



# The Edinburgh Gazette.

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TUESDAY, NOVEMBER 17, 1863.

CONVENTION between the Governments of GREAT BRITAIN and of TUNIS, relative to the holding of real property by British Subjects in Tunis.

Signed in the English and Arabic Languages, at Tunis, October 10, 1863.

In the Name of God All-Powerful.

CONVENTION concluded between the Government of Her Majesty, the Descendant of Glorious Sovereigns, the Crown of the Illustrious Great, who holds at Her command the sword and the pen, the Great and August Princess, the fame of whose virtues are spread over the Universe, Our Friend the Lady Queen of Great Britain and Ireland, the Government of His Most Serene Highness Mohamed Essadok Bey, Lord of the Regency of Tunis, relative to the permission granted to British Subjects to hold real property in the Regency of Tunis.

Whereas by Article XI of the organic laws of the Regency of Tunis, foreigners have acquired the right to possess immoveable property so soon as their respective governments shall enter into an arrangement with the Government of Tunis, establishing the conditions which shall entitle them to exercise the right conceded to them; and whereas it is expedient to prevent in future the abuses, contentions, and confusion that have arisen in consequence of the means to which foreigners have had recourse in order to evade the regulations and customs which prohibited them from holding immoveable property in their own names, the following stipulations have been entered into and concluded between His Most Serene Highness Mohamed Essadok Bey, Lord of the Regency of Tunis, and Richard Wood, Esq., Her Britannic Majesty's Agent and Consul-General at Tunis, duly authorised to that effect:—

## ARTICLE I.

It being henceforward lawful for British Subjects to purchase and possess immoveable property, of every description, in the Regency of Tunis, the Ecclesiastical and other Legal Courts and authorities shall be empowered, upon the application of the purchaser, to proceed to the verification of the title-deeds, and to transfer the same in his name, according to the usages of the country, in order to give them the validity required by law.

## ARTICLE II.

British Subjects possessing immoveable property shall pay the same municipal and fiscal taxes which are paid by natives, and shall discharge in general the obligations which are by law attached to, and are discharged by the like property held by natives.

## ARTICLE III.

Every proprietor of houses, magazines, or other tenements, shall conform to the municipal regulations now existing, or which shall hereafter exist.

## ARTICLE IV.

All cases of litigation respecting immoveable property, and relating to the ownership or occupation of houses or lands, between a British and Tunisian Subject, shall be referred for adjudication to the competent legal tribunals, whose summons for the appearance of the British Subject shall be transmitted through the British Consul-General, or, in his absence, through his deputy, in order that he or his deputy may be present at the trial. And the condemned party shall have the right to appeal to the Courts constituted for that purpose, until the appeal shall have reached the Meglis Elakbar (Legislative Assembly), and whatever decision might be given by the last tribunal, the authority of the condemned party shall carry it out. But in cases where the dispute is between British Subjects, it shall be optional for them, or either of them, to have their difference heard and determined by their Consul-General, or his deputy, whose decision however shall be governed by the laws and usages of the country, so far as they can be ascertained, and so far as the conditions expressed in the contract will permit.

## ARTICLE V.

British Subjects holding immoveable property shall be free to sell, dispose of, and convey their property to natives; but they shall not sell, transfer, or convey their property to foreigners, except to subjects of such friendly Governments as have, by convention or other agreement with His Highness the Bey, acquired for their subjects the right to purchase and hold immoveable property in the Regency of Tunis, and in order to guard against any infraction of the present Article, as well as to avoid any dispute



may arise therefrom, it is agreed that in all cases of a sale or conveyance of immoveable property from a British or Foreign Subject, the instrument of transfer shall have affixed to it the seals of the Ecclesiastical Court, or those of the competent native authorities, to render the sale valid and lawful.

#### ARTICLE VI.

If a British proprietor die, either wholly intestate, or intestate as to his immoveable property, the succession to his immoveable property shall be governed by the same law as the succession *ab intestato* to his moveable property, without any let or hindrance on the part of the Tunisian authorities.

#### ARTICLE VII.

It being established at all times that the Consul-General, or in his absence his deputy, do administer the estate of a British Subject dying intestate in the Regency of Tunis; it is further established and agreed that the same right of administration shall extend to the lands, houses, and tenements of a British Subject so dying. And it is moreover established that, upon the written declaration of Her Majesty's Agent and Consul-General, or in his absence of his deputy, given under the seal of his office, that he has sold, disposed of, or conveyed the immoveable property belonging to the deceased, the courts and legal authorities shall recognize such sale; and shall, upon the testimony of two notaries that the sale was made in due and legal form, furnish the purchaser, being a native, or a foreigner coming within the provision of Article V of the present Convention, with such legal instruments or deeds as will enable the said purchaser, in case of contention, sale, conveyance, or mortgage, to prove his right over the said property.

#### ARTICLE VIII.

The stipulations of the foregoing Article, and the rights therein reserved, shall also apply to, and shall be exercised by, the Consul-General, or his deputy in his absence, with regard to the immoveable property of a British Subject who has become involved in pecuniary difficulties, or who has declared himself insolvent, in order to the payment of his debts and liabilities.

#### ARTICLE IX.

The written declaration of Her Majesty's Agent and Consul-General, or in his absence, of his deputy, that he has disposed of the immoveable property of a British Subject, for the reasons and for the purposes specified in Articles VII and VIII, shall be held to free from responsibility the legal authorities and courts recognizing and confirming the transfer of such property; and, for the satisfaction of the courts that the transaction has been made in due form, it shall be optional for them to depute their own notaries to assist at such sales and conveyances.

#### ARTICLE X.

In all transactions relating to immoveable property, British Subjects shall pay the notarial and other fees which are fixed by law and are paid by natives.

#### ARTICLE XI.

No British Subject shall be forced to dispose of his immoveable property, except for objects of public utility, but in all cases of expropriation Articles XI and XII of the Municipal Law of

Tunis shall be the rule for effecting the compulsory expropriation for any public purpose in a lawful manner, and for fixing the amount of the indemnity to be paid, and such indemnity shall be paid in full, and to the satisfaction of the proprietor, before the act of expropriation can be carried out.

#### ARTICLE XII.

As a further protection however to proprietors, the Decree declaring the public object for which the expropriation has been rendered necessary, shall emanate from His Highness the Bey. The Consul-General, or in his absence his deputy, shall have due information thereof, so that he may have it in his power to watch over the execution of the provisions of Article XI of the Municipal Law heretofore established and agreed upon with reference to the mode of ascertaining and fixing the amount of the indemnity.

#### ARTICLE XIII.

With a view to prevent complaints, abuses, or a misconstruction being put upon an act of expropriation, it is agreed that, should the Bey's Decree, specifying the object of public utility for which the expropriation has been made, be not executed at the expiration of one year after its date, the owner of the immoveable property shall have the right to recover the same by re-imbursing in full the amount of the indemnity.

#### ARTICLE XIV.

Whenever a British Subject shall desire to introduce machinery or establish a manufactory in the Regency of Tunis, he shall be bound to apply for and obtain the permission of the Bey for that purpose, and His Highness, in according such permission, shall specify in the body of the Decree or Concession the conditions upon which it has been granted, in order that the Decree shall serve, in case of litigation or of an infraction of any of the conditions, as a rule and a guidance for the equitable adjustment of the point or points at issue.

#### ARTICLE XV.

The building and appurtenances of manufactories being immoveable property, are subject to the conditions and stipulations relating to such property in general. But, as a further security to the local government and to the public revenue, it is moreover established and agreed that, upon the written requisition of the Minister for Foreign Affairs, or of the President of the Municipal Council, to the Consul-General, or in his absence to his deputy, the fiscal officers shall have the right to ascertain, by personal inspection, that the manufactory has not been diverted from the purpose for which permission was given, and that the internal taxes and imposts levied upon raw materials, either previously to or after their being manufactured, are duly paid.

#### ARTICLE XVI.

British Subjects holding, or hereafter becoming possessed of property called "anzal" (leasehold), shall continue to enjoy the conditions which constitute and are attached to that description of property, and which conditions are hereby established and confirmed.

#### ARTICLE XVII.

British Subjects holding immoveable property in the Regency of Tunis shall, in conforming to the local laws and regulations, exercise and enjoy the

same immunities, privileges, and rights, that are accorded to Tunisian proprietors; and for that purpose the right of British Subjects to hold immoveable property being derived from the enactments founded upon the organic laws ("Aad-el-Aman"), the said enactments are hereby confirmed; and their observance being considered necessary for the more efficient protection of the immoveable property held as aforesaid, it has been further agreed that they shall be maintained, as a greater security for the due performance of the conditions of the present Convention. And they shall be furthermore entitled to all the immunities, privileges, and exemptions accorded, or to be hereafter accorded, to the Subjects or Citizens of the most favoured nation.

This Convention has been written in triplicate, consisting in seventeen Articles, besides the introduction, and contained in the preceding nineteen pages, to be signed by both parties, and to be executed in the manner explained and clearly set forth in its several provisions, having for object the duration, confirmation, and maintenance of amity between them. Dated on Saturday the twenty-sixth day of Rabi-el-Thany, one thousand two hundred and eighty of the Hedjira, corresponding to the tenth of October, in the year of our Lord one thousand eight hundred and sixty-three, at the Palace of the Goletta.

(Signed)

(L.S.) RICHARD WOOD.

(Signed in the Arabic)

(L.S.) MOMAMED ESSADOK BEY.

(Countersigned by the Bey's Prime Minister.)

THE Names of those who were nominated for Sheriffs by the Lords of the Council at the Exchequer on the Morrow of Saint Martin, in the twenty-seventh year of the reign of Queen Victoria, and in the year of our Lord one thousand eight hundred and sixty-three:—

ENGLAND.

(Excepting Cornwall and Lancashire.)

Bedfordshire, Robert Henry Lindsell, of Biggleswade, Esq.  
Lionel Ames, of East Hyde, Esq.  
Charles Livius Grimshawe, of Aspley Guise, Esq.

Berkshire, Richard Hall Say, of Oakley Court, near Windsor, Esq.  
Benjamin Buck Green, of Midgham House, Esq.  
John Blandy Jenkins, of Kingston House, Esq.

Bucks, The Honourable Percy Barrington, of Westbury Manor.  
Nathaniel Grace Lambert, of Denham Court, Esq.  
Charles Pascoe Grenfell, of Taplow Court, Esq.

Cambridgeshire and Huntingdonshire, } George Onslow Newton, of Croxton Park, Esq.  
Stanlake Ricketts Batson, of Horseheath, Esq.  
Richard Archer Houblon, of Batlow, Esq.

Cheshire, John Ralph Shaw, of Arrow Park, Birkenhead, Esq.  
Wilbraham Spencer Tollemache, of Dorfold Hall, Esq.  
Robert Barbour, of Bolesworth Castle, Esq.

Cumberland, Thomas Brocklebank, of Greenlands, Esq.  
William Postlethwaite, of the Oaks, Esq.  
Sir Frederick Ulric Graham, of Netherby, Bart.

Derbyshire, Sir Henry Des Vœux of Drakelow, Bart.  
Charles Robert Colville, of Lullington, Esq.  
Sir William Fitzherbert, of Fisington, Bart.

Devonshire, The Honourable Mark George Kerr Rolle, of Stevenstone.  
Baldwin John Pollexfen Bastard, of Kitley, Esq.  
Sir John Kennaway, of Escot, Bart.

Dorsetshire, Charles Wriothsley Digby, of Studland, Esq.  
John Brymer, of Melcombe Regis, Esq.  
Sir John Michel, of Dewlish, K.C.B.

Durham, William Standish Carr Standish, of Cocken Hall, Esq.  
John Harrison Aylmer, of Walworth Castle, Esq.  
William Peareth, of Usworth House, Esq.

Essex, Sir William Bowyer Smijth, of Hill Hall, Epping, Bart.  
Sir Richard Digby Neave, of Dagenham Park, Dagenham, Bart.  
Edgar Disney, of the Hyde, Ingatestone, Esq.

Gloucestershire, Goodwin Charles Colquitt Craven, of Brockhampton Park, near Cheltenham, Esq.  
Sir John Maxwell Steele Graves, of Mickleton Manor, near Broadway, Bart.  
James Hutchinson, of Cowley Manor, near Cheltenham, Esq.

Herefordshire, Thomas Reaveley, of Kinnersley Castle, near Kington, Esq.  
Colonel Robert Feilden, of Dulas Court.  
Sir Henry Geers Cotterell, of Garnons, Bart.

Hertfordshire, Money Wigram, of Much Hadham, Esq.  
Sir Astley Paston Cooper, of Gadebridge, Hemel Hempstead, Bart.  
Forster Alleyne McGeachy, of Shenley Hill, Barnet, Esq.

Kent, George Field, of Ashurst Park, near Tonbridge Wells, Esq.  
Robert Rodger, of Hadlow Castle, Esq.  
Alexander James Beresford Beresford Hope, of Bedgbury Park, Esq.

Leicestershire,	Edwyn Burnaby, of Baggrave Hall, Esq. Frederick Palmer, of Withcote, Esq. Ambrose Lisle March Phillipps de Lisle, of Garendon Park, Esq.	County of Southampton,	{ James Winter Scott, of Rotherfield Park, Alton, Esq. Sir Archibald Keppel Macdonald, of Woolmer Lodge, Bart. The Honourable John Thomas Dutton, of Hinton House, near Alresford.
Lincolnshire,	Henry Robert Boucherett, of North Willingham, Esq. John Lewis Fytche, of Thorpe Hall, Esq. William Parker, of Hanthorpe, Esq.	Staffordshire,	Ralph Thomas Adderley, of Barlaston, Esq. George Briscoe, of Wolverhampton, Esq. Smith Child, of Stallington, Esq.
Monmouthshire,	Henry Charles Bird, of Goytrey House, Esq. Arthur Davies Berrington, of Panty-Goitre, Esq. John Allen Rolls, of the Hendre, Esq.	Suffolk,	Sir George Nathaniel Broke Middleton, of Nacton, Bart. Francis Capper Brooke, of Ufford Place, Esq. John Page Reade, of Stutton, Esq.
Norfolk,	Henry James Lee Warner, of Little Walsingham, Esq. William Henry Trafford, of Wroxham, Esq. Sir Thomas Fowell Buxton, of Northrepps, Bart.	Surrey,	Henry Willis, of Epsom, Esq. Thomas Price Heywood, of Cobham, Esq. John Bradshaw, of Knowle, Guildford, Esq.
Northamptonshire,	Alfred Rush, of Farthinghoe, Esq. Richard Aubrey Cartwright, of Edgcott, Esq. The Honourable George Fitzwilliam, of Milton, near Peterborough.	Sussex,	William Leyland Woods, of Chalgrove, Chichester, Esq. Herbert Mascall Curteis, of Windmill Hill, Wartling, Esq. Sir Percy Florence Shelley, of Field Place, Horsham, Bart.
Northumberland,	Henry Ames, of Linden, Esq. John Errington, of High Warden, Esq. Sir John Swinburn, of Capheaton, Bart.	Warwickshire,	James Beech, of Brandon, Esq. Henry Townshend Boulbee, of Springfield, Esq. Sir Robert North Collie Hamilton, of Alveston, Bart., K.C.B.
Nottinghamshire,	John Chaworth Musters, of Annesley, Esq. Sir Edward Samuel Walker, of Berry Hill, Knt. William Frederick Webb, of Newstead Abbey, Esq.	Westmoreland,	Matthew Thompson, of Kirkby Stephen, Esq. Arthur Shepherd, of Shaw End, near Kendal, Esq. Joseph Gibson, of Whelprigg, Esq.
Oxfordshire,	George Glen, of Stratton Audley Park, Esq. Sir Henry William Dashwood, of Kirtlington Park, Bart. Robert Dashwood Fowler, of Walliscote House, Esq.	Wiltshire,	John Lewis Phipps, of Leighton House, Westbury, Esq. Thomas Henry Allen Poynder, of Hartham Park, Esq. Ambrose Denis Hussey, of the Hall, Salisbury, Esq.
Rutland,	Charles Ormston Eaton, of Tixover, Esq. William Gilford, of North Luffenham, Esq. William Wing, of Market Overton, Esq.	Worcestershire,	Harman Grisewood, of Daylesford House, Esq. John Vincent Hornyold, of Blackmore Park, Great Malvern, Esq. Albert Hudson Royds, of Crown East, near Worcester, Esq.
Shropshire,	David Francis Atcherley, of Marton Hall, near Shrewsbury, Esq. Francis Harries, of Cruckton, Esq. Thomas Hugh Sandford, of Sandford, Esq.	Yorkshire,	Frederick Charles Tench Gascoigne, of Parlington Park, Aberford, Milford Junction, Esq. Francis Watt, of Bishop Burton Hall, near Beverley, Esq. Edward Acroyd, of Bankfield, Esq.
Somersetshire,	Sir John Henry Greville Smyth, of Ashton Court, Bart. William Henry Powell Gore Langton, of Hatch Beauchamp, Esq. Sir Edward Strachey, of Sutton Court, Bart.		

WALES.

NORTH AND SOUTH.

- Anglesey, William Massey, of Cornelyn, Esq.  
The Honourable Henry Warrender Fitzmaurice, of Trerogof.  
George Higgins, of Red Hill, Esq.
- Breconsaire, Sir Joseph Russell Bailey, of Glanusk Park, Bart.  
Howel Morgan, of Gilvach-y-rhaidd, Esq.  
Henry Gwynne Vaughan, of Ysceifechan, Esq.
- Cardiganshire, John George Parry Hughes, of Alltlwyd, Esq.  
John Lewes, of Llanlleir, Esq.  
John Richard Howell, of Blaendyffryn, Esq.
- Carmarthenshire, Henry Lavallin Puxley, of Llwyndrussy, Esq.  
Edward Morris Davies, of Upland, near Carmarthen, Esq.  
Sir James Williams Drummond, of Edwinsford, Bart.
- Carnarvonshire, Abram Jones Williams, of Gelliwig, Esq.  
Griffith Humphrey Owen, of Ynwelch, Esq.  
Charles Millar, of Penrhos, Esq.
- Denbighshire, Boscawen Trevor Griffith, of Trevallyn Hall, Wrexham, Esq.  
John Lloyd Wynne, of Coed-coch, Abergel, Esq.  
Robert Bamford Hesketh, of Gwrych Castle, Abergel, Esq.
- Flintshire, William Barber Buddicom, of Penbedw Hall, Esq.  
Sir Richard Price Puleston, of Emral, Bart.  
Bryan George Davies Cooke, of Colomendy, Esq.
- Glamorganshire, Robert Francis Lascelles Jenner, of Wenove Castle, Esq.  
Arthur Vandigaid Davies Berington, of Cefngorwydd, Esq.  
Thomas William Booker, of Velindra, Esq.
- Merionethshire, Lewis Williams, of Vronwnion, Esq.  
John Vaughan, of Nannan, Esq.  
William Robert Maurice Wynne, of Peniarth, Esq.
- Montgomeryshire, Major-General William George Gold, of Garthmyl Hall.  
Robert Davies Pryce, of Cyffronydd, Esq.  
Robert Simcox Perrott, of Bronhyddon, Esq.
- Pembrokeshire, Thomas Harcourt Powell, of Hook, Esq.  
Thomas Henry Davis, of Clareston, Esq.  
William Walters, of Haverfordwest, Esq.

Radnorshire,

James Oliver, of Llanbadarnfynidd, Esq.  
George Augustus Haig, of Llanbadarnfynidd, Esq.  
Thomas Williams Higgins, of Cwm, Llanyre, Esq.

INDIA OFFICE, November 11, 1863.

The Queen has been graciously pleased to nominate and appoint

His Highness Seramudi Rajahye Hindostan Raj-Rajender Sree Maharajah Dheeraj Sewasee Ram Sing, Bahadoor of Jypore, and  
His Highness Fuzund Dilbund Rasekool Itahqad Dowlut-i-Englishia Rajah Suroop Sing, Bahadoor of Jheend,

to be Knights of the Most Exalted Order of the Star of India.

WAR-OFFICE, PALL-MALL,

November 13, 1863.

78th Regiment of Foot.

Lieutenant-General Sir Patrick Grant, G.C.B., from the 104th Foot, to be Colonel, vice General Roderick Macneil, deceased. Dated 23d October 1863.

104th Regiment of Foot.

Major-General George Bell, C.B., to be Colonel, vice Lieutenant-General Sir Patrick Grant, G.C.B., transferred to the 78th Foot. Dated 23d October 1863.

WAR-OFFICE, PALL-MALL,

November 13, 1863.

Royal Regiment of Artillery—Captain Hickman Thomas Molesworth to be Lieutenant-Colonel, vice Henry Charles Wade, retired upon full-pay. Dated 16th July 1863.

Second Captain Marmaduke Charles Lawson to be Captain, vice Molesworth. Dated 16th July 1863.

Second Captain Walter Chidwick Nangle to be Captain, vice Brevet-Major Edmund Palmer placed upon temporary half-pay. Dated 3d October 1863.

Lieutenant Charles Joseph McMahon to be Second Captain, vice Lawson. Dated 16th July 1863.

Lieutenant Stuart James Nicholson to be Second Captain, vice Nangle. Dated 3d October 1863.

Gentleman Cadet Arthur Augustus Saunders to be Lieutenant, vice Lawson. Dated 3d October 1863.

Gentleman Cadet Harrison Ross Lewin Morgan to be Lieutenant, vice Nicholson. Dated 3d October 1863.

Royal Engineers—Lieutenant John Thomas Twigge to be Second Captain, vice O'Grady, deceased. Dated 9th October 1863.

Serjeant-Major James Steel to be Quartermaster, vice Young. Dated 1st October 1863.

BREVET.

Lieutenant-Colonel Henry Charles Wade, on retired full-pay; Royal Artillery, to be Colonel, the rank being honorary only. Dated 16th July 1863.

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

40th Staffordshire Rifle Volunteer Corps.

William Tym Middleton, gent. to be Ensign, vice Bromley, promoted. Dated 4th November 1863.

Commissions signed by the Lord Lieutenant of the County Palatine of Lancaster.

12th Lancashire Artillery Volunteer Corps.

First Lieutenant Robertson Fernie to be Captain. Dated 5th November 1863.

Samuel Septimus Sudlow, gent. to be Second Lieutenant. Dated 5th November 1863.

15th Lancashire Artillery Volunteer Corps.

Thomas Cayzer, gent. to be Assistant Surgeon. Dated 2d November 1863.

19th Lancashire Artillery Volunteer Corps.

Captain Francis Preston to be Major. Dated 2d November 1863.

7th Administrative Battalion of Lancashire Rifle Volunteers.

Thomas Mellor, Esq. to be Lieutenant-Colonel. Dated 2d November 1863.

8th Lancashire Rifle Volunteer Corps.

Captain William Hardman Price to be Major. Dated 29th October 1863.

Lieutenant Richard Kay to be Captain. Dated 29th October 1863.

Ensign William Hartley to be Lieutenant. Dated 29th October 1863.

Edmund Atkinson Grundy, gent. to be Lieutenant. Dated 29th October 1863.

47th Lancashire Rifle Volunteer Corps.

Captain John Crossley to be Major. Dated 29th October 1863.

By Order of the Lord Lieutenant of the County Palatine of Lancaster.

4th or Duke of Lancaster's Own (Light Infantry) Regiment of Royal Lancashire Militia.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Lieutenant Hugh Hilton Hornby. Dated 29th October 1863.

#### MEMORANDUM.

The 9th Lancashire Artillery Volunteer Corps having been incorporated in the 12th Lancashire Artillery Volunteer Corps, will henceforth cease to hold any number or place in the Volunteer Force of the county of Lancaster.

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

1st Administrative Battalion of Cumberland Rifle Volunteers.

Major William Brougham to be Lieutenant-Colonel. Dated 5th November 1863.

[The following Appointment is substituted for that which appeared in the Gazette of the 3d instant.]

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

1st Sutherland Rifle Volunteer Corps.

Lieutenant George Lawson to be Captain, vice Hood, deceased. Dated 30th October 1863.

#### MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Captain William Jacob Geoghegan in the Royal Denbigh Rifle Militia. Dated 12th October 1863.

North Tipperary Light Infantry Militia.

Lieutenant Thomas V. Sadlier to be displaced from the above-named Regiment, he having been absent without leave from the training of that Regiment.

By Order,

GEO. P. PRITTE, Clerk of the Peace, County of Tipperary.

#### NOTICE TO MARINERS.

(No. 48.)—ENGLAND—SOUTH-EAST COAST.

Light Vessel in the Downs.

The Corporation of the Trinity House, London, has given notice, that a Light Vessel has been moored a cable's length south of a sunken vessel near the South Brake buoy.

The vessel shows a *fixed* white light, placed at an elevation of 12 feet above the level of the sea, with an occasional flare up, and lies in  $7\frac{1}{2}$  fathoms at low water springs, with Northbourne Mill in line with the first mill north of Deal Terrace, bearing W. by N.; Upper Deal Mill, its breadth to the northward of the cupola of Deal Hospital, W. by S.  $\frac{1}{4}$  S.; South Foreland High Lighthouse, on which the centre of Old Stairs Bay, S.W.  $\frac{1}{4}$  W.; South Sand Head light S. by W. westerly; South Brake buoy N.  $\frac{1}{2}$  E., distant 6 cables; Gull light vessel N.E. northerly,  $2\frac{3}{10}$  miles; Bunt Head buoy E.  $\frac{1}{2}$  S., half a mile.

Mariners are recommended to pass eastward of the light vessel which has "Wreck" painted on her sides, and carries a flag during the day, in lieu of the customary ball.

[All bearings are magnetic. Variation  $20^{\circ} 20'$  West, in 1863.]

By Command of their Lordships,

W. V. READ, Capt., R.N.,

for the Hydrographer.

Hydrographic Office, Admiralty, London,  
28th October 1863.

See Admiralty Chart of the Downs, No. 1828.

#### NOTICE TO MARINERS.

(No. 49.)—FRANCE—NORTH COAST.

Light Vessels in Passe de L'Ouest, Dunkerque Road.

The Minister of Public Works in France has given Notice, that on and after the 15th day of November 1863, two light vessels will be placed in the "Passe de L'Ouest," or entrance to Dunkerque Road; one in the outer and the other in the inner part of the Passe.

The outer light vessel, named Ruytingen, in the Notice, will exhibit a *revolving red* light, attaining its greatest brilliancy every *half minute*. The light will be placed at an elevation of 33 feet above the level of the sea, and should be visible in clear weather from a distance of 10 miles. The vessel will be moored in  $4\frac{1}{2}$  fathoms water, with Gravelines lighthouse bearing S.E.  $\frac{3}{4}$  S., distance 3 miles, in lat.  $51^{\circ} 3' 19''$  N., long.  $2^{\circ} 7' 51''$  East of Greenwich.



AN ACCOUNT of the Importations and Exportations of Bullion and Specie,  
registered in the Week ended 11th November 1863.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Hanseatic Towns.....	...	...	...	1,100	90,940	91,100
Holland .....	...	...	...	...	396,000	396,000
Belgium .....	100	...	100	35,200	338,000	373,200
France .....	...	...	...	167,022	143,940	310,962
United States of America .....	47,241	6,950	54,191	...	...	...
Mexico.....	2,571	...	2,571	100,978	...	100,978
Brazil .....	76	997	1,073	31,032	54,816	85,848
Other Countries .....	928	738	1,666	10,209	386	10,595
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
Aggregate of the Importations } registered in the Week ... }	50,916	8,685	59,601	345,541	1,023,142	1,368,683
Approximate Value of the } said Importations, computed } at the rates specified below }	£ 195,086	£ 30,583	£ 225,669	£ 88,675	£ 281,897	£ 370,572
Rates of Valuation, per ounce	£ s. d. 3 10 0 to 3 17 10½	£ s. d. 3 10 0 to 3 15 0	...	s. d. 4 11½ to 5 3¼	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.	
Hanseatic Towns.....	...	5,050	...	5,050	...	400	...	
France .....	1,250	390	34,500	36,140	...	93,429	184,700	
Egypt .....	62,679	405	...	63,084	...	44,636	23,200	
Brazil .....	49,250	610	...	49,860	...	...	...	
Other Countries .....	7,801	...	1,900	9,701	...	...	...	
...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	
Aggregate of the Exportations } registered in the Week ... }	120,980	6,455	36,400	163,835	...	138,465	207,900	
Approximate Value of the } said Exportations, computed } at the rates specified below }	£ 471,066	£ 24,637	£ 137,410	£ 633,113	...	£ 35,554	£ 57,281	
Rates of Valuation, per ounce	£ s. d. 3 17 10½	£ s. d. 3 16 4	£ s. d. 3 15 6	...	s. d. ...	s. d. 5 1½	s. d. 5 6½	

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

Office of the Inspector-General of Imports and Exports,  
Custom-House, London, 12th November 1863.



## BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday the 11th day of November 1863.

## ISSUE DEPARTMENT.

	£		£
Notes issued.....	27,431,045	Government Debt, .....	11,015,100
		Other Securities, .....	3,634,900
		Gold Coin and Bullion, ...	12,781,045
		Silver Bullion,.....	—
	£27,431,045		£27,431,045

Dated the 12th day of November 1863.

M. MARSHALL, Chief Cashier.

## BANKING DEPARTMENT.

	£		£
Proprietors' Capital.....	14,553,000	Government Securities (including	
Rest .....	3,178,488	Dead Weight Annuity)....	10,949,363
Public Deposits, (including Exchequer,		Other Securities.....	20,075,433
Savings' Banks, Commissioners of		Notes .....	6,006,220
National Debt, and Dividend		Gold and Silver Coin.....	679,720
Accounts).....	5,624,339		
Other Deposits .....	13,664,311		
Seven days and other Bills.....	690,598		
	£37,710,736		£37,710,736

Dated the 12th day of November 1863.

M. MARSHALL, Chief Cashier.

## BANKRUPTS

FROM THE LONDON GAZETTE.

## BANKRUPTCY ANNULLED.

William Johnson, of 26, Beaumont Street, High Street, Marylebone, Middlesex, carpenter and builder.

## BANKRUPTCIES AWARDED.

Henry Kempton, of 34, Crimscoth Street, Bermondsey Surrey, currier, and also residing at 5, Harford Terrace, Mile End, Middlesex, currier.

Conrad Derr, formerly of 3, Aylesbury Place, Old Kent Road, Surrey, baker, afterwards of 1, Bromley Street, Saint Leonard's Road, Bromley, Middlesex, baker, afterwards of 1, Saint Ann's Road, Brixton, Surrey, journeyman baker, afterwards of 278, Waterloo Road, Surrey, dealer in bread, but now of 1, Victoria Terrace, Kennington Road, Surrey, journeyman baker, a prisoner for debt in Horsemonger Lane Gaol, Surrey, (in formâ pauperis).

George Page, late of 50, Brill Row, Somers Town, Middlesex, cowkeeper and dairyman, also then and now of 65, Middlesex Street, Somers Town aforesaid, dealer in dairy produce.

George Waoster, of 3, Devonshire Terrace, Queen's Road, Peckham, Surrey, lately a mercantile clerk, now out of employment.

Henry Sargeant, of Alpha Road, Slough, Upton-cum-Chalvey, Buckingham, surveyor and builder, formerly also of Regent Place, Slough, Buckingham, and lately carrying on business as a surveyor and builder at Alpha Road, Slough, Buckingham, in copartnership with Henry Sargeant, deceased, the father of the first-named Henry Sargeant.

Thomas John Kane, of 45, Moneyer Street, Hoxton, Shoreditch, Middlesex, brassfounder and pump maker.

George Ellis Baker, of Wells, Norfolk, rope maker and victualler.

Humphrey Miller Bashall, formerly of 13, Cornhill, London, ship and insurance broker, carrying on business in partnership with John Lacy, Theodore Harden, and Ernest Halbert, under the firm of Bashall, Lacy, & Co., and of Cambridge Terrace, Richmond, Surrey, then of Farrington, near Preston, Lancaster, then of Morecombe Bay, Lancaster, afterwards of Douglas, Isle of Man, afterwards of Farrington aforesaid, and now the Trafalgar Hotel, Charing Cross, Middlesex.

William Marriott, of Derby, commission agent.

Francis Richard Tothill, of Seaford, Sussex, gentleman, of no business or profession.

James Aldis, formerly of the Old Pear Tree beershop, Lewisham, Kent, retailer of beer and tobacco, afterwards of 7, Anerley Vale, Upper Norwood, Surrey, dairyman and porkman, but now of 7, Hamilton Road, Lower Norwood, Surrey, dealer in milk, pork, and poultry, (in formâ pauperis).

John Boorman, of 11, Bond Street, Vauxhall Cross, Surrey, plumber and painter, (in formâ pauperis).

Thomas Ambrose Young Bennett, formerly of Church Farm, Tollard Royal, Wilts, afterwards of Soleridge Farm, Medstead, Hants, farmer, afterwards of 41, Tenison Street, Lambeth, Surrey, afterwards of 39, Gower Place, Euston Square, Middlesex, afterwards of 22, Sheendale Villas, New Richmond, Surrey, out of business, and now of 58, Commercial Road, Lambeth, Surrey, porter to the London and South-Western Railway Company, (in formâ pauperis).

Herbert Godart, formerly of 44, London Street, Fitzroy Square, Middlesex, then of Woodville Cottage, Belgrove, East Wickham, Kent, and now of 16, Acorn Terrace, Greenwich, Kent, having a workshop at 7, Cleveland Street, Fitzroy Square, Middlesex, carver and gilder and picture frame maker.

Cullen Forth Wordsworth, of Stoke-by-Nayland, Suffolk, tutor.

John Thomas Olley, of 821, Old Kent Road, Surrey, vellum binder, out of business and employ, previously of 38, Gracechurch Street, London, in partnership with Robert Olley and William Mackay, trading under the style and firm of Olley, Mackay, & Co., account book makers, then of 6, Enfield Road, Hackney, Middlesex, journeyman vellum binder.

Henry Lewis Cohen, late of 18, Basinghall Street, now of 36, Basinghall Street, London, and of 25, Trinity Square, Southwark, Surrey, warehouseman and merchant.

Edward Hamilton Hodd, late of 63, Great Tower Street, London, and of 2, Navarino Terrace, Cowley Road, Brixton, Surrey, merchant, trading under the name, style, or firm of H. Hood & Company, afterwards of 8, Canonbury Villas, Islington, Middlesex, afterwards of 7, Webb's County Terrace, New Kent Road, and now of 1, Saint George's Road, Newington, both in Surrey, out of business, a prisoner for debt in Horsemonger Lane Gaol, Surrey, (in formâ pauperis).

Walter Prosser, of Saint Devereux, Hereford, farmer.



- Edward Henderson, of 30, Norland Road, Shepherd's Bush, Hammersmith, Middlesex, tailor.
- Michael Collings, of 6, Colchester Terrace, Stratford, Essex, outfitter.
- Edward Henry Jones, of 12, Diamond Row, Southampton Street, Camberwell, also having a manufactory at the Rosemary Branch Cricket Ground, Peckham, both in Surrey, artist in fireworks.
- Henry Taunton, of 13, Bird Cage Walk, Bethnal Green, formerly of 8, Robinson's Row, High Street, Kingsland, both in Middlesex, previously of 11, Vauxhall Walk, Surrey, all the time a baker, prior thereto of the Rose public-house, High Road, Lee, Kent, licensed victualler, before that of High Road, Lee aforesaid, baker.
- Charles Poole, of North Street, out of business, previously of 3, Weston Street, both in Brighton, Sussex, riding and job master.
- John Willden, the younger, of Cardigan Terrace, East Dereham, Norfolk, coal, corn, and coke merchant.
- Edwin John Cross, formerly of 3, Pratt Street, and 9, Murray Street, both in Camden Town, Middlesex, glass and china dealer, then of Gravesend, and now of Woolwich, both in Kent, out of business.
- George Allen, of Dove House Lane, brewer, maltster, and farmer, having a malt-house and field at West End, both in Harrold, Bedford, and also having a farm, at Carlton, called Fishers, also one called Grimscoft, and also one called Calcott, all in Carlton, Bedford.
- Joseph Caswell, of Cannon Town, Plaistow Marsh, Barking Road, Essex, forgerman.
- John Langley, of 21, Wilstead Street, Euston Road, St Pancras, Middlesex, foreman to an oilman, previously of 16, Brunswick Street, Euston Road aforesaid, in partnership with John Benjamin Frankland, and carrying on business under the style or firm of Frankland & Langley, oilmen.
- Charles Clarke, of 103, Grigg Street, Southsea, Portsea, Hants, ironmonger, bellhanger, gasfitter, locksmith and tinman.
- John Pearson Willcox and William Cartwright of Bradley, Bilston, Stafford, charter masters.
- George Farmer, of Knightwick, Worcester, cattle and sheep dealer.
- William Morgan, formerly of the Bailey's Arms, Commercial Place, publican, then of Maesydra, both in Aberdare, Glamorgan, coal merchant, a prisoner for debt in the Gaol at Cardiff.
- John Ogden, of Huddersfield, York, cottonspinner.
- William Rider, of Harrogate, York, lodginghouse-keeper.
- Ann Lloyd, of Coed Poeth, Wrexham, Flint, grocer and provision dealer.
- Henry John Millington and Robert Mercer, of Parr Flat, Parr, near St Helen's, Lancaster, joiners and builders, trading as Millington & Mercer.
- John Thomas Owen, of Ashton-upon-Mersey, Chester, out of business and employment, formerly carrying on business at 1, High Street, Manchester, Lancaster, in copartnership with Charles Gent, under the style of Gent & Owen, as general agents and tie manufacturers.
- Lewis Webster, of Chorlton-upon-Medlock, Manchester, joiner and builder.
- Elizabeth Branscombe and Amelia Page, of Richmond House, 2, Richmond Terrace, Hunter's Laue, Aston-juxta-Birmingham, Warwick, schoolmistresses, and keepers of an establishment for young ladies.
- John Baker, of 96, Cardigan Street, Birmingham, Warwick, baker and fruiterer, and previously of 82, Navigation Street, Birmingham aforesaid, baker and fruiterer.
- Cornelius O'Callaghan, (usually known as Cornelius Callaghan,) of the Rose and Shamrock, 3, Thomas Street, Dale End, Birmingham, Warwick, licensed victualler.
- Samuel Walker, for three weeks last past residing in lodgings in York Street, Cheetham Hill Road, manager to a fishmonger, and previously for one year and nine months of the Derby Arms, Charter Street, both in Manchester, licensed victualler.
- James Owen, of Garth, Bangor, Carnarvon, master mariner and coal dealer.
- James Buckley, the younger, of Darlington, Durham, beerhouse-keeper.
- George Mapleston, of Lincoln, ropemaker, gardener, and dealer in vegetables.
- Richard Samuel Currie, of 58, Blackfriars Road, Southsea, Portsea, Hants, hardwareman, dealer in glass, china, earthenware, fancy goods, and general shop-keeper.
- James William Barber, formerly of 21, Somers Street, Southsea, Portsea, Hants, sailmaker's apprentice in Her Majesty's Dockyard at Portsmouth, Hants, then of 55, Hanover Street, and now of 58, Cross Street, both in Portsea aforesaid, sailmaker in Her Majesty's Dockyard at Portsmouth aforesaid.
- Thomas Slack, of Carlisle, Cumberland, butcher.
- Jabez Boyes, of Kilsby, Northampton, grocer and shop-keeper.
- Thomas Laphorne Dean, formerly of 28, Charlotte Terrace, Morice Town, afterwards of 12, Fellows Place, Stoke Damerel, then of 13, George Street, all in Devonport, and now of 180, Primrose Cottage, Ford Estate, Stoke Damerel, Devon, shipwright in Her Majesty's Dockyard at Devonport.
- John Lancaster, of Steeple Ashton, Wilts, mason.
- Robert Ruddick, of Fisher Street, Carlisle, joiner and inn-keeper.
- Wesson James, of Wordsley, Kingswinford, Stafford, grocer.
- Samuel Bennett, of Church Street, Halesowen, Worcester, miner, and previously carrying on business in partnership with Edmund Winwood, as charter masters, at the Hawne Colliery, Halesowen aforesaid.
- Edmund Winwood, of Gibbet Lane, Short Cross, Halesowen, Worcester, miner, and previously carrying on business in partnership with Samuel Bennett, as charter masters, at the Hawne Colliery, Halesowen aforesaid.
- William Southall, of Common Side, Kingswinford, Stafford, brickmaker's labourer.
- John Allen, of Bowling Green Lane, and 71, High Street, Stourbridge, Worcester, law-stationer and accountant.
- James Griffiths, of Brynnygaer, Hope, Flint, blacksmith.
- Henry Parkin, of Sheffield, York, brace bit filer, previously also shopkeeper, and also beerseller, during part of the period working as a brace bit filer at Birmingham, Warwickshire.
- Frederic Barratt, of Inglis Street, Stoke-upon-Trent, Stafford, late dealer in corn and salt.
- John Williams, of Tenby Villa, Roath, near Cardiff, Glamorgan, builder and surveyor.
- John Griffiths and William Griffiths, of 173, Cleveland Street, carrying on business there in copartnership together as joiners and builders for eighteen months last past, and the said John Griffiths now and for eight months last past residing at 101, Exmouth Street, and letting lodgings there, and for sixteen months previously thereto residing in Chapel Street, and letting lodgings there, and the said William Griffiths now and four months last past residing at 12, Kent Place, and letting lodgings there, and for six months previously thereto residing at 97, Exmouth Street, and letting lodgings there, and for two years previously thereto residing in Brook Street, all in Birkenhead, Chester, and letting lodgings there.
- James Barker, of Knaresborough, York, in lodgings, out of business, previously of Knaresborough aforesaid, potatoe dealer and wood leader.
- Robert Fairburn, of Little Wonder, Harrogate, in lodgings, out of business, previously of Harlow Carr, near Harrogate, bath proprietor, in copartnership with John Calvert, and carrying on business in the name of Fairburn & Calvert, formerly of Harlow Carr, all in York, inn-keeper, bath proprietor, and small farmer.
- Henry James Webb, formerly of the Roath Mews, Saint John, cab proprietor, then of 2, Paradise Place, Crockherbtown, cab proprietor, afterwards of the Moulders' Arms Inn, cab proprietor and beer retailer, and now of 16, East Terrace, all in Cardiff, Glamorgan, out of business.
- Ann Windsor, the elder, of Church Street, Dudley, Worcester, out of business.
- Joseph Curtis Greenbury, of Swinefleet, near Goole, York, saddler and harness maker.
- George Everett, of Scaldwell, Northampton, late a butcher, afterwards a coal dealer, but now a groom.
- Edward Newbold, of Moira, Leicester, butcher, and dealer in hay.
- John Fox, of Alsager, Barthomly, Chester, retailer of beer, and butcher.
- John Gedling, of Workington, Cumberland, colliery agent.
- Edward Grainger, of Back Lane, Calverley, York, cloth manufacturer.
- Robert Henry Bell, (generally called or known and trading as Henry Bell,) of the Old Plough Inn, Bigmarket, Newcastle-upon-Tyne, innkeeper, and for sometime there trading in partnership with the late Charles Rudder, under the style or firm of Rudder & Bell, as gingerbeer and sodawater manufacturers, and before then of the Crown Inn, Union Lane, Gateshead, Durham, innkeeper.
- Alfred Sims, of Wantage, Berks, innkeeper and fruiterer.
- George Earl, formerly of Lower Heyford, innkeeper, and boot and shoe maker, and now of Gayton, both in Northampton, boot and shoe maker.
- William Allen, of Beeston, near Leeds, York, butcher.

## ARDROSSAN HARBOUR.

## Consolidation and Amendment of Acts—Construction of Docks and other Works.

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 amend the following local, personal, and private Acts—viz., the Act 45 George III., cap. 30, entitled “An Act for erecting and maintaining a harbour, docks, and other works at Ardrossan, in the county of Ayr;” the Act 5th Victoria, Session 2, cap. 62, entitled “An Act to amend an Act for erecting a Harbour at Ardrossan, in the county of Ayr, and to provide for the improvement of the said Harbour;” the Act 15th Victoria, cap. 78, entitled “An Act for the dissolution of the Glasgow, Kilmarnock, and Ardrossan Railway Company, and the abandonment of their Undertaking, and for other purposes;” and the Act 17 and 18 Victoria, cap. 28, entitled “An Act to provide for the winding-up of the Trust Affairs of the late Hugh Earl of Eglinton, and to amend the Acts relative to Ardrossan Harbour, in the county of Ayr, and for other purposes;” or to repeal the said Acts in whole or in part, and to consolidate and re-enact the provisions thereof, or some of them, with such new and additional provisions as may be necessary or expedient: By which Bill it is intended to take the powers and provide for the purposes hereinafter specified, or some of them:—

To vest in the Right Honourable Archibald William Montgomerie, Earl of Eglinton and Winton, heir of entail in possession of the entailed estates of Eglinton, Ardrossan, and others, situate in the counties of Ayr, Lanark, Renfrew, and Bute, and owner of the said Harbour of Ardrossan, and the heirs of entail entitled to succeed to the said estates, the said Harbour of Ardrossan, and the whole Undertaking, works, lands, property, funds, estate, rights, powers, privileges, and authorities connected therewith, conferred by, or held under, the said Acts, or any of them, or to be acquired or constructed under the said Bill; and to confer on and vest in him and them all such powers, authorities, rights, and privileges as may be necessary or expedient for the management, maintenance, and improvement of the said harbour, and for executing and completing the docks, basins, quays, wharfs, and other works, authorised by the said Acts, or any of them, for forming and laying down tramways or rails on the said docks and quays, for erecting sheds and warehouses, and otherwise increasing and improving the accommodation for vessels and goods at the said harbour and docks, and for carrying into execution the purposes of the said Acts and the said Bill.

To authorise the said Archibald William Montgomerie, Earl of Eglinton and Winton, and the heirs of entail entitled to succeed to the said estates, to make and maintain the several works hereinafter described, or some of them: First, a wet dock, situate at or near the south-west corner of the existing wet dock in the said harbour, and extending in a south-easterly direction along the shore adjacent thereto; and to be connected with the said existing wet dock: Second, a breakwater, or sea wall, commencing at or near the pilot-house in the said harbour, and extending seawards in a south-easterly direction to a point at or near the rock called the Campbell Rock: Third, a wet dock, situate at or near or in the existing Inner Harbour, and to occupy the whole or part of the area thereof: Fourth, a breakwater or sea wall, commencing at or near the dwelling-houses or cottages at Burnfoot, and extending seawards in a southerly direc-

tion to a point at or near the rock called the Grinan Rock; and to make and maintain all embankments, quays, jetties, wharfs, roads, slips, and landing places in connection with the said intended docks and breakwaters, which may be necessary or expedient; all which intended works will be situate in the parish of Ardrossan and county of Ayr.

To define and fix, and to extend the limits of the said harbour; to continue or to alter the several existing rates, duties, and dues leviable under the said Acts or any of them; or to repeal the same, and to take power to levy new and additional rates, duties, and dues at and in the said harbour and docks, and for and in respect of ships and vessels entering within the limits of the said harbour, or entering and using the said harbour or the docks, quays, piers, wharfs, or other works constructed or to be constructed in or in connection with the said harbour, and for and in respect of all animals, goods, articles, and things landed at or shipped in or from the said harbour or docks, quays, piers, or wharfs, and for the use of the rails, slips, sheds, warehouses, cranes, weighing machines, or other works or conveniences connected therewith; and to confer, vary, or extinguish exemptions from payment of such existing or new rates, duties, and dues.

To provide for borrowing money to defray the expense of the said intended works and improvements, and for the general purposes of the said harbour and Undertaking, on bond or on mortgage or rent-charge, and on the security of the said harbour and Undertaking, and lands and property connected therewith, and of the rates, duties, and dues leviable under the said Acts or some of them, or the said Bill, or on the security of the said entailed estates, or part thereof; and to charge and burden the said entailed estates or any part thereof with the whole or part of the money borrowed, or to be borrowed, under the authority of the said Acts, or of the said Bill, for the improvement and extension of the said harbour and docks and works connected therewith.

To authorise the said Earl of Eglinton and Winton, and the heirs of entail entitled to succeed to the said entailed estates, to grant feus or long leases of such parts thereof, for such purposes, on such terms and conditions, and for such feu-duties, rents, or other consideration as he or they may think fit, or as may be specified in the said Bill.

To regulate the police, lighting, watching, and cleansing of the said harbour and the streets, houses, and property within the limits thereof; to confer on and vest in the said Earl of Eglinton and Winton, and the heirs of entail entitled to succeed to the said estates, all powers, authorities, rights, and privileges necessary for these purposes, and to repeal all powers and provisions of the Act 9 and 10 Victoria, cap. 186, entitled “An Act for erecting the town or village of Ardrossan, and places adjacent, in the county of Ayr, into a burgh of barony, for paving, lighting, and cleansing the same, for establishing a police therein, and for other purposes relating thereto,” with respect to the police, lighting, watching, or cleansing of the said harbour, or the streets, houses, and property within the limits thereof, or with respect to the levying of any rates or assessments for these several purposes, or any of the other purposes of the said Act; and to provide that the said harbour and the streets, houses, and property within the limits thereof shall be exempted from and shall not be liable to the payment of any rates or assessments leviable under the said last-mentioned Act.

To amend or repeal the said last-mentioned Act so far as may be necessary for carrying into execution the several purposes of the said Acts and the

said Bill; and to vary or extinguish all powers, authorities, rights, and privileges which would interfere with or prevent the execution of the said several purposes, and to confer all such powers, rights, and privileges as may be necessary or expedient for carrying the same into effect.

Plans and sections describing the lines, situation, and levels of the said several intended works to be authorised by the said Bill, and the lands and houses in or through which the same are to be made and maintained, or which may be required to be taken for the purposes of the said works, with a book of reference to the said plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands and houses, and a copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November 1863, be deposited in the offices at Ayr and Kilmarnock of the principal Sheriff-Clerk of the county of Ayr, and with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of the said parish of Ardrossan, at his residence.

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, 1863.

Dated this 10th day of November, 1863.

HUNTER, BLAIR, & COWAN, W.S.,  
Edinburgh.

LOCH & MACLAURIN,  
8 Great George Street, Westminster.

#### ABERDEEN WATER AND POLICE.

Diversion and Relinquishment of Portions of Works; Alteration of Intake of Water from the River Dee; Extension of Time for Purchase of Lands and Completion of Works; and Amendment of Act.

NOTICE is hereby given that Application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for the purposes hereinafter specified or some of them; that is to say,

To empower the Commissioners appointed and acting under "The Aberdeen Police and Water-works Act, 1862," to make and maintain the following works, or some of them,

First, An intake or inlet tank on the north or left bank of the River Dee, at a point four hundred and twenty yards or thereby westward of the dwelling house called Cairnton Cottage, occupied by Newell Burnett, Esquire; which intake or inlet tank will be situate in the parishes of Banchory-Ternan and Strachan, or one of them, and county of Kincardine.

Second, An aqueduct or conduit, or diversion of the aqueduct or conduit authorised by the said Act, commencing at the intake or inlet tank on the north or left bank of the River Dee at the point above described, and terminating by a junction with the aqueduct or conduit authorised by the said Act, at a point on the line of the said authorised aqueduct or conduit, one hundred and ten yards or thereby westward of the nineteenth mile stone on the turnpike road from Aberdeen to Aboyne; which new or diverted aqueduct or conduit to be authorised by the said Bill will be situate in the said parish of Banchory-Ternan and county of Kincardine.

Third, A diversion of the aqueduct or conduit authorised by the said Act, commencing at or near a point on the line of the said authorised aqueduct or conduit two hundred yards or thereby north of the junction of the public road leading to North

Leys with the said turnpike road, and at or near the west boundary of the field adjoining the said public road to North Leys, on the farm of Woodend, occupied by David Wood, marked 152 on the Parliamentary plans referred to in the said Act, and terminating at or near a point on the line of the said authorised aqueduct or conduit, six hundred and ten yards or thereby south-westward of the bridge over the burn of Crathes on the public road leading northwards past Baldarroch from the said turnpike road, and two hundred yards or thereby eastward of a cattle shed on the home farm of Crathes, and in or near the field on the said home farm, marked 223 on the said plans; which diversion will be situate in the said parish of Banchory-Ternan and county of Kincardine.

To empower the said Commissioners to take from the said river Dee at or near the point first above described on the north or left bank thereof, by means of the said intended intake or inlet tank, and the aqueducts or conduits and other works to be constructed under the authority of the said Act and the said Bill, and for the purposes specified in the said Act, the quantity of water which the said Commissioners are empowered by the said Act to take from the said river by means of the water works thereby authorised.

To make and maintain all necessary drains and overflow channels from the said new or diverted aqueducts or conduits to be authorised by the said Bill, into the streams across or near to which the same are to be constructed; and to make and maintain all such embankments, dams, weirs, channels, sluices, catch-water drains, pipes, cuts, tunnels, roads of access, diversions of streams and roads, and other works and conveniences in connection with the said intake or inlet tank, and new or diverted aqueducts or conduits, as may be necessary for impounding and taking off the water from the said river Dee for the purposes aforesaid, and for the execution of the objects of the said Act and the said Bill, or any of them, and the works thereby authorised; to deviate in the construction of the said several works above described from the lines and levels delineated on the plans and sections to be deposited as after-mentioned, to the extent defined on the said last-mentioned plans, or specified in the said Bill, and to carry the said new or diverted aqueducts or conduits and other works, or some parts thereof, through, over, under, along, or across any turnpike road, public highway or other road, canal, railway, tramway, bridge, stream, watercourse, or place, in any of the parishes above mentioned, and for that purpose, temporarily or permanently, to stop up and divert the same.

To authorise the said Commissioners to relinquish the construction of the intake tank or sluice and reservoir and portion of the aqueduct or conduit, authorised by the said Act to be constructed at and between the point on the north or left bank of the said river Dee, one hundred and seventy-five yards or thereby south of the gamekeeper's lodge at Cairnton, and marked A. on the said Parliamentary plans referred to in the said Act, and the said point of junction of the new or diverted aqueduct or conduit second above described with the line of the said authorised aqueduct or conduit; and also to relinquish the construction of the portion of the aqueduct or conduit authorised by the said Act to be constructed between the commencement and termination of the diverted aqueduct or conduit third above described; which works to be relinquished were to be situated in the said parishes of Banchory-Ternan and Strachan, or one of them.

To take and use compulsorily, or by agreement, all lands, houses, streams, water, and other property

which may be necessary for the construction and use of the said intake or inlet tank and new or diverted aqueducts or conduits, and other works to be authorised by the said Bill, and for the other purposes of the said Act and the said Bill, or any of them; to vary or extinguish all rights and privileges connected with the lands, houses, streams, water, and other property to be taken or used as aforesaid, and all other rights or privileges which would interfere with or prevent the execution, maintenance or use of the said intended works or the supply of water authorised by the said Act, or the execution of the provisions or purposes of the said Act and the said Bill, and to confer all such powers, rights, and privileges as may be necessary for carrying the same into effect.

To authorise the said Commissioners to apply the moneys authorised by the said Act to be raised, levied, or borrowed for the purposes of the waterworks thereby authorised, in defraying the expense of the said intended works.

To extend the time granted by the said Act for the compulsory purchase of lands for the purposes of the waterworks thereby authorised to be constructed, and for the completion of the said waterworks.

To amend or repeal the said Act so far as may be necessary for the purposes above specified, and so far as relates to the matters and purposes of police, watching, lighting, sewerage, and cleansing, and the recovery and application of penalties, and the prosecution and punishment of offences under the said Act.

Plans and sections and duplicates thereof, describing the lines, situations and levels of the several intended works to be authorised by the said Bill, and the lands, houses and other property in or through which the same are to be made and maintained, or which may be required to be taken for the purposes of the said works, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands, houses, and other property, and a copy of this Notice as published in the *Edinburgh Gazette*, will be deposited, on or before the thirtieth day of November, 1863, in the office at Stonehaven of the Principal Sheriff-Clerk of the County of Kincardine; and a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes before specified, and 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.

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 1863.

Dated this 9th day of November, 1863.

MILNE & WALKER,  
Advocates, Aberdeen.

LOCH & MACLAURIN,  
8 Great George Street, Westminster.

EDINBURGH AND GLASGOW AND ALVA RAILWAY COMPANIES.

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 for the following purposes, or some of them, that is to say:—

To authorise the Alva Railway Company to sell and transfer the Alva Railway, and their whole Under-

taking, works, plant, lands, leases, property, and effects to the Edinburgh and Glasgow Railway Company, and to authorise the Edinburgh and Glasgow Railway Company to purchase and take the transfer of the said railway and Undertaking, works, plant, lands, leases, property, and effects, for such price or consideration, and on such terms, and conditions as have been or may be agreed on, or as may be fixed and provided by the said Bill; or to amalgamate the Undertaking of the Alva Railway Company with the Undertaking of the Edinburgh and Glasgow Railway Company, in such manner and on such terms and conditions as have been or may be agreed on, or as may be fixed and provided by the said Bill.

To transfer to the Edinburgh and Glasgow Railway Company all or some of the rights, powers, privileges, authorities, contracts, liabilities, and obligations which, at the time of effecting such sale or amalgamation, may be vested in, or held or enjoyed by the Alva Railway Company, in reference to their Undertaking, or to which they may be subject or liable, under and in virtue of the Acts relating thereto, or otherwise.

To authorise the Edinburgh and Glasgow Railway Company to provide for the payment of the said price or consideration, and to create or issue ordinary shares or stock in their Undertaking, and to appropriate and assign such shares or stock to and among the holders of shares or stock of the Alva Railway Company, in such manner and in such proportions as have been or may be agreed on, or as may be provided by the said Bill.

To provide for the dissolution of the Alva Railway Company, the payment and fulfilment of their bonds, mortgages, and debentures, and other debts, liabilities, and obligations, and for the cancelling or otherwise disposing of any forfeited or unissued shares or stock of the Alva Railway Company, and the winding up of their affairs and division of their unappropriated funds among the holders of shares or stock of the said Company.

To confirm and give effect to any agreement made between or on behalf of the Alva Railway Company and the Edinburgh and Glasgow Railway Company with reference to all or any of the matters aforesaid, and to authorise the Alva Railway Company and the Edinburgh and Glasgow Railway Company to make and carry into effect all such other agreements as they may think fit in reference thereto.

To amend or repeal "The Alva Railway Act, 1861," and the following Acts relating to the Edinburgh and Glasgow Railway Company, or some of them—viz. (local and personal):—9 and 10 Vict., caps. 81 and 332; 10 and 11 Vict., caps. 83 and 246; 11 and 12 Vict., caps. 116 and 160; 12 and 13 Vict., cap. 39; 15 Vict., cap. 109; 16 and 17 Vict., cap. 151; 18 and 19 Vict., caps. 158 and 190; 21 and 22 Vict., cap. 64; 24 and 25 Vict., caps. 84, 198 and 248; 25 and 26 Vict., caps. 135 and 138; and 26 and 27 Vict., cap. 237.

To authorise the Edinburgh and Glasgow Railway Company to levy the existing tolls, rates, and duties on and for the use of the said Alva Railway, authorised to be levied by "The Alva Railway Act, 1861," or to alter such existing tolls, rates, and duties, or to repeal the same, and to levy new or additional tolls, rates, and duties on and for the use of the said Alva Railway and works connected therewith, and to confer, vary, or extinguish exemptions from the payment of such several tolls, rates, and duties.

To vary or extinguish all rights and privileges of the holders of shares or stock in either of the said two Companies, and all other rights and privileges,

which would interfere with or prevent the execution of the several objects and purposes of the said Bill, and to confer all such 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 twenty-third day of December, 1863.

HILL & ROBERTSON, W.S.,  
Edinburgh.

LOCH & MACLAURIN,  
8 Great George Street, Westminster.

Glasgow, 9th November 1863.

### ABERBROTHWICK HARBOUR.

Reduction of Interest on Existing Debt; Alteration of Rates; Additional Borrowing and other Powers; Alteration of Constitution of Trust; Arrangements with Police Commissioners of Aberbrothwick; and Amendment of Act.

**N**OTICE is hereby given that Application is intended to be made to Parliament in next Session for leave to bring in a Bill to amend, extend, or repeal some of the powers and provisions of an Act passed in the second year of the reign of Her present Majesty, chapter sixteen, entitled "An Act for Extending, Improving, Regulating, and Managing the Harbour of the Royal Burgh of Aberbrothwick, in the County of Forfar."

And it is intended by the said Bill to reduce or to provide for the reduction of the rate of interest already due, and which may become due, in respect of the existing debt affecting the said Harbour of Aberbrothwick, for such period as shall be provided by the said Bill.

And it is intended by the said Bill to alter and increase the existing rates, dues and duties authorised by the said Act, or some of them; to enable the trustees of the said harbour to levy other rates, dues and duties; and to confer, vary and extinguish exemptions from the payment of such several rates, dues and duties.

And it is intended by the said Bill to authorise the said trustees to raise for the purposes of the said Act, and the general purposes of the harbour trust, a farther sum or sums of money on the credit of the said harbour and works, property and revenues thereof, and of the rates, dues and duties authorised by the said Act to be levied, or which may be levied, by the said trustees under the powers of the said Bill or otherwise.

And it is intended by the said Bill to provide for certain alterations with respect to the constitution and appointment of the said board of trustees and the persons who are to be members thereof, the election and rotation of those members of the said board of trustees who, by the said Act, are appointed to be elected by the parliamentary electors of the burgh of Aberbrothwick, the calling of meetings of the said board of trustees, and the publication of the rates, dues and duties leviable by them; to confer further powers on the said trustees with respect to the removal of obstructions from the quays of the said harbour, the appointment of meters, weighers and porters, and otherwise; and to enable the said trustees and the commissioners of police of the said burgh to arrange and enter into agreements with each other as to the protection of the said harbour, and of the vessels and goods thereat, by the police force under the charge of the said commissioners, and other matters; and as to a contribution by the

said trustees to the funds of the said commissioners in respect thereof.

And it is intended by the said Bill to confer on the said trustees such further powers as may be necessary for the purposes aforesaid, and for the proper and better management, regulation and control of the said harbour and works connected therewith; to vary and extinguish all such rights and privileges as may be inconsistent with the purposes aforesaid, or any of them; and to confer other rights and privileges.

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-third day of December next.

J. & W. MACDONALD,  
Aberbrothwick.

GRAHAMES & WARDLAW,  
30 Great George Street, Westminster.

Dated this 12th day of November 1863.

IN PARLIAMENT.—SESSION 1864.

### PORTPATRICK RAILWAY COMPANY (No. 1)

(Capital; Amendment of Line; Powers of Working, &c. to certain Companies; Powers over Castle Douglas and Dumfries, and portion of Glasgow and South Western Railways).

**T**HE Portpatrick Railway Company (who are hereinafter referred to as the Company) intend to apply to Parliament in the next Session thereof for leave to bring in a Bill for the following or some of the following among other purposes:

1. To amend "The Portpatrick Railway Act, 1857."
2. To raise additional capital by shares and by borrowing, and to attach to the capital so to be raised such preference or priority of interest or dividend and such other advantages as the Bill shall define:
3. To authorise the alteration of the levels of the Portpatrick Railway shown on the sections thereof deposited in the year one thousand eight hundred and fifty-six, between the fields numbered 152 and 215 in the parish of Inch, in the county of Wigtown, on the plans deposited with the sheriff-clerk of the said county with relation to "The Portpatrick Railway Act, 1857."
4. To authorise the diversion of the line of the Stranraer Branch of the Portpatrick Railway shown on the said deposited plans between a point about one hundred and seventy yards seawards from the turnpike road numbered on the said plans 238 in the said parish of Inch, and the end of the embankment on which part of the said Branch is constructed; and to abandon all powers with respect to so much of the Railway and works as the said deviation shall render unnecessary:
5. To enable the Company on the one hand, and the Caledonian, the London and North Western, and the Lancaster and Carlisle Railway Companies, or any or either of them on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the undertaking of the Company, or of any part or parts thereof; the supply of rolling stock and machinery and of officers and servants for the conduct of the traffic of the said undertaking; the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising

from that traffic; and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid; and for this purpose the Bill will extend the statutory powers of the Caledonian Railway Company, the London and North Western Railway Company, and the Lancaster and Carlisle Railway Company:

6. To enable the Company, and all Companies and persons lawfully using the Railways of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or be settled by arbitration, or defined by the Bill, all or any part of the respective Railways and undertakings hereinafter mentioned, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively (that is to say): the Castle Douglas and Dumfries Railway, and so much of the Glasgow and South Western Railways as extends from the southerly terminus of the Castle Douglas and Dumfries Railway, at or near Dumfries, to the Dumfries Station of the Glasgow and South Western Railway:

7. To require the Companies or persons owning or working the said Railways or undertakings respectively to receive, book through, forward, accommodate, and deliver, on and from the same, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill, and, if need be, to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges:

8. The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and will authorise the Company to purchase lands, houses, and other property by compulsion, and to levy tolls, rates, and duties; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Railway Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the Castle Douglas and Dumfries Railway Company: namely, 19 and 20 Vict. cap. 114, and the 22d and 23d Vict. cap. 29; and also of the following Acts relating to the Glasgow and South Western Railway Company: namely, 1 Vict. cap. 117; 3 Vict. cap. 53; 5 Vict. Sess. 2, cap. 29; 8 and 9 Vict. cap. 95; 9 Vict. cap. 60; "The Glasgow and South Western Railway Consolidation Act, 1855," and the several other Acts relating to the Glasgow and South Western Railway Company and their undertaking passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 22d, the 22d and 23d, the 23d and 24th, the 24th and 25th, the 25th and 26th, and the 26th and 27th years of the reign of Her present Majesty:

Duplicate plans and sections, describing the lines, situation, and levels of the alteration of levels and deviation, and the lands, houses, and other property in or through which they are made, together with a book of reference to such plans, containing the names of the owners and lessees or reputed owners and lessees, and of the occupiers of

such lands, houses, and other property, also a published map with the deviation delineated thereon so as to show its general course and direction, and a copy of this Notice will, on or before the thirtieth day of November instant, be deposited for public inspection with the principal sheriff clerk for the county of Wigtown, at his office at Wigtown, and with the schoolmaster, or, if there be no schoolmaster, with the session clerk of the parish of Inch, at the residence of such schoolmaster or session clerk:

Printed copies of the proposed 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 ninth day of November, 1863.

ALEXANDER INGRAM, Stranraer;  
SWIFT AND BLENKINSOP,  
Great George Street, Westminster,  
Solicitors for the Bill.

IN PARLIAMENT.—SESSION 1864.

PORTPATRICK RAILWAY COMPANY  
(No. 2)

(Steamboats.—Powers of Subscription to certain Companies).

IT is intended to apply to Parliament in the next Session thereof for leave to bring in a Bill to enable the Portpatrick Railway Company, separately or conjointly with certain other Companies hereinafter named, or with any of those Companies, to purchase, or hire and maintain, and use Steam Vessels for the purposes of traffic between the Ports of Stranraer and Portpatrick respectively on the one hand, and the Ports of Donaghadee, Belfast, Larne, and Londonderry respectively, and such other Ports on the North-East Coast of Ireland as the Bill shall define on the other hand:

The Bill will authorise the following Companies, or any of them, to contribute funds for this purpose, or to guarantee interest or dividends upon any capital which the Portpatrick Railway Company may raise for the same purpose; or to secure to the said Company other advantages or aid for the establishment, maintenance, and use of such Steamboats; and it will also authorise the same Companies, or any of them, to contract with the Portpatrick Railway Company with respect to any of the purposes aforesaid, and with respect to the conveyance of traffic by the said Steamboats coming from or destined for the undertakings of the contracting parties; namely, "The Belfast and County Down," "The Belfast and Northern Counties of Ireland," "The Carrickfergus and Larne," "The Castledouglas and Dumfries," "The Glasgow and South Western," "The Dumfries, Lochmaben, and Lockerbie," "The North British," "The Caledonian," "The Lancaster and Carlisle," "The North Eastern," "The London and North Western," "The Great Northern," and "The Midland Railway Companies;" and the Bill will extend the statutory powers of those Companies; and, if need be, will so amend their Acts as to confer on them the necessary powers:

The Bill will amend and enlarge the powers and provisions of "The Portpatrick Railway Act, 1857."

Printed copies of the proposed 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 30th day of October, 1863.

ALEXANDER INGRAM,  
Stranraer,  
SWIFT & BLENKINSOP,  
Great George Street,  
Westminster, } Solicitors  
for the  
Bill.

## HAILES ESTATE.

Arrangement of Claims with reference to The  
Edinburgh and Glasgow Union Canal.

NOTICE is hereby given that Application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill to provide for the arrangement and settlement of the Claims of Sir William Henry Gibson Carmichael of Skirling, Baronet, Heir of Entail in possession of the Lands and Estate of Hailes, in the parish of Colinton and county of Edinburgh, and the other Heirs of Entail entitled to succeed to the said Lands and Estate, or the heirs or representatives of any Heir of Entail who was in possession of the said Lands and Estate, upon and against the Edinburgh and Glasgow Union Canal Company, or the Edinburgh and Glasgow Railway Company as owners of the Edinburgh and Glasgow Union Canal, under an agreement entered into between the deceased Sir Thomas Gibson Carmichael of Skirling, Baronet, then proprietor of the said Lands and Estate, on the one part, and General William Maxwell of Bellamount, Robert Downie, Esquire of Appin, George Moncrieff, Esquire, Merchant in Edinburgh, Alexander Munro, Esquire, late of Livingstone, and Robert Grahame, Esquire of Whitehill, the Committee of Management appointed by the Subscribers to the then proposed Edinburgh and Glasgow Union Canal, on the other part, dated the 16th and 17th days of April and 19th day of May 1817, and recorded in the Books of Council and Session at Edinburgh the 30th day of September 1825, and another agreement entered into between the said Sir Thomas Gibson Carmichael, on the one part, and the said Canal Company, on the other part, dated the 28th day of February and 3d day of March 1818, and recorded in the said Books of Council and Session the 20th day of March 1818, and all claims, present, future, or contingent, for compensation or damages, or otherwise, which have been, are, or might be made by the said Sir William Henry Gibson Carmichael, or the other Heirs of Entail, or heirs or representatives of Heirs of Entail aforesaid, upon or against the said Canal Company, or the said Railway Company, or any other Company or Person, for or in respect of the construction of the said Canal in and through the said Lands and Estate, or in respect of the rock or stone in the said Lands and Estate to which a face has been wrought up, or of the rock or stone therein to which a face has not yet been wrought up; to provide, in such manner as may be agreed on or specified in the said Bill, for ascertaining and fixing the amount or amounts of such compensation or damages, and for applying the stock of the said Railway Company retained by them under the provisions of "The Edinburgh and Glasgow Railway and Edinburgh and Glasgow Union Canal Amalgamation Act, 1849" (12 & 13 Vict., cap. 39), and the dividends which have accrued or may accrue thereon, or part of such stock and dividends, in or towards the payment or consignation of such compensation or damages, and for investing and applying the money so to be paid or consigned in the redemption or discharge of taxes, debts, or incumbrances affecting the said Lands and Estate, or in the purchase of other Lands to be entailed, or otherwise paying or applying such money to or for behoof of the said Sir William Henry Gibson Carmichael, or the other Heirs of Entail, or heirs or representatives of Heirs of Entail aforesaid,

or other parties entitled thereto, and for the final discharge of all such claims, present, future, or contingent, as before mentioned; and, so far as may be necessary for these purposes, to amend or repeal the following Acts relating to the said Canal and Railway Companies, or either of them, or some of such Acts—viz. (local and personal), 57 Geo. III., cap. 56; 59 Geo. III., cap. 29; 1 and 2 Geo. IV., cap. 122; 4 Geo. IV., cap. 18; 7 Geo. IV., cap. 45; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 8 and 9 Vict., cap. 148; and 12 and 13 Vict., cap. 39; to vary or extinguish all rights and privileges which would in any manner interfere with or prevent the execution of the purposes of the said Acts, or any of them, or of the said Bill, and to confer all such powers, rights, and privileges as may be necessary for carrying the same into effect.

Dated this 10th day of November 1863.

A. G., R., & W. ELLIS, W.S.,  
Edinburgh.

LOCH & MACLAURIN,  
8 Great George Street, Westminster,  
Parliamentary Agents.

DUMFRIESHIRE AND CUMBERLAND  
(SOLWAY) JUNCTION RAILWAY.

(Incorporation of Company: Construction of Railways in Counties of Dumfries and Cumberland: Running Powers over portions of the Caledonian, Glasgow and South-Western, Port-Carlisle, Carlisle and Silloth Bay, and Maryport and Carlisle Railways: Working, Traffic, and Facility Arrangements with the Caledonian, North British, and other Railway Companies: Arrangement with the Burgh of Annan: Amendment of Acts: and other purposes.)

NOTICE is hereby given that Application is intended to be made to Parliament in the ensuing Session for an Act to incorporate a Company (herein called "the Company"), and to authorise such Company to make and maintain the railways hereinafter mentioned, or some or one of them, with all necessary works, stations, bridges, approaches, and conveniences connected therewith, that is to say:—

1. A railway, (hereinafter called Railway No. 1,) commencing in the parish of Middlebie, in the county of Dumfries, by a junction with the Caledonian Railway at a point thereon near to and to the north of the Kirtlebridge station of the Caledonian Railway, and about 110 yards south of the bridge called the Galls Bridge, by which the Glasgow and Carlisle and Annan and Langholm roads are carried over the said railway; which intended railway will be carried across the Solway Frith, and will terminate in the township of Aspatria with Brayton, in the parish of Aspatria, in the county of Cumberland, by a junction with the Maryport and Carlisle Railway at or near the mile-post thereon which indicates ten miles from Maryport; and which intended railway and works will be situate in, and will pass from, in, through, or into the several parishes, townships, chapelrys,



royal burgh, extra-parochial and other places following, or some of them, that is to say, Middlebie, Hoddon, parish and royal burgh of Annan, in the county of Dumfries, the shore and bed of the Solway Frith, and Bowness, Anthorn, Bowness, Fingland, Kirkbride, Holme Cultram otherwise Abbey Holme, Holme East Waver, Kelswick otherwise Kelsick, Wheyrigg, Bromfield otherwise Broomfield, Dundraw, Bromfield otherwise Broomfield Crookdake and Scales, Blencogo, Langrigg with Mealrigg, Aspatria, and Aspatria with Brayton, in the county of Cumberland.

2. A railway, (hereinafter called Railway No. 2,) situate wholly in the parish and royal burgh of Annan and county of Dumfries, commencing by a junction with Railway No. 1, in the field, on the property of Shawhill, distinguished on the Ordnance Survey Plan of the parish of Annan by the Number 1933, which field is the property and in the occupation of William Johnston of Shawhill, and terminating by a junction with the Glasgow and South-Western Railway at a point thereon near the town of Annan, and distant about 110 yards to the east of the level crossing of the said railway commonly known as Hannah's level crossing, and about 100 yards southwards of Solway Cottage.

3. A railway, (hereinafter called Railway No. 3,) situate wholly in the parish and royal burgh of Annan, and county of Dumfries, commencing by a junction with Railway No. 1, in the field, on the property of Seafield, distinguished on the Ordnance Survey Plan of the parish of Annan by the Number 1971, which field is the property of the Reverend Walter Stevenson Halliday, and in the occupation of the representatives of the late William Irving, tenant in Seafield, and terminating at or near to the eastern jetty at Annan Water-foot, the property of the royal burgh of Annan, or of the Magistrates and Town Council of the said burgh.

4. A railway, (hereinafter called Railway No. 4,) situate wholly in the township and parish of Bowness, in the county of Cumberland, commencing by a junction with Railway No. 1, at a point at or near the northern boundary of a certain field known formerly as Grimeldales, and now commonly known as How Close, the property of William Hodgson, and in the occupation of the representatives of the late Thomas Simpson, and terminating by a junction with the Port-Carlisle Dock and Railway Main Line at or near to the station thereof at Port Carlisle.

5. A railway, (hereinafter called Railway No. 5,) commencing by a junction with Railway No. 1, in the township of Holme East Waver, and parish of Holme Cultram otherwise Abbey Holme, at a point in a certain field known as the Great Gribbs, otherwise the Far Gribbs, the property of John Stoddart, in the occupation of James Roe, and distinguished in the plans deposited with reference to the "Carlisle and Silloth Bay Railway and Dock Act 1855" as number 18 in the last-named parish and township, and terminating by a junction with the Carlisle and Silloth Bay Railway and Dock Line at or near the point at which the last-named railway crosses Monks' Dyke, being the boundary or near to the boundary between the parish of Holme Cultram otherwise Abbey Holme, and the parish of Kirkbride; and which intended railway is situate in, and will pass from, in, through, or into the parishes, townships, and places following, or some of them, that is to say, Holme East Waver, Holme Cultram otherwise Abbey Holme, and Kirkbride.

And in the said intended Act the following powers, or some of them, will be taken, that is to say:—

To form junctions and communications with the rails of the Caledonian Railway, the Glasgow and South-Western Railway, the Port-Carlisle Railway, the Carlisle and Silloth Bay Railway, (the two last mentioned Railways being now leased by the North British Railway Company), and the Maryport and Carlisle Railway respectively, and otherwise to interfere with those railways, and the lands and works thereof, and to regulate such junctions and the use thereof.

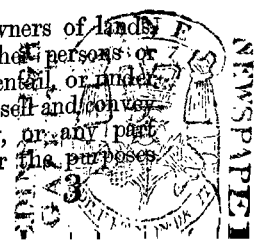
To use compulsorily or by agreement the stations, sidings, platforms, water, watering places, machinery, works, and conveniences of the respective Companies, owners or lessees of the five last mentioned railways, at Kirtlebridge, Annan, Port-Carlisle, Kirkbride, Abbey, and Brayton, and to run over, use, or work with the engines and carriages of the Company, and for all purposes the railways of the same respective Companies, between the same respective stations and the junctions of the intended respective railways with the railways of the same Companies respectively, and that upon payment of such tolls, rates, and charges as shall in case of disagreement, be settled by arbitration or otherwise or as may be fixed and determined in and by the said intended Act: and it is intended to alter, reduce, and vary the tolls, rates, and charges authorised to be levied by the respective Companies owners or lessees as aforesaid.

To make deviations from the lines and levels of the said proposed railways and works to the extent and within the limits defined upon the plans hereinafter mentioned, or in manner to be provided for in the said intended Act; and to stop up, cross, divert or alter either temporarily or permanently, any turnpike or other roads, streets, highways, bridges, footpaths, ways and rights of way, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, sewers, drains, and water-courses, so far as may be necessary for the purposes of the said intended railways and works, or other purposes of the proposed Act.

To purchase, by compulsion or otherwise, lands, houses, and other property required for the purposes of the said intended railways and works or any of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, and other property, or which would in any manner interfere with the construction, maintenance, and use of the said proposed railways and works or any of them, and to confer other rights and privileges in relation thereto.

To authorise the making and carrying into effect of arrangements between the Magistrates and Town Council of the royal burgh of Annan and the Company with respect to any customs or duties claimed to be payable to the said Magistrates and Town Council in respect of the traffic passing through the said burgh, and which has been or is to be conveyed on the said intended railways and works or any of them, and for the lease of such customs and duties to the Company, or for the composition of the same for a fixed or annual sum, and to empower the Company, in terms of any such agreement, to levy and recover the said customs and duties.

To authorise and empower all owners of lands, houses, and other property, whether persons or corporations, or holding under any entail, or under any legal disability or incapacity to sell and convey such lands, houses, and property, or any part thereof, which may be necessary for the purposes



aforsaid, to the Company for such price, annual feu-duty, rent-charge, or other consideration as may be agreed on, and to provide that such feu-duty or rent-charge shall form a preferable lien and burden on the revenue and property of the Company.

To enable the Company on the one hand, and the Caledonian Railway Company, the Glasgow & South-Western Railway Company, the Port-Carlisle Dock and Railway Company, the Carlisle and Silloth Bay Railway and Dock Company, the Maryport and Carlisle Railway Company, and the North British Railway Company, or either of them, on the other hand, to enter into and carry into effect contracts and agreements with respect to the maintenance, use, and working of the said intended railways and works or any of them, and for the conduct, regulation, interchange, and management of the traffic upon or over the said intended railways or any part thereof; and also for affording facilities for the transmission of traffic passing to or from any railway of the Company from or to any railway of the said other Companies or any of them, and for the fixing, levying, dividing, and apportioning of tolls, rates, and duties arising from such traffic, and, if necessary or expedient, to provide for the appointment of a joint committee for the purposes aforesaid, and to confer upon such committee such powers as may be necessary or expedient.

To require and authorise the Caledonian Railway Company, the Glasgow and South-Western Railway Company, the Port-Carlisle Dock and Railway Company, the Carlisle and Silloth Bay Railway and Dock Company, the Maryport and Carlisle Railway Company, and the North British Railway Company to grant all proper and reasonable facilities for the transmission of and to transmit upon and along their railways, or any part or parts thereof, all traffic which, having passed over the said intended railways, or any part or parts thereof, may be tendered to them respectively for transmission along their own railways, or any part or parts thereof, or which may be tendered to them for transmission along their own railways, or any parts thereof, for the purpose of being afterwards conveyed on and along the said intended railways or any parts thereof, upon and subject to such rules and regulations, and upon payment of such tolls, rates, and charges as shall, in case of disagreement, be settled by arbitration or otherwise, or as may be fixed and determined in and by the said intended Act, and to enable the said Companies, or either of them, to enter into and carry into effect all contracts and agreements that may be necessary in reference to the several matters aforesaid.

To empower the Company to raise money by the creation and issue of shares, and by borrowing upon bond or mortgage; and to convey passengers, goods, and other traffic on the said intended railways, and the railways communicating therewith.

To levy tolls, rates, and charges, upon or in respect of the use of the said intended railways and works, and to grant exemptions from the payment of tolls, rates and charges.

To incorporate "The Companies Clauses Consolidation Act 1845," "The Lands Clauses Consolidation Act 1845," "The Railways Clauses Consolidation Act 1845," "The Companies Clauses Consolidation (Scotland) Act 1845," "The Lands Clauses Consolidation (Scotland) Act 1845," "The Railways Clauses Consolidation (Scotland) Act 1845," "The Lands Clauses Consolidation Acts Amendment Act 1860," "The Railways Clauses Act 1862," "The Companies Clauses Act 1863,"

and all other statutes and provisions bearing upon or expedient for the purposes of the said intended Act.

To repeal or amend some of the provisions of the several local and personal Acts of Parliament following, that is to say:—

The Caledonian Railway Act 1845, and the several other Acts relating to the Caledonian Railway Company, passed respectively in the 9th and 10th, the 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, and 26th and 27th years of the reign of her present Majesty, and any other Acts relating to the Caledonian Railway Company.

The Acts relating to the Glasgow and South-Western Railway Company, the 1 Vict., c. 117; 3 Vict., c. 53; 5 Vict., Sess. 2, c. 29; 8 and 9 Vict., c. 95; 9 Vict., c. 60; "The Glasgow and South-Western Railway Consolidation Act 1855;" and the several other Acts relating to the Glasgow and South-Western Railway Company and their undertaking passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, and the 26th and 27th years of the reign of her present Majesty, and any other Acts relating to the Glasgow and South-Western Railway Company.

The Acts relating to the North British Railway Company, 14th and 15th Vict., cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act, 16th and 17th Vict., cap. 152; 18th and 19th Vict., cap. 127; 19th and 20th Vict., cap. 98; 20th and 21st Vict., caps. 91, 124, and 129; 21st and 22nd Vict., caps. 65, 109, and 145; 22nd and 23rd Vict., caps. 14, 24, 83, and 96; 23rd and 24th Vict., caps. 140, 145, 159, and 195; 24th and 25th Vict., caps. 102, 114, 131, 177, 214, and 226; 25th and 26th Vict., caps. 47, 48, 49, 142, 181, and 189; and 26th and 27th Vict., caps. 194, 213, and 226, and any other Acts relating to the North British Railway Company.

The Acts relating to the Maryport and Carlisle Railway Company passed in the 1st, the 6th and 7th, the 7th, the 14th and 15th, the 18th and 19th, and the 25th and 26th years of the reign of her present Majesty, and all other Acts if any, relating to the Maryport and Carlisle Railway Company.

The Acts relating to the Carlisle and Silloth Bay Railway and Dock Company passed in the 16th and 17th, the 18th and 19th, the 23rd and 24th, and the 25th and 26th years of the reign of her present Majesty, and any other Acts relating to the Carlisle and Silloth Bay Railway and Dock Company.

The Acts relating to the Port-Carlisle Dock and Railway Company, passed in the 16th and 17th, and the 23rd and 24th years of the reign of her present Majesty, and any other Acts relating to the Port-Carlisle Dock and Railway Company.

And in so far as regards the Solway Frith, the Act 44 Geo. III., cap. 45, and all other Acts relating in any way to said Frith.

On or before the thirtieth day of November, one thousand eight hundred and sixty-three, duplicate plans and sections defining the lines, situations, and levels of the said intended railways and works, and the lands, houses, and other pro-

erty which may be required to be taken for the purposes thereof, together with a book of reference to such plans, and a published map with the line of the said intended railways delineated thereon, and also a copy of this Notice as published in the *London and Edinburgh Gazettes*, will be deposited for public inspection in the office at Carlisle of the Clerk of the Peace for the county of Cumberland, and in the office at Dumfries of the principal Sheriff-Clerk of the county of Dumfries; and on or before the 30th day of the said month of November a copy of so much of the said plans, sections, and book of reference as relates to each parish, township, extra-parochial place, and royal burgh in or through which the said intended railways and works are proposed to be made, together with a copy of this Notice published as aforesaid, will be deposited for public inspection as follows, that is to say, in respect to such of the said parishes as are situate in the county of Cumberland, with the Parish-Clerk of each such parish at his usual place of abode, and in the case of any extra-parochial place, with the Parish-Clerk of some parish adjoining thereto, at his usual place of abode; in respect to such of the said parishes as are situate in the county of Dumfries, with the Schoolmaster, if any, and if there be no Schoolmaster with the Session-Clerk, of each such parish, at the usual place of abode of such Schoolmaster or Session-Clerk; and in respect to the royal burgh of Annan, with the Town-Clerk thereof, at his usual place of residence.

On or before the twenty-third day of December, one thousand eight hundred and sixty-three, printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1863.

CHAS. TAHOURDIN, 1 Victoria Street, Westminster,	} Solicitors.
ALEX. DOWNIE, Town-Clerk, Annan,	
DODDS & GREIG, 18 Abingdon Street, Westminster, Parliamentary Agents.	

#### KIRKCUDBRIGHT STEWARTRY ROADS.

Maintenance of Roads and Bridges; Appointment of New Trustees; Abolition of existing Tolls and Assessments; Power to levy New Assessments on Lands and Heritages, and to Borrow Money; Arrangements with Burghs, and Dumfriesshire Road Trustees; Extinction of certain Debts; Repeal 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 effect the objects following, or some of them, that is to say:—

To maintain and keep in repair, and, if need be, to improve the several turnpike and other public roads, bridges, and highways, within the stewartry of Kirkcudbright, which have been made or maintained under the powers of the existing Act of Parliament relating thereto—3 and 4 Vic. (local), cap. 102; to make, maintain, and keep in repair such new roads, bridges, and highways within the said Stewartry, as may from time to time be deemed expedient or necessary; to terminate the Trust created by the said Act, and to vest the management and maintenance of the whole of the foresaid roads, bridges, and highways in a new body of trustees, qualified and elected, as shall be

provided by the said Bill, and to confer on them all necessary powers and authorities; to provide for the division of the said Stewartry into districts, for the purposes of the said Bill; to appoint trustees for such districts respectively; to authorise the appointment of clerks, treasurers, collectors, surveyors, auditors, and other officers, to regulate the meetings, actings, and proceedings of such trustees, and the duties and proceedings of such officers; to transfer to, and vest in, such trustees, all the roads, bridges, highways, tollhouses, gates, lands, buildings, works, rights, powers, interests, arrears of assessments, moneys, property, and effects, now vested in or belonging to the trustees under the said existing Act, or some of them; and to provide for the sale of such tollhouses and certain of such other property.

To repeal or alter all or some of the powers and provisions of the said Act, which authorise the levying of tolls, pontages, statute labour conversion money, and other assessments or payments for the purposes of the said roads, bridges, and highways, within the said Stewartry, and to abolish such tolls, pontages, statute labour conversion money, assessments, and payments, or some of them; to authorise the trustees to be appointed by the said Bill to continue to levy certain of the assessments authorised by the said Act, and to impose and levy new rates and assessments upon and from the proprietors and tenants and occupiers respectively of lands, houses, and other heritages within the said Stewartry, including the towns and burghs therein, or some of them, for the maintenance, repair, and improvement of the said existing roads, bridges, and highways, the payment of debts affecting the same, the rebuilding of bridges, the making of new roads and bridges, and the other purposes of the said Bill.

To vest in, or to enable the trustees, to be appointed by the said Bill, to transfer to the Town Council, Police Commissioners, or other local authority of any burgh within the said Stewartry, the management, maintenance, and repair of so much of the roads, bridges, and highways, within the said Stewartry as may be situate within the boundaries of such burgh; and to enable such Town Council, Police Commissioners, or other local authority, to apply their funds, or any assessments which they have power to levy, or to levy new assessments, on the proprietors and tenants and occupiers of lands, houses, and other heritages within such burgh, for the maintenance, repair, and improvement of the roads, bridges, and highways so to be placed under their management.

To confer, vary, and extinguish exemptions from the payment of the several rates and assessments to be authorised by the said Bill.

To provide for the extinction of part of the debts affecting the said roads, bridges, and highways, or some of them, and of the interest thereon, and for the payment and fulfilment of the other debts, contracts, and engagements incurred, made, or entered into by the trustees under the said existing Act, or affecting the said roads, bridges, and highways, or the tolls, pontages, and revenues thereof, and of the interest due on such debts.

To authorise the trustees to be appointed under the said Bill to borrow money for the purposes thereof on the security of the several rates and assessments intended to be thereby authorised or otherwise.

To authorise the trustees to be appointed under the said Bill, and the Dumfriesshire Road Trustees

acting under the Act 10 Geo. IV., (local), cap. 111, mutually to make and carry into effect such arrangements or agreements as they may deem expedient with reference to the maintenance and management of that portion of turnpike road under the charge of the last mentioned trustees which is situate within the Stewartry of Kirkcudbright, the expense of such maintenance and management, the abolition of tolls on the said portion of road, and the transfer thereof to the trustees to be appointed under the said Bill, or otherwise to carry into effect the objects above specified, as contemplated by the said intended arrangements or agreements, or some of them, by provisions to be inserted in the said Bill.

To vary or extinguish all rights of ferry possessed or claimed by the burgh of Kirkcudbright or any person or corporation, and generally all rights and privileges in any way interfering with the purposes of the said Bill, on such terms and conditions as shall be authorised thereby; and to confer all such powers, rights, and privileges as may be necessary and expedient for carrying the said purposes into effect.

To apply to the said roads, bridges, and highways certain of the provisions of the Public Act 1 and 2 William IV., chapter 43, and to provide that other provisions of that Act, and all or some of the provisions of the Public Act 8 and 9 Victoria, cap. 41, and of the other Public Acts relating to highways, shall not apply to the roads, bridges, and highways in the said Stewartry; as also to repeal or amend the said local Act 3 and 4 Victoria, chapter 102, and, so far as necessary, to amend the said local Act 10 George IV., chapter 111.

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, 1863.

Dated this ninth day of November, eighteen hundred and sixty-three.

D. H. GORDON, Kirkcudbright.  
MORRISONS & ANDERSON, Glasgow.  
GRAHAMES & WARDLAW, Westminster.

### GLASGOW AND PAISLEY JOINT LINE OF RAILWAY.

(Powers to the Glasgow and South-Western and the Caledonian Railway Companies to make Branches; to make a Deviation of the Glasgow, Paisley, and Ardrossan Canal; to Shut up a Level Crossing and Substitute a Bridge therefor; and to Acquire Additional Lands for a Depot or Station, all in connection with their Joint Line: Increase of Capital: Amendment of Acts.)

**N**OTICE is hereby given that it is intended to apply to Parliament, in the next Session, for leave to bring in a Bill to effect the objects following, or some of them, viz. :—

To enable the Glasgow and South-Western Railway Company and the Caledonian Railway Company, hereinafter called "The Companies," to make and maintain the following railways, and all proper works, stations, approaches, and conveniences connected therewith respectively, viz. :—

First. A Railway, to be called the Govan Branch, consisting of a principal branch, commencing by a junction with the existing line of railway between Glasgow and Paisley, belonging to the Companies jointly, and hereinafter called the Joint Line, at or near a point thirty yards, or thereabouts, to

the westward of the west end of the bridge, near Ibrox, by which the turnpike road between Glasgow and Paisley is carried over the Joint Line, and terminating in the village of Govan, on the south side of the turnpike road between Glasgow and Renfrew, nearly opposite to Hillock House; and of a subsidiary branch commencing by a junction with the Joint Line, at or near a point seven hundred yards, or thereabouts, to the westward of the west end of the foresaid bridge, and terminating by a junction with the intended principal branch above described at a point four hundred yards, or thereabouts, to the south-westward of the mansion-house of Moore Park; which proposed principal branch and subsidiary branch, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are wholly situate in the parish of Govan and county of Lanark.

Secondly. A Railway, to be called the Harbour Branch, consisting of a principal branch commencing by a junction with the Joint Line at or near a point one hundred and fifty yards, or thereabouts, eastward from the mile-post on that line, indicating  $1\frac{3}{4}$  miles from Glasgow, and terminating at the river Clyde, on or near the lands of Heathery Hall, near Clyde Villa; and of a subsidiary branch commencing by a junction with the joint line at or near a point forty yards, or thereabouts, westward from the mile-post on that line, indicating 2 miles from Glasgow, and terminating by a junction with the intended principal branch last above described, at or near where it is proposed to cross the turnpike road between Glasgow and Paisley, near Middleton Terrace; which proposed principal branch and subsidiary branch, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are, wholly situate in the parish of Govan and county of Lanark.

Thirdly. A Railway to be called the Goods Station Branch, commencing by a junction with the Joint Line, at or near the east end of the bridge over the Joint Line at Pollokshields Station, and terminating in the Eglinton Street Joint Goods Depot of the Companies, at or near a point forty yards, or thereabouts, to the eastward of the east end of the bridge, which carries the Joint Line over West Street of Tradeston, Glasgow; which proposed railway, and the works and conveniences connected therewith, and the lands, houses, and other property, which may be taken for the purposes thereof, will be, and are situate in the said parish of Govan, and in the counties of Renfrew and Lanark.

To enable the Companies to make, in relation to the proposed railway last above described, and relative works, a deviation of the Glasgow, Paisley, and Ardrossan Canal, with all proper works and conveniences connected therewith, such deviation commencing by a junction with the said canal, at or near a point one hundred and forty-five yards, or thereabouts, to the westward of the centre of the aqueduct which carries the said canal across West Street of Tradeston, Glasgow, and terminating by a junction with the said canal at or near a point seventy yards, or thereabouts, to the eastward of the centre of the said aqueduct; which proposed deviation of the said canal will be situate in the said parish of Govan, and in the counties of Renfrew and Lanark.

To enable the Companies to stop up the existing level crossing by which the parish road is carried

across the Joint Line at Moss Road Station, and to divert the said parish road so as to carry the same over the Joint Line by means of a bridge, and for that purpose to alter the line and levels of the said parish road from a point thereon about one hundred and forty yards southward from the said level crossing to a point on the said road about two hundred and fifty yards northward from the said level crossing; and to take and acquire additional lands and other property along the north side of the Joint Line near Moss Road Station, extending eastward from the said parish road for a distance of about four hundred yards, and northward from the Joint Line for a distance of about three hundred yards; and to construct a depot or station, with sidings and other works upon the additional lands and property so proposed to be acquired; which proposed bridge and road alteration, and the lands and other property proposed to be taken for the purposes thereof, and also the said additional lands and other property, with the depot or station, sidings, and works proposed to be made thereon, will be, and are, wholly situate in the parish of Govan and county of Lanark.

To provide that the said proposed railways, and the said lands to be acquired for Station purposes, shall belong to the Companies jointly, and be deemed to be part of the Joint Line, and be subject to the provisions of the Acts regulating the same.

To provide that the said proposed deviation of the said canal shall belong to the company of proprietors of the Glasgow, Paisley, and Ardrossan Canal, and be deemed part of such canal, and be subject to the provisions of the Acts regulating the same, and that the part of the said canal which may be rendered unnecessary by the said deviation shall be abandoned as a portion of the said canal, and shall belong to the Companies.

To enable the Companies to deviate in the construction of the foresaid proposed railways, canal deviation, and bridge and road alteration, from the lines and levels delineated on the plans and sections intended to be deposited as aforementioned, to such an extent as will be defined on the said plans, and provided by the said Bill; and also to cross, alter, stop up, and divert all such roads, streams, canals, railways, tramways, sewers, telegraphic apparatus, water and gas pipes, and other works, as it may be necessary or expedient to cross, alter, stop up, or divert, for making, maintaining, or using the several proposed railways, canal deviation, and bridge and road alteration hereinbefore set forth, or any of the works connected therewith.

To enable the Companies to purchase, compulsorily or by agreement, or to lease, or feu, or otherwise acquire all such lands, houses, and other property as may be required in and for the construction of the said proposed railways, canal deviation, bridge and road alteration, or any of the works and conveniences connected therewith, and also the additional lands and other property before mentioned, and to vary and extinguish all existing rights and privileges in any manner connected with such lands, houses, and other property, and all such other rights and privileges as it may be necessary or expedient to vary or extinguish in carrying into execution any of the purposes of the said Bill.

To enable the Companies to levy tolls, rates, and charges in respect of the said intended railways and the conveyance of traffic thereon, and to enable the Company of Proprietors of the Glasgow, Paisley, and Ardrossan Canal to levy

tolls, rates, and duties in respect of the proposed deviation of the said canal, and to confer certain exemptions from payment of such several tolls, rates, duties, and charges, and to confer other rights and privileges.

To enable the Companies respectively to raise by the issue of new shares, either ordinary, guaranteed, or preferential, and on mortgage or bond, such additional capital as may be necessary for the purposes hereinbefore mentioned, and to fund or issue debenture stock in lieu of the capital raised, or authorised to be raised, on mortgage or bond.

To ratify and confirm any agreement or agreements which have been made, or which may be made previously to the passing of the said Bill, between the Companies, or between them and the Company of Proprietors of the Glasgow, Paisley, and Ardrossan Canal, in reference to the Joint Line, or the stations thereof, or in reference to the said proposed railways and works, or any of them, and to enable the said several Companies to enter into agreements in reference to the said matters.

To amend or repeal, so far as necessary, the several local Acts following—that is to say, the Acts relating to the Joint Line, viz., 1 Vic., cc. 116 and 117; 3 Vic., c. 53; 3 and 4 Vic., c. 107; 5 Vic., (sess. 2) c. 29; 8 and 9 Vic., c. 95; 9 Vic., c. 60; 10 and 11 Vic., c. 169; and 11 and 12 Vic., c. 84; and also “The Caledonian Railway Act, 1845,” “The Glasgow and South-Western Railway Consolidation Act, 1855,” and the several other Acts relating to the Companies or to the Joint Line passed respectively in the 9th and 10th, the 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 19th and 20th, the 20th and 21st, the 21st, the 21st and 22d, the 22d and 23d, the 23d, the 23d and 24th, the 24th and 25th, the 25th and 26th, the 26th, and the 26th and 27th years of the reign of her present Majesty; and also the following Acts relating to the Glasgow, Paisley, and Ardrossan Canal, vizt., 46 Geo. III., c. 75; 7 and 8 Geo. IV., c. 87; and 3 and 4 Vic., c. 104.

And Notice is hereby further given, that duplicate plans and sections, describing the lines, situation, and levels of the said proposed railways, canal deviation, and bridge and road alteration, and the lands, houses, and other property which may be required to be taken for the purposes thereof, and also duplicate plans describing the lands and other property near Moss Road Station intended to be taken as aforesaid; 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 such lands, houses, and other property, and also published maps to a scale of not less than half an inch to a mile, with the lines of the said intended railways delineated thereon; and copies of this Notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November 1863, be deposited for public inspection in the office at Paisley of the Principal Sheriff-Clerk of the county of Renfrew, and in the office at Glasgow of the Principal Sheriff-Clerk of the county of Lanark; and that a copy of the said plans, sections, and books of reference, together with a like copy of this Notice, will, on or before the said 30th day of November, be deposited for public inspection with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of the parish of Govan, at the usual place of abode of such Schoolmaster or Session-Clerk.

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

Dated this 12th day of November, 1863.

MORRISONS & ANDERSON, Glasgow,  
Solicitors.

GRAHAMES & WARDLAW, Westminster  
Parliamentary Agents.

### NORTH BRITISH RAILWAY. (PERTH BRANCH.)

Railway from the North British (late Edinburgh, Perth, and Dundee) Railway to Perth General Station; Alteration and Enlargement of existing and authorised Lines; Increase of Capital; Abandonment of part of North British (late Edinburgh, Perth, and Dundee) Railway; Amendment of Acts.

NOTICE is hereby given that Application is intended to be made to Parliament in the next Session for an Act to authorise the North British Railway Company (hereinafter called the Company) to effect the following objects, or some of them (that is to say) to make and maintain a railway, with all proper stations, works, and conveniences connected therewith, to commence in the parish of Forteviot, and county of Perth, 100 yards or thereabouts north of the northernmost end of the bridge carrying the North British (late Edinburgh, Perth, and Dundee) Railway over the River Earn, and to terminate by a junction with the lines of railway in the General Station, Perth, 68 yards or thereabouts to the northward of the northern wall of St Leonard's Bridge, and in the East Church parish of Perth, and county of Perth, and passing from, through, or into the parishes of Forteviot, Dunbarnie, West Church parish of Perth, and East Church parish of Perth, and the *quoad sacra* parish of St Leonard's, and city or parish, and royal burgh of Perth, all in the county of Perth; and it is intended by the said Act to authorise the North British Railway Company to alter the levels, and otherwise to vary and enlarge the works of the North British (late Edinburgh, Perth, and Dundee) Railway, from a point 470 yards, or thereby, northward of the Bridge of Earn station on the said railway, in the parish of Dunbarnie, and county of Perth, to a point in the parish of Forteviot, and county of Perth, 100 yards, or thereabouts, north of the northernmost end of the bridge carrying the said railway over the River Earn, all in the parishes of Dunbarnie and Forteviot, and county of Perth; and also to alter the levels and otherwise to vary and enlarge the works, all in the said parish of Dunbarnie and county of Perth, of the authorised line of the North British (Edinburgh, Dunfermline, and Perth) Railway, Railway No. 11, from the point where said Railway No. 11 crosses the road No. 18, on the Parliamentary plans thereof, in the parish of Dunbarnie and county of Perth, to where the said Railway No. 11 terminates by a junction with the North British (late Edinburgh, Perth, and Dundee) Railway, at a point 260 yards, or thereabouts, southward of the southernmost end of the bridge carrying such railway over the River Earn, in the said parish and county; and it is intended by the said Act to authorise the North British Railway Company to relinquish and abandon part of the North British (late Edinburgh, Perth, and Dundee) Railway from a point in the parish of Forteviot and county of Perth, 100 yards, or thereabouts,

north of the northernmost end of the bridge carrying the said railway over the River Earn to the point where the said railway joins the Scottish Central Railway at Hilton Junction in the said parish and county.

And it is proposed by the intended Act to take powers for the compulsory purchase of lands and buildings in all or some of the several parishes, and places aforesaid for the purposes of the intended railways and approaches, stations, works, and conveniences, and of the alteration of levels, and variation and enlargement of works, and other purposes of the intended Act, also powers for the purchase of lands and buildings by agreement, also powers of deviation from the line and levels of the proposed railways as shewn on the plans and sections hereinafter referred to, and to stop up, remove, alter, or divert temporarily or permanently all turnpike and other roads and highways, railways, tramways, bridges, rivers, and other waters, watercourses of every description, natural or artificial, sewers, pipes, buildings, and works within or near to any of the several parishes, or places aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert for any of the purposes of the intended Act, and to vary or extinguish all existing rights and privileges connected with any lands or buildings to be purchased or taken under the powers of the Act, or with any road, highway, railway, tramway, bridge, river, water, watercourse, sewer, pipe, building, or work to be stopped up, removed, altered, or diverted as aforesaid, or which would or might otherwise prevent or obstruct any object or purpose of the Act being fully effected, and to authorise the levying of tolls, rates, duties, and charges, in respect of the intended railways and works, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and other rights and privileges, and to authorise the Company to raise further sums of money by the creation of ordinary, guaranteed, or preference shares or stock, and by borrowing on mortgage, cash credit, or otherwise.

And it is proposed by the intended Act to authorise the Company to run over and use with their engines and carriages of every description, and for the purposes of their traffic, the lines of railway within the General Station at Perth, including such station and the works and conveniences connected therewith, and including also the main line of the Scottish Central Railway, upon such terms and conditions as may have been, or may be settled by agreement, or arbitration, or otherwise, or as may be prescribed in or provided for by the intended Act, and to authorise agreements between the Company and the Scottish Central Railway Company, and the Scottish North-Eastern Railway Company, or the Company, and either of the said other Companies, with respect to such running over, or use, and otherwise, with respect to their respective railways and traffic, and to alter or vary existing agreements, and to confirm all or any agreements that may have been entered into between the said Companies prior to the passing of the intended Act; and to alter and vary the rights and privileges of, and the tolls and charges now leviable by the Scottish Central and Scottish North-Eastern Railway Companies respectively, or either of them, and to enable the Company to levy tolls and charges upon any portion of the railways of the said other Companies.

And it is proposed by the intended Act to repeal or amend some or any of the provisions of the

several local and personal Acts of Parliament following, or some of them relating to the North British Railway Company, that is to say, 14 and 15 Vic., cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act, 16 and 17 Vic., cap. 152; 18 and 19 Vic., cap. 127; 19 and 20 Vic., cap. 98; 20 and 21 Vic., caps. 91, 124, and 129; 21 and 22 Vic., caps. 65, 109, and 145; 22 and 23 Vic., caps. 14, 24, 83, and 96; 23 and 24 Vic., caps. 140, 145, 159, and 195; 24 and 25 Vic., caps. 102, 114, 131, 177, 214, and 226; 25 and 26 Vic., caps. 47, 48, 49, 142, 181, and 189; and 26 and 27 Vic., caps. 194, 213, and 226, and all other Acts (if any) relating to the North British Railway Company; Acts relating to the Scottish Central Railway Company; 7 Geo. IV., cap. 101; 11 Geo. IV., cap. 60; 6 and 7 Will. IV., cap. 102; 8 and 9 Vic., cap. 157; 9 and 10 Vic., cap. 228; 10 and 11 Vic., caps. 89 and 106; 11 and 12 Vic., caps. 52 and 154; 13 and 14 Vic., cap. 39; 18 Vic., cap. 56; 22 and 23 Vic., caps. 18 and 83; 25 Vic., cap. 35; and 26 and 27 Vic., caps. 149 and 223; and all other Acts (if any) relating to the Scottish Central Railway Company; Acts relating to the Scottish North-Eastern Railway Company, the 8 and 9 Vict. caps. 153 and 170, the 9 and 10 Vict. cap. 75, the 10 and 11 Vict. caps. 39 and 142, the 11 and 12 Vict. caps. 67 and 72, the 13 and 14 Vict. cap. 78, the 16 and 17 Vict. caps. 82 and 101, the 19 and 20 Vict. cap. 134, the 25 and 26 Vic., cap. 64; the 26 and 27 Vict., caps. 164 and 231, and all other Acts (if any) relating to the Scottish North-Eastern Railway Company.

And Notice is hereby further given, that plans and sections in duplicate of the proposed railway and of the proposed variation and enlargement of works, and of the lands which may be taken under the compulsory powers of the Act, a book of reference to the plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a published map with the lines of railway and other works delineated thereon, showing their general course or direction, will be deposited at the office in Perth, of the principal Sheriff-Clerk of the county of Perth, and that a copy of so much of the said plans, sections, and book of reference, as relates to any parish or extra-parochial place in which any part of the railway or any land which may be taken under the compulsory powers of the Act, is, or may be situate, will be deposited with the Schoolmaster, or if there be no Schoolmaster, then with the Session-Clerk of such parish, or in the case of an extra-parochial place of some parish adjoining thereto at the usual place of abode of such Schoolmaster or Session-Clerk, and that so much of the plans, sections, and book of reference as relates to the royal burgh of Perth will be deposited with the Town-Clerk of the said royal burgh at his office in Perth, and that all such deposits will be made before the 1st day of December next, and will be accompanied by a copy of this Notice, as published in the *London and Edinburgh Gazettes*, and that before the 24th day of December next, printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November 1863.

DALMAFOY, WOOD, & COWAN, W.S.,  
12 Hill Street, Edinburgh.

PRITT, SHERWOOD, VENABLES, & GRUBBE,  
7 Great George Street, Westminster,  
Parliamentary Agents.

NORTH BRITISH RAILWAY  
(CARLISLE CITADEL STATION BRANCH).

(Railways from the Port-Carlisle Railway to Carlisle Citadel Station; and North-Eastern Railways; Provisions relating to Citadel Station; Power to run over parts of Caledonian and Lancaster and Carlisle and North-Eastern Railways; and to make Agreements, &c.; Increase of Capital; Amendment of Acts.)

NOTICE is hereby given that Application is intended to be made to Parliament in the next Session for an Act to authorise the North British Railway Company (hereinafter called the Company) to make and maintain the following railways, or one of them, with all proper approaches, stations, works, and conveniences connected therewith respectively; that is to say:—

First, A railway commencing by a junction with the line of the Port-Carlisle Railway (now leased to the Company) at or near a point 70 yards or thereby eastward of the pointsman's house at the point where the Port-Carlisle Branch of the Caledonian Railway joins the said Port-Carlisle Railway in the parish of St Mary, Carlisle, and township of Caldewgate, in the county of Cumberland and terminating by a junction with the rails of the Citadel Station, Carlisle, or with the Caledonian Railway, or with the Lancaster and Carlisle Railway, at a point 40 yards or thereabouts northwest from the north corner of the Gas Works, in the parish of St Cuthbert, Carlisle, and township of St Cuthbert without the city of Carlisle, which intended railway will pass from, through, or into, the said parishes and townships, and the township of St Mary within the city of Carlisle, and the township of St Cuthbert within the city of Carlisle, or some of them, in the county of Cumberland.

Second, A railway commencing by a junction with Railway No. 1 at a point at or near where the said Railway No. 1 is proposed to cross the Dalston Road, at or near a point 100 yards or thereabouts in a northerly direction from the Murrel Hill level crossing, on the North-Eastern (late Newcastle and Carlisle) Railway, and terminating by a junction with the North-Eastern Railway (late Newcastle and Carlisle) at a point at or near where the said railway crosses the Wigton Road, all in the parish of St Mary, Carlisle, and township of St Mary, within the city of Carlisle, and township of Caldewgate, and county of Cumberland.

And it is proposed by the intended Act to take powers for the compulsory purchase of lands and buildings in all or some of the several parishes, townships, and places aforesaid, for the purposes of the intended railways, approaches, stations, works, and conveniences, and other purposes of the intended Act: also powers for the purchase of lands and buildings by agreement, also powers of deviation from the lines and levels of the proposed railways, as shown on the plans and sections hereinafter referred to, and to stop up, remove, alter, or divert temporarily or permanently all turnpike and other roads and highways, railways, tramways, bridges, rivers, and other waters, watercourses of every description, natural or artificial sewers, pipes, buildings, and works within or near to any of the several parishes, townships, or places aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert for any of the purposes of the intended Act, and to vary or extinguish all existing rights or privileges connected with any lands or buildings to be purchased or taken under

the powers of the Act, or with any road, highway, railway, tramway, bridge, river, water, water-course, sewer, pipe, building, or work to be stopped up, removed, altered, or diverted as aforesaid, or which would or might otherwise prevent or obstruct any object or purpose of the Act being fully effected, and to authorise the levying of tolls, rates, duties, and charges, in respect of the intended railways and works, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and other rights and privileges, and to authorise the Company to apply their existing funds, and any moneys which they have raised, or have still power to raise, for the purposes of the said intended railways and works, and for the same purpose to raise further sums of money by the creation of ordinary, guaranteed, or preference shares or stock, and by borrowing on mortgage, cash credit, or otherwise.

And it is proposed by the intended Act to make better provision for the management of the Carlisle Citadel Station, and the regulation of traffic at or passing through the same, and to alter and restrict the powers of the station committee, and to subject them to special control, and authorise the Company to run over and use with their engines and carriages of every description and for the purposes of their traffic, so much of the line of the Caledonian Railway, and of the Lancaster and Carlisle Railway, as lies between the point of junction therewith of the intended railway, and the Carlisle Citadel Station, and the main lines of rails and the points and switches thereof, from time to time, within the Citadel Station, and the Citadel Station, and so much of the line of the North-Eastern Railway (late Newcastle and Carlisle), as lies between the point of junction thereof with the Port-Carlisle Railway, and the point of junction thereof with the intended Railway No. 2, and all stations, offices, buildings, sidings, works, and conveniences upon or connected with the railways to be run over or either of them, upon such terms and conditions as may have been or may be settled by agreement or arbitration or otherwise, as may be prescribed in or provided for by the intended Act, and to authorise agreements between the Company and the North-Eastern and Caledonian and Lancaster and Carlisle Railway Companies respectively, or any of them, and any other Company interested in the subject matter of the agreement, with respect to such running over or use, and otherwise with respect to their respective railways and traffic, and the Carlisle Citadel Station, and to alter or vary existing agreements, and to confirm all or any agreements that may have been entered into between the said Companies, or any of them, prior to the passing of the intended Act.

And it is proposed by the intended Act to repeal or amend some of the provisions of the several local and personal Acts of Parliament following, or some of them, (that is to say) Acts relating to the North British Railway Company, viz., 14 and 15 Vict., cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act, 16 and 17 Vict., cap. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124, and 129; 21 and 22 Vict., caps. 65, 109, and 145; 22 and 23 Vict., caps. 14, 24, 83, and 96; 23 and 24 Vict., caps. 140, 145, 159, and 195; 24 and 25 Vict., caps. 102, 114, 131, 177, 214, and 226; 25 and 26 Vict., caps. 47, 48, 49, 142, 181, and 189; and 26 and 27 Vict., caps.

194, 213, and 226; and all other Acts (if any) relating to the North British Railway Company; Acts relating to the North-Eastern Railway Company, namely, 6 Will. IV., cap. 81; 1 Vict., cap. 68; 4 Vict., cap. 7; 5 Vict., sess. 2, cap. 80; 6 Vict., cap. 8; 7 Vict., caps. 21 and 27; 7 and 8 Vict., cap. 61; 8 and 9 Vict., caps. 34, 57, 58, 84, 92, 104, and 163; 9 Vict., caps. 58, 59, 65, and 66; 9 and 10 Vict., caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330; 10 and 11 Vict., caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11 and 12 Vict., caps. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vict., caps. 27, 58, and 60; 13 and 14 Vict., caps. 38 and 53; 14 Vict., cap. 39; 14 and 15 Vict., caps. 47, 84, and 85; 15 Vict., caps. 36, 37, 57, 96, and 114; 15 and 16 Vict., cap. 127; 16 and 17 Vict., caps. 109 and 136; 17 Vict., cap. 73; 17 and 18 Vict., caps. 164 and 211; 20 and 21 Vict., caps. 19, 33, 40, and 46; 21 and 22 Vict., caps. 14, 115, 116, 117, and 134; 22 and 23 Vict., caps. 10, 73, 91, 100, and 127; 23 and 24 Vict., cap. 44; 24 and 25 Vict., caps. 63, 72, 135, 141, and 157; 25 and 26 Vict., caps. 40, 54, 85, 100, 106, 110, 120, 145, 146, and 154; 26 and 27 Vict., caps. 122, 221, and 238; and all other Acts relating to the North-Eastern Railway Company, the Act 9 and 10 Vict., cap. 204, and the several other Acts relating to the London and North-Western Railway Company, passed respectively in the several sessions of Parliament held in the 8th and 9th years of the reign of Her present Majesty, and in every subsequent year; the Acts 7 Vict., cap. 37; 8 and 9 Vict., cap. 83; 9 and 10 Vict., cap. 257; 12 and 13 Vict., cap. 87; 20 and 21 Vict., cap. 161; 21 and 22 Vict., cap. 128; 22 and 23 Vict., cap. 124; and 24 and 25 Vict., cap. 166, and any other Acts relating to the Lancaster and Carlisle Railway Company, the Act 8th and 9th Vict., cap. 162, 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, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, and the twenty-sixth and twenty-seventh years of the reign of Her present Majesty; the Acts 18 and 19 Vict., cap. 79, and 25 and 26 Vict., cap. 80, relating to the Maryport and Carlisle Railway Company; the Acts 18 and 19 Vict., cap. 97, and 26 and 27 Vict., caps. 14, 148, and 157, and all other Acts relating to the Glasgow and South-Western Railway Company, and the Acts 16 and 17 Vict., cap. 119; and 23 and 24 Vict., cap. 134; and all other Acts relating to the Port-Carlisle Dock and Railway Company.

And Notice is hereby also given, that plans and sections in duplicate of the intended railways and of the lands which may be taken under the compulsory powers of the Act, a book of reference to the plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a published map with the lines of the railways delineated thereon, showing their general course or direction, will be deposited with the Clerk of the Peace for the county of Cumberland, at his office in Carlisle, and that a copy of so much of the said plans, sections, and



book of reference as relates to any parish or extra-parochial place in which any part of the railways or any land which may be taken under the compulsory powers of the Act, is or may be situate, will be deposited, in the case of a parish with the parish clerk of such parish at his residence, and in the case of an extra-parochial place with the parish clerk of some parish adjoining thereto, at his residence, and that all such deposits will be made before the 1st day of December next, and will be accompanied by a copy of this Notice, as published in the *London and Edinburgh Gazettes*, and that before the 24th day of December next printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November 1863.

DALMAHOY, WOOD, & COWAN, W.S.,  
12 Hill Street, Edinburgh.

PRITT, SHERWOOD, VENABLES, & GRUBBE,  
7 Great George Street, Westminster,  
Parliamentary Agents.

### NORTH BRITISH RAILWAY.

(ABBEY HOLME AND LEEGATE BRANCH.)

(Railway from Silloth Railway to Maryport and Carlisle Railway in Wigton Parish; Agreements with Maryport and Carlisle Railway Company; Increase of Capital; Amendment of Acts:—)

NOTICE is hereby given that Application is intended to be made to Parliament, in the next Session, for an Act to authorise the North British Railway Company (hereinafter called the Company) to make and maintain a railway, with all proper approaches, stations, works, and conveniences connected therewith, commencing by a junction with the Carlisle and Silloth Bay Railway (now leased to the Company) at or near a point on that railway in the parish of Holme Cultram, in the county of Cumberland, about a quarter of a mile south-westward from the booking-office of the Abbey Holme Station-house, on the said railway, and terminating by a junction with the Maryport and Carlisle Railway, at a point thereon, in the parish of Wigton, about one hundred yards westward from the bridge over the Maryport and Carlisle Railway, and under the road by Aikbank, and passing from, through, or into, the several parishes, townships, and extra-parochial, and other places following, or some of them, that is to say, Holme Cultram, Holme Abbey, Bromfield, Bromfield Crookdake, and Scales, Blencogo, Dundraw, Kelswick Langrigg, and Mealrigg, Wigton, and High and Low Waverton, in the county of Cumberland.

And it is proposed by the intended Act to take powers for the compulsory purchase of lands and buildings in all or some of the several parishes, townships, and places aforesaid for the purposes of the intended railway, approaches, stations, works, and conveniences, and other purposes of the said Act, also powers for the purchase of lands and buildings by agreement, also powers of deviation from the line and levels of the proposed railway, as shown on the plan and section hereinafter referred to, and to stop up, remove, alter, or divert temporarily or permanently all turnpike and other roads and highways, railways, tramways, bridges, rivers, and other waters, water-courses of every description, natural or arti-

ficial, sewers, pipes, buildings, and works, within or near to any of the several parishes, townships, or places aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert for any of the purposes of the intended Act; and to vary or extinguish all existing rights or privileges connected with any land or buildings to be purchased or taken under the powers of the Act, or with any road, highway, railway, tramway, bridge, river, water, water-course, sewer, pipe, building, or work, to be stopped up, removed, altered, or diverted as aforesaid, or which would, or might otherwise prevent or obstruct any object or purpose of the Act being fully effected, and to authorise the levying of tolls, rates, duties, and charges, in respect of the intended railway and works, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and other rights and privileges, and to authorise the Company to raise further sums of money by the creation of ordinary, guaranteed or preference shares or stock, and by borrowing on mortgage, cash credit, or otherwise.

And it is proposed by the intended Act to authorise the Company and the Maryport and Carlisle Railway Company to enter into agreements or arrangements for the use by the one Company of all or any of the railways, stations, and works of the other Company, and the reception, interchange, transmission, and conveyance of traffic at, from, to, and over their respective railways, stations, and works, and otherwise with respect to their respective undertakings and traffic, and to confirm any such agreements or arrangements as may have been entered into prior to the passing of the intended Act, and to confer upon the respective Companies all necessary or proper powers for carrying any such agreements or arrangements into effect.

And it is proposed by the intended Act to repeal or amend some of the provisions of the several local and personal Acts of Parliament following (that is to say) Acts relating to the North British Railway Company—namely, 14 and 15 Vict., cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act 16 and 17 Vict., cap. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124, and 129; 21 and 22 Vict., caps. 65, 109, and 145; 22 and 23 Vict., caps. 14, 24, 83, and 96; 23 and 24 Vict., caps. 140, 145, 159, and 195; 24 and 25 Vict., caps. 102, 114, 131, 177, 214, and 226; 25 and 26 Vict., caps. 47, 48, 49, 142, 181, and 189; and 26 and 27 Vict., caps. 194, 213, and 226; and all other Acts (if any) relating to the North British Railway Company—Acts relating to the Maryport and Carlisle Railway Company—namely, 1 Vict., cap. 101; 6 and 7 Vict., cap. 70; 7 Vict., cap. 36; 14 and 15 Vict., cap. 72; 18 and 19 Vict., cap. 79; and 25 and 26 Vict., cap. 80.—Acts relating to the Silloth Bay Railway and Dock Company—viz., 16 and 17 Vict., cap. 118; 18 and 19 Vict., cap. 153; 23 and 24 Vict., cap. 134; and 25 and 26 Vict., cap. 45 and 47.

And Notice is hereby also given, that a plan and section in duplicate of the intended railway and of the lands to be taken under the compulsory powers of the Act, a book of reference to the plan containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a published map with the line of railway delineated thereon, showing its general course or direction, will be deposited with the Clerk of the Peace of the county of Cumberland.



at his office in Carlisle, and that so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place in which any part of the railway or the lands to be taken under the compulsory powers of the Act, is or may be situate, will be deposited in the case of a parish with the Parish Clerk of such parish at his residence, and in the case of an extra-parochial place with the Parish Clerk of some parish adjoining thereto, at his residence, and that all such deposits will be made before the 1st day of December next, and will be accompanied by a copy of this Notice, as published in the *London* and *Edinburgh Gazettes*, and that copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons before the 24th day of December next.

Dated the 11th day of November 1863.

DALMAHOY, WOOD, & COWAN, W.S.,  
12 Hill Street, Edinburgh.

PRITT, SHERWOOD, VENABLES, & GRUBBE,  
7 Great George Street, Westminster,  
Parliamentary Agents.

#### ABANDONMENT OF DALKEITH BRANCH OF NORTH BRITISH RAILWAY.

(Power to abandon Dalkeith Branch of North  
British Railway; Amendment of Acts.)

NOTICE is hereby given that Application is intended to be made to Parliament in the next Session for an Act to authorise the North British Railway Company to relinquish or abandon the construction of the railway authorised by The North British Railway (Branches) Act 1862, and therein described and called the Dalkeith Branch, and to repeal, annul, alter, or vary so much of the said Act as relates to the said branch and all or any contracts agreements or other instruments which relate to the said branch, or the lands authorised to be purchased for the purposes thereof, and to vary or extinguish all existing rights and privileges which would prevent or hinder the objects of the Act being fully effected, and to confer other rights and privileges and to amend some of the provisions of the several local and personal Acts following, or some of them, relating to the North British Railway Company, that is to say, 14 and 15 Vic. cap. 55 and the provisions unrepealed of the Acts referred to in the schedule of such Act, 16 and 17 Vic. cap. 152—18 and 19 Vic. cap. 127, 19 and 20 Vic. cap. 98, 20 and 21 Vic. caps. 91, 124 and 129, 21 and 22 Vic. caps. 65, 109 and 145—22 and 23 Vic. caps. 14, 24, 83, and 96, 23 and 24 Vic. caps. 140, 145, 159 and 195, 24 and 25 Vic. caps. 102, 114, 131, 177, 214 and 226, 25 and 26 Vic. caps. 47, 48, 49, 142, 181 and 189, and 26 and 27 Vic. caps. 194, 213, and 226, and that printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons before the 24th day of December next.

Dated 11th November 1863.

DALMAHOY, WOOD, & COWAN, W.S.,  
12 Hill Street, Edinburgh;

PRITT, SHERWOOD, VENABLES, & GRUBBE,  
7 Great George Street, Westminster,  
Parliamentary Agents.

#### GLENDDEVON AND CRIEFF JUNCTION RAILWAY.

(Incorporation of Company for Construction of  
Railways from the Devon Valley Railway, near  
Crook of Devon, to join the Scottish Central  
Railway, and the Crieff Junction Railway.)

NOTICE is hereby given that it is intended to apply to Parliament in the ensuing Session for leave to bring in a Bill to incorporate a Company, with powers to make and maintain the following Railways, with all proper works and conveniences connected therewith—that is to say; First, A Railway commencing by a junction with the main line of the Devon Valley Railway, at a point eleven chains or thereby, eastwards from the booking-office at the Crook of Devon Station, on the said Devon Valley Railway, in the parish of Fossaway, or the united parishes of Fossaway and Tullibole, and terminating by a junction with the main line of the Scottish Central Railway, four furlongs or thereby, to the south-westward of the Kincardine Viaduct on the said Scottish Central Railway, in the parish of Blackford; which railway will be situate in or pass from, through, or into the parish of Fossaway, or the united parishes of Fossaway and Tullibole, in the counties of Kinross and Perth, and the parishes of Muckhart, Glendevon, Blackford, and Auchterarder, in the county of Perth, or some of them; and, Second, A Railway diverging from and out of the intended railway above described, at or near a point ten chains or thereby eastward of the booking-office at or near the junction of the Crieff Junction Railway with the Scottish Central Railway, and terminating by a junction with the main line of the Crieff Junction Railway, at or near the level crossing by the said Crieff Junction Railway, of the turnpike road leading from Blackford to Auchterarder; which railway, second above described, will be wholly situate in the said parish of Blackford, and county of Perth.

By which Bill it is intended to take the following powers, or some of them—that is to say,—

To cross, divert, alter, or stop up highways, turnpike and other roads, streets, paths, passages, railways, tramways, rivers, streams, aqueducts, water-courses, and water-pipes, so far as necessary or expedient for the construction and use of the said intended railways and works, or any of them; to purchase compulsorily lands, houses, and other property, for the purposes of the said intended railways and works; to raise money by the creation and issue of shares, and by borrowing on bond or mortgage; to deviate in the construction of the said intended railways and works, from the lines and levels delineated on the plans and sections after-mentioned, to the extent, or within the limits defined thereon, or as may be provided by the said Bill; to convey passengers, animals, goods, and other traffic on the said intended railways; to levy tolls, rates, duties, and charges on and for the use of the said intended railways and works, and the conveyance of such traffic; and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, duties, and charges.

To empower the Company to be incorporated to enter into agreements with other companies and corporations, in reference to the said intended railways, and to the working, interchange and conveyance of traffic thereon, and on the undertakings of any such other companies or corporations, and in reference to tolls, rates, duties, and charges and the division and apportionment

thereof, and to confirm any agreements which may have been, or may be, entered into with such other companies, or corporations.

To amend and repeal, so far as may be necessary, for the several purposes above mentioned, or any of them, the following Acts relating to the Scottish Central Railway—viz. (local and personal), 18 and 19 Vict., cap. 56; 22 and 23 Vict., caps. 18 and 83; 25 and 26 Vict., cap. 35; and 26 and 27 Vict., caps. 149 and 223; and the Act (local and personal), 16 and 17 Vict., cap. 188, relating to the Crieff Junction Railway; and the following Acts relating to the Devon Valley Railway—viz. (local and personal), 21 and 22 Vict., cap. 122; 24 and 25 Vict., cap. 200; and 26 and 27 Vict., cap. 124.

To vary and extinguish all such rights and privileges as may in any way interfere with or prevent the execution of the several objects and purposes aforesaid, or any of them, and to confer all such powers, rights, and privileges as may be necessary for carrying the same into effect.

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 purposes thereof, 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 1863, in the offices of the principal Sheriff-Clerk of the county of Perth at Perth and Dunblane, and in the office of the principal Sheriff-Clerk of the county of Kinross, at Kinross; and a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes above mentioned, 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.

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, 1863.

A. J. DICKSON, S.S.C., Edinburgh.  
JOHNSTONE & RUSSELL, Dunfermline.  
LOCH & MACLAURIN, Great George Street, Westminster.

Edinburgh, 11th November 1863.

**I**NTIMATION is Hereby Given that a Petition has been presented to the Sheriff of Aberdeenshire by ALEXANDER MORISON, Esquire, of Bognie, Heir of Entail in possession of the Entailed Estate of BOGNIE, in the County of Aberdeen, in terms of the Act 3d and 4th Victoria, cap. 48, intituled 'An Act to enable Proprietors of Entailed Estates in Scotland to feu, or lease on long leases, portions of the same for the building of Churches and Schools, and for Dwelling-houses and Gardens for the Ministers and Masters thereof,' praying his Lordship to interpose his authority to the granting of a FEU or DISPOSITION of parts of the said Estate of BOGNIE, of the extent following, viz.—one-fourth of an acre, for a Place of Worship to be built thereon in connection with the Established Church, one-eighth of an acre for a Dwelling-house for the Minister thereof, and one-half of an acre for the Garden attached to such Dwelling-house; which pieces of ground united form a rectangular piece of ground at the eastern extremity of the Farm of Cranlock, on the said Estate of Bognie: And the Sheriff-Substitute has, *inter alia*, appointed 'Notice of the Petition having been presented to be given, by publishing an abridge of its terms in the *Edinburgh Gazette*, and in the *Aberdeen Journal Newspaper*, three times, at intervals of fourteen days,—all in terms of the Act third and fourth Victoria, chapter forty-eight.'

JAMES EDMOND, Agent.

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

*Edinburgh, 12th November 1863.*

**T**HE Lords of Council and Session having received the SIXTH ANNUAL REPORT of The ACCOUNTANT IN BANKRUPTCY IN SCOTLAND, which, as required by the Statute, shews, as at the close of October 1862, 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, New Register House, 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.

NEW REGISTER HOUSE,  
Edinburgh, 16th November 1863.

**I**NTIMATION is Hereby Given that JOHN LIVINGSTON LEARMONTH M'KENZIE, Esquire of Craigend, Heir of Entail in possession of the Entailed Lands and Estate of CRAIGEND and Others, in the Parish of Muiravonside, and County of Stirling, has presented a Petition to the Lords of Council and Session (First Division, Junior Lord Ordinary, —Mr Skene, Clerk,) in terms of the Acts 11 and 12 Victoria, cap. 36, and 16 and 17 Victoria, cap. 94, praying their Lordships to approve of an Instrument of Disentail of the said Lands and Estate of Craigend and others, and to grant warrant to the Keeper of the Register of Tailzies to record the same in the said Register, in terms of the said Statutes: On which Petition Lord Ormisdale, the Lord Ordinary officiating on the Bills, has pronounced the following Interlocutor:—'*Edinburgh, 11th November 1863.*—The Lord Ordinary officiating on the Bills 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; farther, grants warrant for serving the same on the parties mentioned in the prayer of the Petition, together with a copy of this Deliverance, 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) 'R. MACFARLANE.'

GIBSON-CRAIG, DALZIEL, & BRODIES, W.S.,  
Petitioner's Agents.

SCOTTISH NORTH-EASTERN RAILWAY  
COMPANY.

Power to Construct New Line between Dundee and Forfar—to Levy Tolls—to Raise Additional Capital, and to Guarantee Dividend on Shares—Amendment of Acts, and other Purposes.

NOTICE is Hereby Given that Application is intended to be made to Parliament, in the next Session, for an Act to effect all or some of the objects and purposes following (that is to say):—

To authorise and empower the Scottish North-Eastern Railway Company (hereinafter called the Company) to make and maintain a railway, with all proper stations, approaches, works, and conveniences connected therewith, commencing out of and by a junction with that portion of the Scottish North-Eastern Railway which was formerly the Dundee and Arbroath Railway, at a point thereon 670 yards or thereby west from the west side of the bridge by which the public road is carried over said railway at Stannergate, on the lands of Craigie, in the parish of Dundee, in the county of Forfar, and terminating by a junction with that portion of the Scottish North-Eastern Railway which was formerly the Arbroath and Forfar Railway, at a point thereon at or near the east side of the bridge over the railway east of Forfar Station, commonly called the Red Road Bridge, in the parish of Forfar, in the said county, which intended railway and works will be situate in, or pass, or be made through, all or some of the following parishes—namely, Dundee, Monifieth, Mains, Murroes, Monikie, Inverarity, Guthrie, Carmylie, Dunnichen, and Forfar—all in the county of Forfar.

To empower the Company to deviate in the construction of the railway and works before-mentioned from the lines and levels delineated on the said plans and sections, to be deposited as after-mentioned, to such extent as will be shown on the said plans and sections, and provided for by the said Bill.

To empower the Company to abandon, stop up, and use or sell the site of any portions of road, footpath, or railway, or other works, which may be rendered unnecessary by the construction of the railway and works before-mentioned, and to declare any new portion of road made in lieu of any portion of public road either abandoned or the site whereof has been taken for railway purposes, to be public road, and to be repairable and repaired by the persons, parishes, or districts by which the former road so abandoned or used was repairable, and to make provision for the repair and maintenance thereof accordingly, and for assessing, levying, and applying rates or charges for these purposes by the persons, parishes, or districts to be made liable for such repair and maintenance, and for exempting such persons, parishes, and districts from their liability to maintain and repair the roads or portions of roads so abandoned or used for the purposes of the Company.

To enable the Company to take, purchase, or acquire, compulsorily or otherwise, all or any of the lands, buildings, and hereditaments situate in the several before-mentioned parishes, and required for the purposes of the said railway and works, and delineated on the said plans, and described in the books of reference thereto to be deposited as after-mentioned; and to vary or extinguish all existing rights, powers, or privileges in any manner connected with the said lands, buildings, and hereditaments, proposed to be so taken, purchased, or acquired, and the lands, buildings, and hereditaments

adjoining, or which would impede or interfere in any way with the execution of the said works, or any of the objects and purposes specified in this notice, and to confer, vary, or extinguish other rights, powers, and privileges.

To enable the Company to hold an additional quantity of land for extraordinary purposes.

To enable the Company to cross, stop up, alter, or divert temporarily or permanently, all turnpike and other roads and highways, railways, and tramways, aqueducts, streams, brooks, pipes, waters, and water-courses, in or adjoining to the course of the said intended railway, or within or adjoining to any of the aforesaid parishes, which it may be necessary to cross, stop up, alter or divert, for the construction of the said railway or works, or for the purposes otherwise of the said intended Act.

To empower the Company to take and levy tolls, rates, or charges, for, or in respect of, the said intended railway and works, and the carriage of traffic thereon, and to grant exemptions from the payment of such tolls, rates, and charges.

To empower the Company to apply to the purposes of the said intended Act, or any of them, any capital or funds now belonging, or which may hereafter belong to them, or be under their control, or the control of their Directors, or which they may have power to raise; and also to raise additional Capital for all or any of such purposes, and for the general purposes of the Company, by the creation of new-shares or stock, either with or without preference, priority, or guarantee, as respects the payment of dividends or other privileges attached thereto, or by borrowing, or by all or any of such means, or by such other means as shall be provided by the said intended Act; and to give to any such new shares or stock so to be created priority over all or some of the existing preference shares or stock, or to rank *pari passu* with any existing or authorised preference shares or stock of the Company; or guaranteed interest, rent, or other payment to any other Company, or to make such new preference shares or stock a separate class of preference shares or stock to rank after all existing and authorised preference shares and stocks, and before the original shares or stock of the Company, and to vary or postpone all or any existing preferences, rights, and privileges to give effect to any such priority, preference, or guarantee as aforesaid.

To alter, amend, extend and enlarge, and to repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them, relating to the Company and its undertakings, that is to say,—The 8th and 9th Vic., cap. 153; 10th and 11th Vic., caps. 39 and 142; 11th and 12th Vic., cap. 67; 13th and 14th Vic., cap. 78; and the 16th and 17th Vic., cap. 101—relating to the Aberdeen Railway Company; the 8th and 9th Vic., cap. 170; 9th and 10th Vic., cap. 75; 11th and 12th Vic., cap. 72; 16th and 17th Vic., cap. 82—relating to the Scottish Midland Junction Railway Company; the 19th and 20th Vic., cap. 134; 25th and 26th Vic., cap. 64; and 26th and 27th Vic., cap. 231—relating to the Scottish North-Eastern Railway Company; the 6th Will. IV., cap. 32; 5th Vic. (Session 2), cap. 83; 9th and 10th Vic., cap. 133; 11th and 12th Vic., caps. 129 and 154; and the 14th and 15th Vic., cap. 63—relating to the Dundee and Arbroath Railway Company.

As also, in cases where it may be deemed necessary so to do, with reference to the objects and purposes of the said intended Act, or some of them, to alter, amend, extend and enlarge, and to repeal, all or some of the powers and provisions of the several local and personal Acts following, or some of them, that is to say,—The 11th Geo. IV., cap.

119; the 6th Will. IV., cap. 61; and the 6th and 7th Vic., cap. 83—relating to the Harbours of Dundee; the 8th and 9th Vic., cap. 137; and 16th and 17th Vic., cap. 50; 25th and 26th Vic., cap. 43—relating to the Dundee Water Company; the 6th Will. IV., cap. 34; 3d Vic., cap. 14; 9th and 10th Vic., caps. 78 and 133; and the 11th and 12th Vic., cap. 54—relating to the Arbroath and Forfar Railway; the 14th and 15th Vic., cap. 55, and the provisions unrepealed referred to in the schedule of such Act; the 16th and 17th Vic., cap. 152; the 18th and 19th Vic., cap. 127; 19th and 20th Vic., cap. 98; 20th and 21st Vic., caps. 91, 124, and 129; 21st and 22d Vic., caps. 65, 109, and 145; 22d and 23d Vic., caps. 14, 24, 83, and 96; 23d and 24th Vic., caps. 140, 145, 159, and 195; 24th and 25th Vic., caps. 102, 114, 131, 177, 214, and 226; 25th and 26th Vic., caps. 47, 48, 49, 142, 181, and 189; and 26th and 27th Vic., caps. 194, 226, and 213; and all other Acts (if any) relating to the North British Railway; the 8th and 9th Vic., cap. 157; 9th and 10th Vic., cap. 228; 10th and 11th Vic., caps. 89 and 106; 11th and 12th Vic., caps. 52 and 154; 13th and 14th Vic., cap. 39; 18th and 19th Vic., cap. 56; and 25th and 26th Vic., cap. 35—relating to the Dundee and Perth and Aberdeen Railway Junction Company; the 7th Geo. IV., cap. 101; 11th Geo. IV., and 1st Will. IV., cap. 60; 6th and 7th Will. IV., cap. 102; and 10th and 11th Vic., cap. 106—relating to the Dundee and Newtyle Railway; the 8th and 9th Vic., cap. 161; 9th and 10th Vic., caps. 150, 180, 189, and 191; 14th Vic., cap. 25; 16th Vic., cap. 34; 19th and 20th Vic., cap. 139; 20th and 21st Vic., cap. 81; 22d and 23d Vic., cap. 83; and 26th and 27th Vic., caps. 149 and 223—relating to the Scottish Central Railway; and of any other Act or Acts of Parliament recited in any of the before-mentioned Acts, relating to or affecting the before-mentioned Companies and bodies, or any of them, 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 Act; and to make other provisions in lieu thereof; and also, if need be, to reduce, alter, or vary, any tolls, rates, and charges authorised to be taken by or under all or any of the said Acts, and to grant exemptions from such tolls, rates, and charges, and to confer, vary, and alter other rights and privileges and exemptions.

And Notice is also hereby given that, on or before the 30th day of November in the present year, duplicate plans of the said intended railway and works, shewing the lines thereof, and the lands intended to be taken, purchased, or acquired for the purposes thereof, and otherwise under the powers of the said intended Act, together with duplicate sections to such plans shewing the levels of the intended works, and also a book of reference to such plans, and a published map shewing the general course and direction of the said railway and works, and a copy of this Notice as published in the *Edinburgh Gazette*, will be deposited for public inspection with the Principal Sheriff-Clerk for the two divisions of the County of Forfar, at his Offices in Forfar and Dundee respectively; and that, on or before the said 30th day of November, a copy of so much of the said plans and sections and book of reference as relates to each of the said parishes in which any part of the said intended railway and works is proposed to be executed, or in which any of the said lands to be purchased compulsorily are situate, together with a copy of this Notice as published in the *Edinburgh Gazette*, will be deposited with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of each such parish, at his resi-

dence, and also with the Town-Clerk of the royal burgh of Forfar.

And Notice is also hereby given that, on or before the 23d day of December next, printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November 1863.

CHRIS. KERR,

26 Castle Street, Dundee,  
Solicitor.

DURNFORD & CO.,

39 Parliament Street, Westminster,  
Parliamentary Agents.

### SCOTTISH NORTH-EASTERN, AND PERTH, ALMOND VALLEY, AND METHVEN RAILWAYS.

Vesting in the Scottish North-Eastern Railway Company by way of Lease in perpetuity, or Sale and Purchase, or Amalgamation, the Undertaking of the Perth, Almond Valley, and Methven Railway Company, or authorising such Lease, Sale, Purchase, or Amalgamation—Powers to both Companies to enter into arrangements as to payment of, and security for, Rent or Purchase-Money—Powers to Methven Company to cancel unissued Shares, and issue others as Preference Shares, and to attach preference to Shares unissued, or belonging to the Company, and to raise additional Shares—Capital, and Borrowing Powers—Confirmation of Agreements—Alteration of Tolls—Power to Scottish North-Eastern Railway Company to guarantee Rent to and Liabilities of the Perth, Almond Valley, and Methven Railway Company; to purchase Shares in that Company; and to apply authorised, and raise additional Capital—Alteration or Amendment of Acts; 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 effect all or some of the following objects and purposes (that is to say):—

To vest in the Scottish North-Eastern Railway Company (hereinafter called the Company) by way of lease in perpetuity, or by way of sale, or amalgamation, the undertaking of the Perth, Almond Valley, and Methven Railway Company (hereinafter called the Methven Company), including the railway and works, and whole plant, rolling stock, and other property, means and effects, belonging to the Methven Company, and all debts and sums of money due or owing to that Company, and the whole rights, powers, and privileges belonging or competent to, or which might lawfully be exercised by, the Methven Company under its Act of Incorporation, or otherwise; and that from and after such period, and upon such terms and conditions as to rent, annuity, preferential or guaranteed dividend, or purchase-money, and otherwise, as have been, or may hereafter be, agreed upon between the said Companies, or as may be fixed, ascertained, and determined by or under the provisions of said Bill; or to enable the Methven Company to grant a lease in perpetuity, or absolutely to sell their undertaking to the Company, or to amalgamate their undertaking with the undertaking of the Company, and to enable the Company to accept such lease of, or to purchase the said undertaking, or to amalgamate their own undertaking therewith, and to undertake the discharge of the debts, liabilities, obligations,

and engagements of the Methven Company, and that after such period, and upon such terms and conditions as hereinbefore referred to.

To provide, in any case of lease, sale, or amalgamation, for the application of any money which may be raised by shares or borrowing, under any powers of the Methven Company, transferred to or vested in the Company, and of any rents which may arise from the feuing or sale of any lands belonging to the Methven Company, and for securing under sufficient penalties the punctual payment of the rent or annual or other payments to be, by such Bill, or by any lease or deed of sale, or amalgamation, to be made under the powers thereof, secured to the Methven Company, or the holders of shares therein, and for making such rent, or sum, a preferable burden, by way of rent-charge or real burden upon the revenue of the Methven Company, and also upon the revenue of the Company, either with or without priority over all or any of the existing obligations and preference and ordinary capital of the company; and to vary and postpone all or any existing preferences, rights, and privileges to give effect to such priority, and to provide for the payment of the rent, or consideration for such lease or sale, either to the Methven Company, or to and among the shareholders thereof.

To impose upon the Company, or otherwise to provide for the payment or performance of the whole debts, liabilities, obligations, and engagements of the Methven Company, and for the relief of the Methven Company of and from all such debts, liabilities, obligations, and engagements, and for such or any other purposes to substitute the Company in room and place of the Methven Company.

And it is intended by the said Bill, in case the undertaking of the Methven Company shall not be thereby vested in the Company by way of lease or purchase, to enable the Methven Company to cancel any shares in the capital of that Company which are now unissued or held for that Company, and to issue other shares in lieu thereof, either with or without any preference or priority in the payment of dividend over the other existing shares of the Methven Company, and either over or *pari passu* with any new shares to be created by the Methven Company, and to enable the said Company to raise additional share capital either with or without any preference or priority in payment of dividend over the existing shares of that Company, and either over or ranking *pari passu* with any reissued shares, or shares issued in the place of shares which have been cancelled, and to confer on the Methven Company all necessary powers in relation thereto, and to authorize the application of the money raised by any of those means, or by borrowing, to the payment of the existing liabilities of the said Company, and in rebuilding stations, and otherwise completing and improving the Methven Railway and the works of that Company connected therewith; and all the powers before referred to, as proposed to be given to the Company, will be extended and made applicable to the altered position of the Methven Company, in consequence of such expenditure of capital.

To enable the Company to purchase and hold additional shares in the capital of the Methven Company, and to guarantee the payment of dividends on the whole or any part of the share capital of that Company as now existing, or as proposed to be increased under the powers of the said Bill, and to apply any of their present or future revenue for the payment of such dividends, and at any time or within a limited period to purchase up and redeem any annual sum by way of dividend or rent or

annuity payable by the Company to the Methven Company, or the shareholders thereof.

To make provision in the case of a sale or amalgamation for the dissolution of the Methven Company, and the winding-up of the same, and if necessary to subject the undertaking of that Company to all or some of the powers and provisions of the Act or Acts for the time being regulating the undertaking of the Company.

To enable the Company to apply to the purposes of the said Bill, or any of them, any capital or funds now belonging, or which may hereafter belong, to the Company; and to empower the Company to raise additional capital for all or any of the purposes aforesaid, and for the general purposes of the Company, by the creation of new shares or stock, with or without a preference or priority in the payment of dividend or other privileges attached thereto, over all or any of the existing obligations, preference and ordinary capital of the Company, and of the Methven Company, or of either of them, and by borrowing and by the issue of debenture stock, or by such other means as shall be provided in the said Bill; and to vary and postpone all existing rights and privileges to give effect to any such preference or priority as aforesaid.

And it is intended by the said Bill to alter and enlarge the tolls, rates, and charges, now leviable or exigible upon or in respect of the said Methven Railway, and the carriage of passengers, goods, minerals, and animals thereon, and to alter and amend the existing regulations and provisions applicable to such tolls, rates, and charges, and to substitute other tolls, rates, and charges, and other regulations and provisions, in lieu of those now existing; and to empower the Company to levy such altered, enlarged, or substituted tolls, rates, and charges, and to confer, vary, and alter exemptions from payment of tolls, rates, and charges.

And it is intended by the said Bill to confirm any agreement entered into, or to be entered into, between the Company and the Methven Company, for the lease and sale or purchase of the undertaking of the Methven Company, or for the amalgamation thereof with the undertaking of the Company, and for enabling the said Companies, subject to such alterations as Parliament may require, to give effect to and perform their several and respective contracts, agreements, or arrangements in reference to such lease, sale, purchase, or amalgamation.

And it is intended by the said Bill to repeal, vary, or extinguish all rights, privileges, and exemptions which can in any manner interfere with any of the objects or powers of the said Bill; and to confer, vary, or extinguish other rights and privileges.

And it is also intended by the said Bill to alter, amend, extend, enlarge, and repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following (that is to say):—"The Perth, Almond Valley, and Methven Railway Act, 1856:" The 8th and 9th Vict., cap. 153; 10th and 11th Vict., caps. 39 and 142; 11th and 12th Vict., cap. 67; 13th and 14th Vict., cap. 78; and the 16th and 17th Vict., cap. 101, relating to the Aberdeen Railway Company: The 9th and 10th Vict., caps. 78 and 133: The 6th and 7th Will. IV., cap. 34: The 3d and 4th Vict., cap. 14: The 11th and 12th Vict., cap. 54, relating to the Arbroath and Forfar Railway Company: The 8th and 9th Vict., cap. 170; 9th and 10th Vict., cap. 75; 11th and 12th Vict., cap. 72; 16th and 17th Vict., cap. 82, relating to the Scottish Midland Junction Railway Company: The 19th and 20th Vict., cap. 134; 25th and 26th Vict., cap. 64; and 26th and 27th Vict., cap. 231, relating to the Scottish North-Eastern Railway Company: The 6th Will.

IV., cap. 32 ; 5th Vict., (sess. 2), cap. 83 ; 9th and 10th Vict., cap. 133 ; 11th and 12th Vict., caps. 129 and 154 ; and the 14th and 15th Vict., cap. 63, relating to the Dundee and Arbroath Railway Company ; or of some of the said Acts ; or otherwise to repeal the said several Acts or some of them, and to re-enact and consolidate all or some of the powers and provisions thereof, or of such of the said powers and provisions as may be thought expedient, with such amendments and additions and further powers as may be required or thought necessary ; and to vary or alter all or any of the tolls, rates, and charges authorised thereby, and substitute other and higher tolls, rates, and charges in lieu thereof.

And it is intended by the said Bill to incorporate therewith, and make applicable to the purposes thereof, all or some of the powers and provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845 ;" "The Companies Clauses Act, 1863 ;" and "The Railways Clauses Act, 1863 ;" and of any other Acts which it may be necessary to incorporate therewith, and to insert in the said Bill all other powers necessary for effecting the objects thereof.

And Notice is hereby also given, that on or before the 23d day of December next, printed copies of the said Bill or Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November 1863.

CHRIS. KERR, 26 Castle Street, Dundee, ANDREW DAVIDSON, Solicitor, Perth,	} Solicitors.
DURNFORD & CO., 39 Parliament St., Westminster,	
	} Parliamentary Agents.

SCOTTISH NORTH EASTERN  
AND  
SCOTTISH CENTRAL RAILWAY  
COMPANIES.

Powers to Scottish North-Eastern Railway Company to make new Lines from the Dundee and Newtyle Railway, near Pitnappie, to Meikle and Ardlar Fork—Powers to the Scottish Central Railway Company to become Joint Promoters and Execute or Acquire part of the Lines—Running Powers over Dundee and Newtyle and Dundee and Perth Railways into Dundee—Abandonment of Branch Railways, including Hatton Incline—Powers to both Companies to raise additional Capital, and to levy Tolls and Charges—Amendment of Acts, and other purposes.

**N**OTICE is hereby given that Application is intended to be made to Parliament in the next Session for an Act to effect or authorise all or some of the objects and purposes hereinafter mentioned, that is to say:—

To empower the Scottish North-Eastern Railway Company (hereinafter called the Company), to make, and maintain, and work, and use the several railways hereinafter mentioned, with all proper stations, approaches, works, and conveniences connected therewith, that is to say:—A railway (herein called Railway No. 1) commencing out of and by a junction with the Dundee and Newtyle Railway (held in lease by the Scottish Central Railway Company, as in room of the Dundee and Perth and Aberdeen Railway Junction Company) at a point

thereon 120 yards or thereby south from the level crossing on said railway, near Pitnappie Quarry, and commonly called the Davidston or Pitnappie Crossing, in the parish of Newtyle, in the county of Forfar, and passing thence in and through the parish of Newtyle, and terminating at a point about 160 yards north-west of the parish school-house in Newtyle, in a field on the farm of Burmouth, occupied by George Nicoll, farmer, near to the village of Newtyle, in the said parish of Newtyle.

2d. A Railway (herein called Railway No. 2) commencing at the termination of the said Railway No. 1, as hereinbefore described, and by a junction therewith in the said parish of Newtyle, and proceeding thence in and through the said parish of Newtyle, and terminating by a junction with the main line of the Scottish North-Eastern Railway at a point thereon about 160 yards east of the east side of the bridge over said railway at the Meikle Station on the said railway, which said point of junction will be in the parish of Newtyle, in the said county of Forfar.

3d. A passenger station, to be used as a separate station for the Company, or, if so required by the Scottish Central Railway Company, as a joint station for the Company and the Scottish Central Railway Company, in the event of their obtaining an interest in Railway No. 1, such station to be constructed at and over the junction of Railway No. 1 and Railway No. 2 at Newtyle, in the said parish of Newtyle, with all necessary approaches, sidings, booking offices, and other conveniences connected therewith and necessary for the business of a joint or separate station.

And it is intended by the said Act to vest in and confer upon the Company powers for all or some of the several purposes following (that is to say):—

To deviate in the construction of the said railways and works from the lines and levels thereof delineated on the plan and sections, to be deposited as hereinafter mentioned, to such extent as will be shewn on the said plans and sections, and provided for by the said Bill.

To cross on the level, or under or over, and to stop up, alter, or divert, temporarily or permanently, all turnpike and other roads, highways, foot-paths, railways and tramways, aqueducts, streams, brooks, pipes, waters and water courses, telegraphic posts, pipes, and wires in or adjoining to the course of the said intended railways and works, and of any railways or works to be abandoned, or within or adjoining to the foresaid parish, which it may be necessary to cross, stop up, alter, or divert or remove for the construction of the said intended railways and works, or for the other purposes of the said intended Act.

To take, purchase, or acquire, compulsorily or otherwise, all or any of the lands, houses, and hereditaments situate in the before-mentioned parish and places, and required for the purposes of the said railways and works, and delineated on the said plans, and described in the books of reference thereto to be deposited as after-mentioned, and any other lands which may be required for extraordinary or other purposes connected with the said railways, and to vary or extinguish all existing rights, powers, and privileges in any manner connected with the lands, buildings, and hereditaments proposed to be so taken, purchased, or acquired, and the lands, tenements, and hereditaments adjoining, or which would in any manner impede or interfere with the execution of the said works, or with any of the objects specified in this Notice, and to confer, vary, or extinguish other rights, powers, and privileges.

To levy tolls, rates, and charges for or in respect of the use of the said intended railways and works, and the carriage of traffic thereon, and to grant exemptions from the payment of such tolls, rates, and charges, and to vary and alter some of the tolls, rates, and charges now authorized to be taken by the Company in respect of their existing railways, or any of them, and to grant exemptions therefrom.

To declare any new portion of road or footpath made in lieu of any portion of public road or footpath either abandoned or the site whereof has been taken for railway purposes to be public road or public footpath, and to be repairable and repaired by the persons, parishes, or districts by which the former road or footpath so abandoned or used was repairable, and to make provision for the repair and maintenance thereof accordingly, and for assessing, levying, and applying rates or charges for these purposes by the persons, parishes, or districts to be made liable for such repair and maintenance, and for exempting such persons, parishes, and districts from their liability to maintain and repair the roads or portion of roads so abandoned or used for the purposes of the Company.

And it is intended by the said Act to enable the Scottish Central Railway Company (herein called the Central Company), if they shall, in writing, before the 1st day of December next, require the Company to allow them so to do, to become joint promoters of the said Act; and in that event to confer upon the Central Company by the said Act full powers to join with the Company in executing, maintaining, working, and using the whole or any of the several railways, station at Newtyle, and works before mentioned; or, if they shall so require, exclusive power to execute, maintain, work, and use, the Railway No. 1, and the works connected therewith, and to join in the construction and maintenance, working and using of the station at Newtyle; and in either of those events to enable the Central Company to exercise for such purposes all or any of the powers mentioned in this Notice, as intended to be conferred on the Company, in relation to the works to be executed, maintained, worked, or used by them, including the power to levy, vary, alter, and confer exemptions from tolls, rates, and charges, and to contribute and apply capital for such purposes, and to such extent as may be agreed upon between the said Companies, or as, in case of difference, may be determined by arbitration, on the application of either Company; and otherwise to provide, in either of these events, for the construction by the Company, or by the Company and the Central Company jointly; and to settle and regulate the conditions of such joint maintenance and joint use, or provide for the same being settled by arbitration, and to enable the said two Companies to make agreements with respect to such maintenance and use, and for the working of the traffic in the said station, and for the appointment of a joint committee, with all usual powers for such purposes; or for any purposes connected with the construction of the said stations at Newtyle.

And it is intended by the said Act, in the event of the Railway No. 1 being constructed by the Company and the Central Company jointly, or by the Central Company solely, under the powers of the said Act, to authorize the relinquishment of that portion of the Dundee and Newtyle Railway, in the parish of Newtyle aforesaid, and stations thereon, which lies between the point of commencement

of the Railway No. 1 and the termination of the existing line of the Dundee and Newtyle Railway at Newtyle, and to provide that the said Railway No. 1 and the Central Company's share or interest in the joint station at Newtyle, shall be deemed to be part of the Dundee and Newtyle Railway, and to be included in the lease of that railway now held by the Central Company, as coming in place of the Dundee and Perth and Aberdeen Railway Junction Company, and subject to all the provisions of that lease as now in force, and to provide that the portion of the Dundee and Newtyle Railway proposed to be relinquished as aforesaid shall cease to be subject to the provisions of the said lease, and to enable the Central Company to sell or appropriate the solum and materials of the portion of the said Dundee and Newtyle Railway so abandoned or relinquished.

And it is intended by the said Act, in the event of the Central Company not becoming joint promoters thereof, and not obtaining power thereby to construct, maintain, work, and use, or to join in the constructing, maintaining, working, and using the Railway No. 1, and to acquire a joint interest in the intended station at Newtyle, to provide to the effect that if the Central Company shall at any time, within one year after the passing of the said Act, obtain Parliamentary power to purchase the said Railway No. 1, and a joint interest in the said station at Newtyle, and also power for the Company to sell and transfer the same railway and share of station to them, and shall also, within the same period, give to the Company notice in writing, requiring them to make such sale and transfer, then that it shall be compulsory upon the Company forthwith, under the powers of such Act, and upon receiving from the Central Company the sum of L.17,000, as the purchase money for the same, or such other sum as shall be fixed and determined by the said intended Act of next Session, or by an arbitrator or arbitrators to be appointed, or whose appointment shall be provided for by the said Act, for fixing and determining the amount of said purchase money, to transfer the Railway No. 1, and a joint interest in the said station at Newtyle, to the Central Company, and do all such other acts as may be necessary to give effect to such sale and transfer, and to enable the Central Company to become the owner of, and to work and use the railway and share of station so transferred to them, and to take tolls, rates, and duties in respect thereof.

And it is intended by the said Act to enable the Company to pass and run over with their engines, carriages, and waggons, the portion of the Dundee and Newtyle Railway situated between the Junction therewith of the said intended Railway No. 1 and the Junction of the said Dundee and Newtyle Railway with the Dundee and Perth (now Scottish Central) Railway, and thence over and along the said Dundee and Perth (now Scottish Central) Railway to the terminus thereof at Dundee, and to pass into and use all stations, sidings, sheds, and other traffic accommodation belonging to or in use by the Central Company in connection with the said railway so to be run over and used, or necessary for the proper and convenient working of the traffic thereon, and that for payment of such tolls or other remuneration, and on such terms and conditions in other respects as may, in case of difference, or of refusal or failure to treat, be settled by arbitration, upon the application of the Company, or otherwise as may be fixed and determined in or by the said intended Act.

And it is intended by the said Act to ratify and confirm, if it should be deemed expedient so to do, all or any agreements between the Company



and the Central Company in relation to all or any of the matters provided for in this Notice.

And it is intended by the said Act to enable the Company, and also the Central Company, to apply to the purposes of the said intended Act, or any of them, any capital or funds now belonging, or which may hereafter belong to them respectively, or which may be under their control respectively, or the control of their directors, or which they may have power to raise, and to empower the Company and the Central Company respectively to raise additional capital for all or any of the purposes aforesaid, and for the general purposes of the Company, and of the Central Company respectively, by the creation of new shares or stock, either with or without a preference or priority in the payment of dividend, or other privileges attached thereto, over all or some of the existing obligations, preference or ordinary capital of the Company exercising such power, and by borrowing, and by the issue of debenture stock, or by such other means as shall be provided in or by the said intended Act, and to give to any such new shares or stock so to be created by either Company priority over all or some of the existing preference shares or stock, or to rank *pari passu* with any existing or authorised preference shares or stock of such Company, or guaranteed interest, rent, or other payment by such Company to any other Company, or to make such new preference shares or stock a separate class of preference shares or stock, to rank after all existing and authorised preference shares and stocks, and before the original shares or stocks of the Company creating the same, and to vary or postpone all or any existing preferences rights and privileges, to give effect to any such preference, or priority, or guarantee as aforesaid.

And it is intended to incorporate in the said Act, and make applicable to the several objects and purposes thereof, all or some of the powers and provisions of "The Companies' Clauses Consolidation (Scotland) Act, 1845;" "The Companies' Clauses Act, 1863;" "The Lands' Clauses Consolidation (Scotland) Act, 1845;" "The Lands' Clauses Consolidation Act Amendment Act, 1860;" "The Railways' Clauses Consolidation (Scotland) Act, 1845;" and "The Railways' Clauses Act, 1863;" and of any other Acts which it may be necessary to incorporate therewith, and to insert in the said Act all other powers and provisions necessary for effecting all or any of the objects of this Notice, which may be comprised in the said intended Act.

And it is also intended by the said Act to alter, amend, extend, enlarge, and repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say—The 8th and 9th Vic., cap. 153; 10th and 11th Vic., caps. 39 and 142; 11th and 12th Vic., cap. 67; 13th and 14th Vic., cap. 78; and the 16th and 17th Vic., cap. 101—relating to the Aberdeen Railway Company; the 9th and 10th Vic., cap. 78 and 133; 6th and 7th Will. IV., cap. 34; the 3d and 4th Vic., cap. 14; the 11th and 12th Vic., cap. 54—relating to the Arbroath and Forfar Railway Company; the 8th and 9th Vic., cap. 170; 9th and 10th Vic., cap. 75; 11th and 12th Vic., cap. 72; 16th and 17th Vic., cap. 82—relating to the Scottish Midland Junction Railway Company; the 19th and 20th Vic., cap. 134; 25th and 26th Vic., cap. 64; and 26th and 27th Vic., cap. 231—relating to the Scottish North-Eastern Railway Company; the 6th Will. IV., cap. 32; 5th Vic. (Session 2), cap. 83; 9th and 10th Vic., cap. 133; 11th and 12th Vic., caps. 129 and 154; and the 14th and 15th Vic., cap. 63—relating to the Dundee and Arbroath Railway Company; or of some of the said Acts, or

otherwise to repeal the said several Acts or some of them, and to re-enact and consolidate all or some of the powers and provisions thereof, or of such of the said powers and provisions as may be thought expedient, with such amendments and additions and further powers as may be required or thought necessary; and to vary or alter all or any of the tolls, rates, and charges authorised thereby, and substitute other and higher tolls, rates, and charges in lieu thereof.

And it is also intended by the said Act, so far as may be necessary for effecting all or any of the objects and purposes thereof, to alter, amend, extend, enlarge, and repeal all or some of the several local and personal Acts following (that is to say)—the 7th Geo. IV., cap. 101; the 11th Geo. IV. and 1 Will. IV., cap. 160; the 6th and 7th Will. IV., cap. 102; and the 10th and 11th Vic., cap. 106—relating to the Dundee and Newtyle Railway; the 8th and 9th Vic., cap. 157; the 9th and 10th Vic., cap. 228; the 10th and 11th Vic., cap. 89 and 106; the 11th and 12th Vic., cap. 52 and 154; the 13th and 14th Vic., cap. 39; the 18th and 19th Vic., cap. 56; and the 25th and 26th Vic., cap. 35—relating to the Dundee and Perth and Aberdeen Railway Junction Company, and undertaking thereof; "The Scottish Central Railway Company's Consolidation Act 1859," and the 26th and 27th Vic., cap. 149, relating to the Scottish Central Railway Company; and cap. 223, relating to that Company and to the Dundee and Perth and Aberdeen Railway Junction Company, and the undertaking of those Companies respectively; and "the Alyth Railway Act 1858," and to make other provisions in lieu of the premises so altered, amended, and repealed.

And Notice is hereby also given that, on or before the 30th day of November in the present year, duplicate plans of the said intended railways and works, showing the lines thereof, and the lands and houses intended to be taken, purchased, or acquired for the purposes thereof, and otherwise under the powers of the said intended Act, together with duplicate sections to such plans, showing the levels of the intended works, and also a book of reference to such plans, and a published map, showing the general course and direction of the said intended railways and works; and a copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection with the Principal Sheriff-Clerk for the two divisions of the county of Forfar, at his offices in Forfar and Dundee respectively; and that, on or before the said 30th day of November in the present year, a copy of so much of said plans and sections and book of reference as relates to the parish in which the said intended railways and works is proposed to be executed, or in which any of the said lands to be purchased compulsorily are situate, together with a copy of this Notice, as published in the said *Edinburgh Gazette*, will be deposited with the Schoolmaster, or, if there be no Schoolmaster, with the Session Clerk of such parish, at the residence of the said Schoolmaster or Session Clerk.

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

Dated this 11th day of November 1863.

CHRIS. KERR,  
Town-Clerk,  
Dundee, } Solicitor.

DURNFORD & CO.,  
39 Parliament Street,  
Westminster, } Parliamentary Agents.



**T**HE Estates of JOSEPH ALLAN, Merchant in Aberchirder, in the Parish of Marnoch, and County of Banff, were sequestrated on the 11th day of November 1863, by the Sheriff of Banff, Elgin, and Nairn, (acting in Banffshire).

The first deliverance is dated the 11th day of November 1863.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Thursday the 26th day of November 1863, within the Solicitors' Library Room, Low Street, Banff.

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 12th day of March 1864.

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

EDWD. MORTIMER, Solicitor in Banff, Agent.

**T**HE Estates of MESSRS THOMAS GIBB & COMPANY, Merchants and Commission Agents, Roxburgh Place, Edinburgh, as a Company, and Andrew Gibb, residing in Buccleuch Place, Edinburgh, and Charles Andrew Martin, residing in Montague Street there, the Individual Partners of said Company, as Partners, and as Individuals, were sequestrated on the 14th November 1863, by the Sheriff of the County of Edinburgh.

The first deliverance is dated 14th November 1863.

The meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Wednesday the 25th day of November 1863, within Messrs Dowells & Lyon's Rooms, No. 18, George Street, Edinburgh.

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 14th day of March 1864.

A Warrant of Protection has been granted to the Bankrupts.

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

D. TODD LEES, S.S.C. Agent,  
15, Dubuin Street, Edinburgh.

**T**HE Estates of JOHN ANDERSON NEWLANDS, Wright, residing at Whitehill, Parish of Cathcart, and County of Renfrew, as an Individual, and as sole Partner of the Firm lately carrying on Business in Glasgow as Wrights, under the Designation of JOHN A. NEWLANDS & COMPANY, and also as a Partner of the late Firm of M'KENZIE & NEWLANDS, Wrights in Glasgow, were sequestrated by the Sheriff of Renfrewshire on the 16th day of November 1863.

The first deliverance is dated 16th November 1863.

The meeting to elect a Trustee and Commissioners is to be held within the George Hotel, Paisley, on Tuesday the 24th day of November current, at 11 o'clock forenoon.

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 1864.

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. MILLAR, Agent,  
108, West George Street, Glasgow.

**T**HE Estates of JAMES SCOTT, Provision Merchant, High Street, Glasgow, carrying on Business under the Name of JAMES SCOTT & COMPANY, of which Company he is sole Partner, were sequestrated on the 16th day of November 1863, by the Sheriff of the County of Lanark.

The first deliverance is dated the 16th day of November 1863.

The meeting to elect Trustee and Commissioners is to be held at 12 o'clock noon, on Wednesday the 25th day of November 1863, within the Faculty Hall, St 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 16th day of March 1864.

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

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

JOHN STRACHAN,  
51, St Vincent Street, Glasgow, Agent.

**T**HE Estates of ROBERT MARSHALL, Jeweller in Glasgow, were sequestrated on the 16th day of November 1863, by the Sheriff of Lanarkshire.

The first deliverance is dated 16th November 1863.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Friday the 27th day of November 1863, 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 the 17th day of March 1864.

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.

ROBT. MARSHALL.

**S**EUQUESTRATION of WILLIAM WILSON, Coach-builder, Abbey Hill, Edinburgh, trading under the Firm of WILLIAM WILSON & COMPANY, Coachbuilders, Abbey Hill, Edinburgh, of which Firm he is the sole Partner.

**H**ENRY BUDGE, Chartered Accountant in Edinburgh, has been elected Trustee on the estate; and Kenneth Mackenzie, Chartered Accountant in Edinburgh, John Stewart, Writer to the Signet, Edinburgh, and Malcolm MacGregor, Solicitor in the Supreme Courts, Edinburgh, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff's Office, County Buildings, Lawnmarket, Edinburgh, on Friday the 27th day of November current, at 12 o'clock noon. The Creditors will meet in Dowells & Lyon's Rooms, George Street, Edinburgh, on Monday the 7th day of December next, at two o'clock afternoon.

HENRY BUDGE, Trustee.

**J**OHAN MILLER, Accountant in Glasgow, Trustee on the sequestrated estates of ALEXANDER MURRAY, Carver and Gilder, Saint John Street, Perth, hereby calls a general meeting of Creditors to be held within his Counting-house, No. 71, Queen Street, Glasgow, on Wednesday the 9th day of December next, at 12 o'clock, for the purpose of considering and deciding on an application for the Trustee's discharge.

JNO. MILLER, Trustee.

Glasgow, November 16, 1863,  
71, Queen Street.

**S**EUQUESTRATION of the REVEREND DAVID DOBBIE, Minister of the Free Church, residing at Makerstoun, Kelso, in the County of Roxburgh.

**T**HE Trustee, with consent of the Commissioners, hereby calls a meeting of the Creditors to be held within his Chambers, 36, Hanover Street, Edinburgh, on Wednesday the 25th day of November current, at one o'clock afternoon, for the purpose of receiving an offer of composition from the Bankrupt.

THOMAS S. LINDSAY, Trustee.

36, Hanover Street,  
Edinburgh, November 17, 1863.

**S**EUQUESTRATION of PHILIP HAY & COMPANY, Merchants in Aberdeen.

**T**HE Trustee hereby calls a meeting of the Creditors to be held within the Lemon Tree Hotel, Aberdeen, on Wednesday the 25th November 1863, at 12 o'clock noon, to accept of his resignation of the office of Trustee.

JAMES AIKEN, Jr. Trustee.

**A**LLEXANDER MACKENZIE, Agent for the Commercial Bank of Scotland in Elgin, Trustee on the sequestrated estates of ANDERSON & WILSON, Wood Merchants in Elgin, and of Eric Anderson, Wood Merchant and Quarrier, residing at Oakbank, Bishopmill, near Elgin, and James Wilson, Wood Merchant, residing at Deanshaugh, near Elgin, the Individual Partners of said Company, as such, and as Individuals, hereby intimates that at a special meeting of Creditors held on the 13th current, the Bankrupt, the said Eric Anderson, made an offer of a composition of One Shilling per pound on all debts due by him as a Partner of the said Company of Anderson & Wilson, and as an Individual, at the date of his sequestration, payable by equal instalments at three and six months after the Bankrupt's, the said Eric Anderson's final discharge, and offered Mrs Jane Anderson, Eden Cottage, Elgin, as his security; the said Eric

Anderson further offered to pay or provide for the expenses attending the sequestration and the remuneration to the Trustee, so far as relates to his personal estate: That a majority in number and four-fifths in value of the Creditors present at said meeting having resolved that the offer and security should be entertained for consideration, Notice is hereby given that another general meeting of Creditors will be held within the Gordon Arms Hotel, Elgin, on Tuesday the 8th day of December next, at one o'clock afternoon, for the purpose of finally deciding on the Bankrupt's offer and the security proposed.

ALEX. MACKENZIE, Trustee.

ALEXANDER MACKAY, Accountant in Thurso, Trustee on the sequestrated estate of GEORGE STEPHEN, Stationer there, hereby intimates that an account of his intromissions with the funds of the estate, brought down to the 28th ultimo, and states of the funds recovered and of those outstanding as at the same date, have been made up and examined by the Commissioners on the estate; that he has examined the claims of the several Creditors who have lodged their oaths and grounds of debt on or before the 28th September last, 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 a first and final dividend of Two Shillings and Sevenpence per pound will be paid to those Creditors whose claims have been admitted by the Trustee, at the Office of James Brims, Writer in Thurso, on the 28th day of December next.—Of all which Notice is hereby given, in terms of the Statute.

ALEX. MACKAY, Trustee.

Thurso, November 6, 1863.

SEQUESTRATION of THOMAS HENDERSON, Wholesale Woollen Cloth and Tweed Warehouseman, Glasgow.

ROBERT CRAIG, Accountant in Glasgow, Trustee on said sequestrated estate, hereby intimates that a dividend will be paid to those Creditors whose claims have been admitted, at the Office of Thomson & Craig, Accountants, 70, George Square, Glasgow, on Tuesday the 22d day of December 1863.

For ROBERT CRAIG, Trustee,  
JAMES THOMSON.

70, George Square,  
Glasgow, November 4, 1863.

SEQUESTRATION of JAMES GORDON, sometime General Merchant, Inverness, now deceased.

JOHN KINLOCH GREIG, Bank Agent in Inverness, Trustee on the sequestrated estate of the said James Gordon, hereby intimates that a final dividend will be paid to those Creditors whose claims have been admitted by the Trustee, at the City of Glasgow Banking Company's Office in Inverness, on the 21st day of December next.

J. K. GREIG, Trustee.

Inverness, November 13, 1863.

#### TO THE CREDITORS OF

WALTER FREDERICK CAMPBELL, Esquire of Islay, Shipowner, and Manufacturer of Tiles and Bricks in the Island of Islay, and Sheriffdom of Argyll, and Coal-master at Woodhall, in Lanarkshire.

JAMES BROWN, Accountant in Edinburgh, Trustee on the sequestrated estate of the said Walter Frederick Campbell, hereby intimates that states of his accounts to the 2d instant, and of the funds recovered and outstanding, have been made up and examined by the Commissioners, in terms of the Statute; and that they have authorised the postponement of a dividend till the recurrence of another statutory period, and directed him not to send circulars with a copy or abstract of the state of the funds by post to the Creditors.

JAMES BROWN.

Edinburgh, November 17, 1863.

HECTOR MUNRO, Agent for the City of Glasgow Bank, Dingwall, Trustee on the sequestrated estates of GEORGE GORDON MILNE MILLER, sometime Surgeon in Dingwall, thereafter residing in Tain, now deceased, hereby intimates that he has had no intromissions with the funds of the estate from the 24th day of July last till the 24th ultimo; and further, that the Commissioners have postponed the declaration of a dividend till the recurrence of another statutory period, and dispensed with sending circulars to the Creditors.

HECTOR MUNRO, Trustee.

Dingwall, November 11, 1863.

ROBERT M'OWAN, Accountant in Glasgow, Trustee on the sequestrated estate of JAMES CAIRNS & SON, Tailors and Clothiers, London Street, Glasgow, and John Cairns, Tailor and Clothier there, sole Partner of that Firm, as such Partner, and as an Individual, hereby intimates that an account of his intromissions with the funds of the estate, brought down to 29th ultimo, and states of the funds realized and of those outstanding as at same date, have been made up by him, and examined and audited by the Commissioners on said estate, in terms of the Statute; and the Commissioners have postponed the declaration of a dividend till next statutory period, and dispensed with sending circulars to the Creditors.—Of all which Intimation is hereby given, in terms of the Statute.

ROB. M'OWAN, Trustee.

Glasgow, November 14, 1863.

SEQUESTRATION of WILLIAM HUTCHINSON, Farmer, Redden, Kelso, and Railway Contractor, West Hartlepool, County of Durham.

THE Trustee hereby intimates that his accounts, brought down to 3d November current, have been audited by the Commissioners, in terms of the Statute; and that the Commissioners have postponed the declaration of any dividend till next statutory period.—Of all which Intimation is hereby made, in terms of the Statute.

THOMAS S. LINDSAY, Trustee.

36, Hanover Street,  
Edinburgh, November 17, 1863.

SEQUESTRATION of MATTHEW FAULDS, Contractor, Kennedy Street, Glasgow.

THE Commissioners have audited my accounts, brought down to the 30th ultimo, postponed the declaration of a dividend, and dispensed with sending circulars to the Creditors.

GEO. WINK.

Glasgow, November 16, 1863.

SEQUESTRATION of JOHN WHITTON, Farmer, Wester Keith, in the County of Forfar.

THE Commissioners have audited my accounts to the 4th November instant, and postponed the declaration of a dividend until the recurrence of the next statutory period.

DAVID MURRAY, Trustee.

Meigle, November 13, 1863.

NOTICE is Hereby Given, that a Petition has been presented to the Lord Ordinary officiating on the Bills by JOHN M'ALLAN, now or lately residing at Dillichip, Dumbartonshire, and ANDREW STEWART M'ALLAN, now or lately residing at Walmer Crescent, Paisley Road, near Glasgow, the sole Individual Partners of M'ALLAN BROTHERS, Calico Printers in Glasgow and at Dillichip, as such Partners, and as Individuals, praying for a discharge of all debts and obligations contracted by them, as Partners of said Company, and as Individuals, or for which they were liable at the date of the sequestration of their estates on 10th April 1861: Upon considering which Petition Lord Barcaple, Ordinary, pronounced the following Interlocutor:—'*Edinburgh*, 16th November 1863.—The Lord Ordinary appoints this Petition to be intimated in the *Edinburgh Gazette*, and to each Creditor, in terms of the Bankruptcy (Scotland) Act, 1856.' (Signed) 'E. F. MATTLAND.'

--Of all which Notice is hereby given in terms of the Bankruptcy (Scotland) Act, 1856.

A. KELLY MORISON, S.S.C., 16, Pitt Street,  
Agent for Petitioners.

Edinburgh, November 16, 1863.

#### TO THE CREDITORS ON

The Sequestrated Estates of DAVID GARDNER, Cooper in Glasgow, and residing at No. 53, Kirk Street, Calton, Glasgow.

BY virtue of an Order of the Sheriff-Substitute of Lanarkshire, David Gardner, above designed, hereby intimates that he has presented a Petition to the Sheriff of Lanarkshire at Glasgow to be finally discharged of all debts contracted by him before the date of the sequestration of his estates, in terms of the Statutes.

JAS. MURDOCH & RODGER,  
43, West Nile Street, Agents.

Glasgow, November 16, 1863.

**T**o be Sold by Public Roup, within the Chambers of Messrs Reid & Galt, Accountants, 8, Prince's Square, Glasgow, upon Friday the 18th day of December next, at 12 o'clock noon,—the remaining Outstanding Debts belonging to the Sequestrated Estate of J O H N B A I L L I E, Draper, Kilmarnock, amounting to L.53 : 7 : 7½. Upset Price L.10. Further particulars may be ascertained on application to the Trustee.

JAMES GALT, Trustee.

Glasgow, November 16, 1863.

NOTICE.

**J**AMES WILKIE, formerly residing in Dundee, Traveller in the employment of William Angles, Tea Merchant in Edinburgh, and now Tea Dealer in Aberdeen, has presented a Petition to the Sheriff of Aberdeenshire for interim protection against the execution of diligence, and for decree of Cessio Bonorum; and his

Creditors are hereby required to appear within the Sheriff Court-house of Aberdeen, upon Saturday the 19th day of December next, at 12 o'clock noon, when the Petitioner will appear for public examination,—in terms of the Statute, and the said Sheriff's Deliverance.

JAMES BRYCE, Advocate, Aberdeen,  
Agent.

12, Adelphi,  
Aberdeen, November 16, 1863.

**R**OBERT SIM BUICK, sometime Coal Merchant in Arbroath, presently Prisoner in the Prison of Forfar, has presented a Petition to the Sheriff of the County of Forfar for decret of Cessio Bonorum; and all his Creditors are hereby required to appear within the Sheriff Court-room here, on Friday the 18th day of December next, at 11 o'clock forenoon, when the Petitioner will appear for examination.

R. W. ANDERSON, Petitioner's Procurator.  
Forfar, November 16, 1863.

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

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

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

Tuesday, November 17, 1863.

Price Two Shillings and Threepence.