brought down to 3d instant, postponed payment of a dividend till next statutory period, and dispensed with sending circulars to Creditors.

WILLM. MUDIE, Junr. Trustee.
Glasgow, November 17, 1860.

NOTICE.

JOHN STEWART, Tea-Dealer in Newton-upon-Ayr, in the County of Ayr, and presently a Prisoner in the Prison of Ayr, has presented a Petition to the Sheriff of Ayrshire, craving liberation, interim protection, and decree of Cessio Bonorum; and all his Creditors are hereby required to attend within the Court-House of Ayr, upon Tuesday the 25th day of December next, at 11 o'clock forenoon, when the Petitioner will appear for examination.

WILL. POLLOCK, Jun. Writer, Ayr,
Petitioner's Procurator.

Ayr, November 19, 1860.

NOTICE is Hereby Given, that PETER GREEN, Shoemaker and Fisherman in Port-Gordon, in the Parish of Rathven, and County of Banff, and presently a Prisoner in the Prison of Banff, has presented a Petition to the Sheriff of Banff, Elgin, and Nairn, craving decree of Cessio Bonorum; and his Creditors are, by warrant of the said Sheriff, hereby required to appear within the Ordinary Court-house at Banff, upon Monday the 24th day of December next, at 11 o'clock forenoon, when the Petitioner will appear for examination.

EDWD. MORTIMER, Solicitor, Banff,
Agent for Petitioner.

Banff, November 16, 1860.

ROBERT WATSON, Cabinetmaker and Upholsterer, carrying on Business as such at 198, Hope Street, Glasgow, and presently residing at 118, Union Street there, has presented a Petition to the Sheriff of Lanarkshire, craving decree of Cessio Bonorum; and his Creditors are hereby required to attend within the Sheriff-Clerk's Office here, on the 21st day of December next, at two o'clock afternoon, when he will appear for examination.

KENNETH ROSS, Agent.
Glasgow, November 19, 1860.

ROBERT M'LELLAN, Joiner in Candleriggs Street, and presently a Prisoner in the Prison of Glasgow, has presented a Petition to the Sheriff of Lanark-

shire, craving liberation, interim protection, and decree of Cessio Bonorum; and his Creditors are hereby required to attend within the Sheriff-Clerk's Office here, on the 21st day of December next, at 12 o'clock noon, when the Petitioner will appear for examination.

ROBERT M'LELLAN, Petitioner.
Glasgow, November 17, 1860.

EDWARD HENDERSON, Bookseller, residing 27, Renfrew Street, Glasgow, and lately in the North Prison there, has presented a Petition to the Sheriff of Lanarkshire, craving liberation, interim protection, and decree of Cessio Bonorum; and his Creditors are hereby required to attend within the Sheriff-Clerk's Office here, on the 21st day of December next, at one o'clock afternoon, when he will appear for examination.

EDWARD HENDERSON, Petitioner.
Glasgow, November 19, 1860.

Glasgow, November 13, 1860.

THE Copartnership between the Subscribers, sole Partners thereof, which carried on Business in Glasgow as Hide and Leather Factors, under the Firm of THOMAS PILLING & COMPANY, was DISSOLVED on 4th September 1860. The Business carried on by the Firm will be continued in the same premises by the Subscriber Thomas Pilling, in his own name, and on his own account.

THOMAS PILLING.
JOHN PILLING.

ROBERT ROSS, Witness.
ALEXANDER STEWART, Witness.

THE Copartnership carried on by the Subscribers, the sole Partners, as Contractors and Carters at Kilbarchan, in the Parish of Kilbarchan, under the Firm of BRODIE & WALKER, was DISSOLVED, by mutual consent, upon the 10th day of November. The Subscriber, Alexander Walker, is authorised to uplift and discharge all debts due to the late Firm.

JOHN BRODIE.
ALEX. WALKER.

WILLIAM PURDON, Witness.
JAMES GILMOUR, Witness.
Kilbarchan, November 13, 1860.

NOTICE OF DISSOLUTION.

THE Copartnership carried on under the Firm of O'DONNOGHUE & BROMHEAD, Architects and Measurers, Glasgow, was DISSOLVED on Saturday, 17th November 1860.

G. H. O'DONNOGHUE.
HORATIO K. BROMHEAD.
HUGH CAMERON, 152, West George Street, Witness.
JAS. SMITH, Writer, Glasgow, Witness.

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

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

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