

The Edinburgh Gazette.

Published by Authority.

FRIDAY, NOVEMBER 20, 1863.

HIGH COURT OF JUSTICIARY.

THE WINTER CIRCUIT COURT OF JUSTICIARY is appointed to be held at GLASGOW, on Monday the 21st day of December next, at half-past 12 noon, by Lords DEAS and NEAVES.

JAMES A. CRICHTON, Esq., *Advocate-Depute*.
JAMES AITKEN, *Clerk*.

WHITEHALL, November 14, 1863.

The following Address of Congratulation to the Queen, on the Marriage of His Royal Highness the Prince of Wales, having been transmitted to the Right Honourable Sir George Grey, Bart., Her Majesty's Principal Secretary of State for the Home Department, for Presentation, has accordingly been presented by him to Her Majesty, who has been pleased to receive the same very graciously :—

To The QUEEN's Most Excellent Majesty.

The Congratulatory Address of the Provincial Grand Lodge of Ancient Free and Accepted Masons of Victoria, Australasia, affiliated with the United Grand Lodge of England, on the Marriage of His Royal Highness the Prince of Wales to the Princess Alexandra of Denmark.

Most Gracious Sovereign,

We, the members of a society which dates its origin from the remotest times of antiquity, and whose loyalty to their Sovereign is one of the leading characteristics of the Order, desire to offer to your Majesty our assurances of loyalty to your Throne, regard for your august person, and deep solicitude for your happiness.

We therefore tender to your Majesty our congratulations upon the auspicious occasion of the marriage of your illustrious son, His Royal Highness the Prince of Wales, to the Princess Alexandra of Denmark, an event which has diffused universal joy amongst the Freemasons of Victoria.

We are deeply grateful for the blessings we enjoy under your Majesty's beneficent reign, and

for the high example you have afforded to your illustrious family in every relation of life. We ardently hope that their Royal Highnesses the Prince and Princess of Wales will enjoy every earthly felicity, and, whilst augmenting your domestic happiness, may, like your Majesty, endear themselves to your faithful and loving subjects.

It remains for us fervently to invoke the Great Architect of the Universe to bestow upon your Majesty and the Royal Family His choicest blessings; may your Majesty continue to be supported as heretofore by the united affections of a free and loyal people.

Signed on behalf of the Provincial Grand Lodge of Victoria, in regular meeting assembled, this 15th day of June 1863.

FREDK. C. STANDISH, Provincial Grand Master for the District of Victoria.

T. H. LEMPRIERE, Provincial Grand Secretary.

FOREIGN OFFICE, November 10, 1863.

The Queen has been graciously pleased to appoint the following Gentlemen, now Attachés at the undermentioned places, to be Third Secretaries in Her Majesty's Diplomatic Service :—

The Honourable Power Henry Le Poer Trench, Munich.

Audley Charles Gosling, Esq. Stockholm.
Henry Nevill Dering, Esq. Berne.

DUBLIN CASTLE, November 17, 1863.

The Lords Justices have been pleased to approve of the appointment of Patrick Hugh O'Connor, Esq. to be a Deputy Lieutenant for the County of Roscommon.

WHITEHALL, November 10, 1863.

The Lord Chancellor has appointed George Roger Longden, of No. 1, Bennett's Hill, Doctors Commons, City, Gentleman, to be a London Commissioner to administer oaths in the High Court of Chancery.



WAR-OFFICE, PALL-MALL,

November 17, 1863.

- 1st Regiment of Life Guards—Lieutenant Eustace J. Wilson Patten to be Captain, by purchase, vice Henry, Earl Beauchamp, who retires. Dated 17th November 1863.
- Cornet and Sub-Lieutenant Algernon William Fulke Greville to be Lieutenant, by purchase, vice Patten. Dated 17th November 1863.
- Charles Needham, gent. to be Cornet and Sub-Lieutenant, by purchase, vice Greville. Dated 17th November 1863.
- 4th Dragoon Guards—James Cunningham Douglas, gent. to be Cornet, by purchase, vice Downie, transferred to the 18th Foot. Dated 17th November 1863.
- 6th Dragoon Guards—Lieutenant Arthur George Smith to be Captain, by purchase, vice W. O. Bird, who retires. Dated 17th November 1863.
- Cornet Percy Hughes Hewitt to be Lieutenant, by purchase, vice Smith. Dated 17th November 1863.
- Cornet George Schwabe, from the 16th Lancers, to be Cornet, vice Hewitt. Dated 17th November 1863.
- 1st Dragoons—Cornet Egerton Leigh to be Lieutenant, by purchase, vice Tottenham, who retires. Dated 17th November 1863.
- Gentleman Cadet George Brown Russell, from the Royal Military College, to be Cornet, by purchase, vice Leigh. Dated 17th November 1863.
- 2d Dragoons—Cornet John Wallace Hozier to be Lieutenant, by purchase, vice C. Hill, who retires. Dated 17th November 1863.
- Patrick Sanderson, gent. to be Cornet, by purchase, vice Hozier. Dated 17th November 1863.
- 9th Lancers—Henry William Edwards, gent. to be Cornet, by purchase, vice Watkins, transferred to the 18th Hussars. Dated 17th November 1863.
- 13th Hussars—Henry Stephen Walker, gent. to be Cornet, by purchase, vice Ford, promoted. Dated 17th November 1863.
- 16th Lancers—John Daye Barker, gent. to be Cornet, by purchase, vice Baldwin, transferred to the 5th Lancers. Dated 17th November 1863.
- 18th Hussars—Major and Brevet-Colonel Sir Frederick Leopold Arthur, Bart., from half-pay, Unattached, to be Major, vice Henry Brett, who retires upon temporary half-pay, receiving the former difference between the value of a Majority of Cavalry and Infantry. Dated 17th November 1863.
- Captain William Wedderburn Arbuthnot to be Major, by purchase, vice Brevet-Colonel Sir F. L. Arthur, Bart., who retires. Dated 17th November 1863.
- Lieutenant Charles Arthur Tisdall to be Captain, by purchase, vice Arbuthnot. Dated 17th November 1863.
- Cornet Frederick John George Murray to be Lieutenant, by purchase, vice Tisdall. Dated 17th November 1863.
- James Poynter, gent. to be Cornet, by purchase, vice Murray. Dated 17th November 1863.
- Royal Artillery—Lieutenant-Colonel William Henry Delamain to be Colonel, vice William Barr, retired upon full-pay. Dated 1st September 1863.
- Lieutenant-Colonel William Kinnaird Worster to be Colonel, vice Bladen West Black, retired upon full-pay. Dated 1st September 1863.
- Lieutenant-Colonel George Prince Sealy to be Colonel, vice Robert Croft Wormald, retired upon full-pay. Dated 1st September 1863.
- Lieutenant-Colonel Arnold Burrows Kemball, C.B., to be Colonel, vice John Pottinger, C.B., retired upon full-pay. Dated 1st September 1863.
- Captain Walker King Fooks to be Lieutenant-Colonel, vice Delamain. Dated 1st September 1863.
- Captain Robert George Hunter Grant to be Lieutenant-Colonel, vice Worster. Dated 1st September 1863.
- Captain Hill Wallace to be Lieutenant-Colonel, vice Sealy. Dated 1st September 1863.
- Captain and Brevet-Major George Gleig Brown to be Lieutenant-Colonel, vice Kemball. Dated 1st September 1863.
- Captain and Brevet-Major Augustus Frederick Francis Lennox to be Lieutenant-Colonel, vice Charles Wright Younghusband, removed to the Supernumerary List. Dated 10th October 1863.
- Second Captain William Dixon to be Captain, vice Fooks. Dated 1st September 1863.
- Second Captain John Frederick Adolphus McNair to be Captain, vice Grant. Dated 1st September 1863.
- Second Captain Charles Shaw de Neufville Lucas to be Captain, vice Wallace. Dated 1st September 1863.
- Second Captain John Henry Porter Malcolmson to be Captain, vice Brown. Dated 1st September 1863.
- Second Captain and Brevet-Major Henry Strover to be Captain, vice Brevet-Major Lennox. Dated 10th October 1863.
- Lieutenant Henry Archibald Mallock to be Second Captain, vice Dixon. Dated 1st September 1863.
- Lieutenant Charles Edward Watson to be Second Captain, vice McNair. Dated 1st September 1863.
- Lieutenant Christopher Edward Newport to be Second Captain, vice Frederick Alexander Whish, resigned. Dated 1st July 1863.
- Lieutenant John Vibart to be Second Captain, vice Lucas. Dated 1st September 1863.
- Lieutenant Henry Tanfield Vachell to be Second Captain, vice Malcolmson. Dated 1st September 1863.
- Lieutenant William Smith to be Second Captain, vice Brevet-Major Strover. Dated 10th October 1863.
- The undermentioned Gentlemen Cadets to be Lieutenants:—
- Richard Thomas Roberts, vice Newport. Dated 11th September 1863.
- John William Buckle, vice Mallock. Dated 20th September 1863.
- William Bucke, vice Watson. Dated 3d October 1863.
- William Villeneuve Gregory, vice Vibart. Dated 10th October 1863.
- Richard Corbett, vice Smith. Dated 10th October 1863.
- Charles Senhouse Graham, vice Vachell. Dated 13th October 1863.

- Arthur James Pearson, vice Archibald William Frederick Campbell, deceased. Dated 13th November 1863.
- The dates of promotion of the undermentioned Officers to be altered to 5th January 1863 :—
- Colonel B. W. Black.
Lieutenant-Colonel C. A. Purvis.
Captain H. W. Lumsden.
Second Captain B. L. Gordon.
- Royal Engineers—Lieutenant-Colonel Charles Cornwallis Johnston to be Colonel, vice Birdwood, who retires upon full-pay. Dated 1st September 1863.
- Lieutenant-Colonel Archibald John Maddy Boileau to be Colonel, vice Ludlow, who retires upon full-pay. Dated 1st September 1863.
- Lieutenant-Colonel and Brevet-Colonel Charles Frederick North to be Colonel, vice Margary, who retires upon full-pay. Dated 1st September 1863.
- Lieutenant-Colonel James Henry Burke to be Colonel, vice Munbee, who retires upon full-pay. Dated 1st September 1863.
- Lieutenant-Colonel Alexander David Turnbull to be Colonel, vice Ommanney, who retires upon full-pay. Dated 1st September 1863.
- Lieutenant-Colonel Alfred George Goodwyn to be Colonel, vice Young, who retires upon full-pay. Dated 1st September 1863.
- Lieutenant-Colonel and Brevet-Colonel Charles Erskine Ford to be Colonel, vice Crawley, who retires upon full-pay. Dated 11th October 1863.
- Lieutenant-Colonel William Driscoll Gosset, from the Supernumerary List, to be Lieutenant-Colonel, vice Brevet-Colonel C. E. Ford. Dated 11th October 1863.
- Captain Edward Archibald Foord to be Lieutenant-Colonel, vice Johnston. Dated 1st September 1863.
- Captain Osborne William Samuel Chambers to be Lieutenant-Colonel, vice Boileau. Dated 1st September 1863.
- Captain James George Fife to be Lieutenant-Colonel, vice Brevet-Colonel North. Dated 1st September 1863.
- Captain Jenkin Jones to be Lieutenant-Colonel, vice Burke. Dated 1st September 1863.
- Captain Charles Waterloo Hutchinson to be Lieutenant-Colonel, vice Turnbull. Dated 1st September 1863.
- Captain and Brevet Lieutenant-Colonel Alexander Taylor, C.B., to be Lieutenant-Colonel, vice Goodwyn. Dated 1st September 1863.
- Second Captain Henry Thomas Rogers to be Captain, vice Foord. Dated 1st September 1863.
- Second Captain Richard Francis Oakes to be Captain, vice Chambers. Dated 1st September 1863.
- Second Captain Edward Davidson to be Captain, vice Hutchinson. Dated 1st September 1863.
- Second Captain Lindsay Russell to be Captain, vice Brevet Lieutenant-Colonel Taylor. Dated 1st September 1863.
- Second Captain and Brevet-Major Robert Preston Malcolm to be Captain, vice Fife. Dated 1st September 1863.
- Second Captain Alexander Urquhart Hamilton Finch to be Captain, vice Jones. Dated 1st September 1863.
- Lieutenant William Henry Burton to be Second Captain, vice Rogers. Dated 1st September 1863.
- Lieutenant Harvey Rhodes Faber to be Second Captain, vice Oakes. Dated 1st September 1863.
- Lieutenant John Lidstone Watts to be Second Captain, vice Davidson. Dated 1st September 1863.
- Lieutenant John Underwood Champain to be Second Captain, vice Russell. Dated 1st September 1863.
- Lieutenant John Hills to be Second Captain, vice Brevet-Major Malcolm. Dated 1st September 1863.
- Lieutenant Charles Brodie Forman Penny to be Second Captain, vice Finch. Dated 1st September 1863.
- The appointment of Quartermaster Steel to bear date 14th October 1863, and not 1st ultimo, as stated in the Gazette of 13th instant.
- Military Train—Lieutenant Robert Warner Stone to be Captain, by purchase, vice Fletcher, who retires. Dated 17th November 1863.
- Ensign Samuel Masters Davies to be Lieutenant, by purchase, vice Stone. Dated 17th November 1863.
- Ensign William Sloane Elderton, from the 4th West India Regiment, to be Ensign, vice Kennedy, transferred to the 99th Foot. Dated 17th November 1863.
- Staff Assistant-Surgeon Robert Menzies to be Surgeon, vice O'Connor D'Arcy, M.D., placed upon half-pay. Dated 17th November 1863.
- Staff Assistant-Surgeon Robert Watson to be Assistant-Surgeon. Dated 17th November 1863.
- Coldstream Guards—Lieutenant and Captain the Honourable Richard Monck to be Captain and Lieutenant-Colonel, by purchase, vice the Honourable H. W. J. Byng, who retires. Dated 17th November 1863.
- Ensign and Lieutenant Reginald A. E. Cathcart to be Lieutenant and Captain, by purchase, vice the Honourable R. Monck. Dated 17th November 1863.
- Lieutenant and Captain Hugh Granville Fortescue to be Adjutant, vice Lieutenant and Captain Seymour, who resigns the appointment. Dated 17th November 1863.
- 2d Regiment of Foot—Lieutenant John Fenton Boughey to be Instructor of Musketry, vice Lieutenant Haldane, who has taken up the duties of Lieutenant Instructor of Musketry at Fleetwood. Dated 13th October 1863.
- Staff Assistant-Surgeon Edward Gregg Noott to be Surgeon, vice Fitz-Gerald, appointed to the Staff. Dated 17th November 1863.
- 6th Foot—Quartermaster Robert Smith, from Depot Battalion, to be Quartermaster, vice Maloney, who exchanges. Dated 17th November 1863.
- 7th Foot—Lieutenant Charles Errol Hope to be Captain, without purchase, vice R. Barter, transferred to the Bengal Staff Corps. Dated 17th November 1863.
- Ensign Morris James Fawcett to be Lieutenant, without purchase, vice Hope. Dated 17th November 1863.
- John Hosack, gent. to be Ensign, without purchase, vice Fawcett. Dated 17th November 1863.
- 8th Foot—Captain Horace Durrant, from late 5th Bengal European Light Cavalry, to be Captain, vice E. N. Sandilands, transferred to the Bengal Staff Corps. Dated 17th November 1863.

- 12th Foot—Ensign Simon Bagge Triphook to be Lieutenant, by purchase, vice T. G. Gun, who retires. Dated 17th November 1863.
- Henry Skey, gent. to be Ensign, by purchase, vice Triphook. Dated 17th November 1863.
- Lieutenant Gilbert de Lacy Lacy to be Adjutant, vice Lieutenant Richardson, promoted. Dated 21st August 1863.
- 13th Foot—Staff-Surgeon John Small to be Surgeon, vice Surgeon-Major W. G. Trousdell, M.D., who exchanges. Dated 17th November 1863.
- 18th Foot—Captain William O'Bryen Taylor to be Major, by purchase, vice John Borrow, who retires. Dated 17th November 1863.
- Lieutenant Malcolm John Robert Macgregor to be Captain, by purchase, vice Taylor. Dated 17th November 1863.
- Ensign Octavius Ridley Lawson to be Lieutenant, by purchase, vice Macgregor. Dated 17th November 1863.
- Cornet John Downie, from the 4th Dragoon Guards, to be Ensign, vice Lawson. Dated 17th November 1863.
- Staff-Surgeon William Stewart, M.D., to be Surgeon, vice J. A. Fraser, M.D., promoted on the Staff. Dated 17th November 1863.
- 20th Foot—Lieutenant Conroy Fahie to be Captain, without purchase, vice H. E. Quin, transferred to the Bengal Staff Corps. Dated 17th November 1863.
- Ensign Frederick Dawson to be Lieutenant, without purchase, vice Fahie. Dated 17th November 1863.
- Philip Albert Robinson, gent. to be Ensign, without purchase, vice Dawson. Dated 17th November 1863.
- 21st Foot—John F. A. Hartle, Esq. late Captain, Unattached, to be Paymaster, vice George Thompson, who retires upon half-pay. Dated 17th November 1863.
- 24th Foot—Lieutenant Alfred William Adcock to be Captain, without purchase, vice H. H. Godwin-Austen, transferred to the Bengal Staff Corps. Dated 17th November 1863.
- 29th Foot—Lieutenant John Nicholas, from half-pay, late 95th Foot, to be Lieutenant, vice Bailey, appointed Paymaster 31st Foot. Dated 17th November 1863.
- Ensign William Sydney Hilton Jolliffe to be Lieutenant, by purchase, vice Nicholas, who retires. Dated 17th November 1863.
- The Honourable Henry Edward Dormer to be Ensign, by purchase, vice Jolliffe. Dated 17th November 1863.
- Lieutenant William Winn to be Adjutant, vice Lieutenant Bailey, appointed Paymaster 31st Foot. Dated 17th November 1863.
- 39th Foot—Lieutenant James Gibbons Smyth to be Captain, by purchase, vice Brevet-Lieutenant Colonel A. C. Snodgrass, who retires. Dated 17th November 1863.
- Ensign Hugh Stewart to be Lieutenant, by purchase, vice Smyth. Dated 17th November 1863.
- Edmund Henry Berkeley, gent. to be Ensign, by purchase, vice Stewart. Dated 17th November 1863.
- 43d Foot—Ensign Arthur Campbell Money to be Lieutenant, by purchase, vice Thomas M'Goun, who retires. Dated 17th November 1863.
- Frederic Simon Armfelt, gent. to be Ensign, by purchase, vice Money. Dated 17th November 1863.
- 46th Foot—Ensign Edward Gambier Serle, from the Bengal General List, to be Ensign, vice A. C. Hennessy, transferred to the Bengal Staff Corps. Dated 17th November 1863.
- 47th Foot—Ensign William Wooldridge Dunlop, from the 65th Foot, to be Ensign, vice C. F. Surplice, who retires. Dated 17th November 1863.
- 51st Foot—Captain and Brevet-Major Lachlan Forbes, from the Bengal Staff Corps, to be Captain, vice T. G. Souter, transferred to the Bengal Staff Corps. Dated 17th November 1863.
- 53d Foot—Ensign William Norman Leslie to be Lieutenant, by purchase, vice C. F. Massingberd-Mundy, who retires. Dated 17th November 1863.
- Thomas Burnett Hitchcock, gent. to be Ensign, by purchase, vice Leslie. Dated 17th November 1863.
- Lieutenant Charles Henry Bonney to be Instructor of Musketry, vice Lieutenant Eyre, who has resigned the appointment. Dated 30th September 1863.
- 55th Foot—Lieutenant James Francis Morton to be Captain, by purchase, vice F. F. T. Hobbs, who retires. Dated 17th November 1863.
- Ensign Sidney Cargill to be Lieutenant, by purchase, vice Morton. Dated 17th November 1863.
- Ensign John Eastlake Lee to be Lieutenant, by purchase, vice W. F. Le Poer Trench, who retires. Dated 17th November 1863.
- Ensign Robert Patch, from 99th Foot, to be Ensign, vice Cargill. Dated 17th November 1863.
- Alfred Jobling, gent. to be Ensign, by purchase, vice Lee. Dated 17th November 1863.
- 56th Foot—Lieutenant Albert Greenland, from the Bombay General List, to be Lieutenant, vice R. Bythell, transferred to the Bombay Staff Corps. Dated 17th November 1863.
- 58th Foot—Captain Edward Daubeny, from 67th Foot, to be Captain, vice Jones, who exchanges. Dated 17th November 1863.
- 60th Foot—Lieutenant Augustus Morgan to be Captain, without purchase, vice F. Dawson, transferred to the Madras Staff Corps. Dated 17th November 1863.
- Ensign Richard Fleming St Andrew St John to be Lieutenant, without purchase, vice Morgan. Dated 17th November 1863.
- 65th Foot—William Gervase de la Poer, gent. to be Ensign, by purchase, vice Dunlop, transferred to the 47th Foot. Dated 17th November 1863.
- 67th Foot—Captain Thomas Egerton Jones, from the 58th Foot, to be Captain, vice E. Daubeny, who exchanges. Dated 17th November 1863.
- 69th Foot—Ensign William F. Butler to be Lieutenant, by purchase, vice J. Whiteford, who retires. Dated 17th November 1863.
- Gentleman Cadet John Borton, from the Royal Military College, to be Ensign, by purchase, vice Butler. Dated 17th November 1863.

- 74th Foot—Lieutenant William Shapter Hunt to be Captain, without purchase, vice F. J. B. Priestley, transferred to the Madras Staff Corps. Dated 17th November 1863.
- Ensign Thomas Oliver Wingate to be Lieutenant, without purchase, vice Hunt. Dated 17th November 1863.
- Frederick Henry Bridgman, gent. to be Ensign, without purchase, vice Wingate. Dated 17th November 1863.
- 77th Foot—Lieutenant William M. Dixwell Alderson to be Captain, by purchase, vice William Joseph Carden, who retires. Dated 17th November 1863.
- Lieutenant Philip Secklemore Dauncey to be Captain, by purchase, vice Matthew William Dickson, who retires. Dated 17th November 1863.
- Ensign William Samuel Henderson to be Lieutenant, by purchase, vice Alderson. Dated 17th November 1863.
- Ensign George Cook to be Lieutenant, by purchase, vice Dauncey. Dated 17th November 1863.
- James Colebrooke Carter, gent. to be Ensign, by purchase, vice Henderson. Dated 17th November 1863.
- Henry Jervis White, gent. to be Ensign, by purchase, vice Cooke. Dated 18th November 1863.
- 78th Foot—Ensign Robert Lockhart Dalglish to be Lieutenant, by purchase, vice R. Clay, who retires. Dated 17th November 1863.
- George John Pitt Taylor, gent. to be Ensign, by purchase, vice Dalglish. Dated 17th November 1863.
- 81st Foot—Serjeant-Major Peter Curry to be Ensign, without purchase, in succession to Lieutenant FitzRoy, deceased. Dated 17th November 1863.
- 82d Foot—Lieutenant Cecil James East to be Captain, without purchase, vice Brevet-Major H. T. Macpherson, transferred to the Bengal Staff Corps. Dated 17th November 1863.
- Ensign Charles Worthy to be Lieutenant, without purchase, vice East. Dated 17th November 1863.
- Robert Robertson Reyne, gent. to be Ensign, without purchase, vice Worthy. Dated 17th November 1863.
- 83d Foot—Lieutenant James N. Colthurst to be Captain, without purchase, vice T. M. Baumgartner, transferred to the Bombay Staff Corps. Dated 17th November 1863.
- 86th Foot—Captain Robert Lewis G. M'Grigor, from the 92d Foot, to be Captain, vice Brevet-Major Stewart, who exchanges. Dated 17th November 1863.
- 87th Foot—Benjamin George Humfrey, gent. to be Ensign, without purchase, vice C. T. Osborne, deceased. Dated 6th November 1863, such antedate not to carry pay prior to date of this Gazette.
- 88th Foot—Captain Sir Morison Barlow, Bart., from the late 4th Bengal European Light Cavalry, to be Captain, vice A. R. Bayly, transferred to the Bengal Staff Corps. Dated 17th November 1863.
- Ensign John Beveridge Gladwin Jebb to be Lieutenant, by purchase, vice W. H. Brewer, who retires. Dated 17th November 1863.
- John William Maffett, gent. to be Ensign, by purchase, vice Jebb. Dated 17th November 1863.
- 89th Foot—Acheson William Smyth, gent. to be Ensign, by purchase, vice James King, who retires. Dated 17th November 1863.
- The second Christian name of Paymaster Anderson is "Gore."
- 90th Foot—Captain Alexander Charles Grant, from the Bengal Staff Corps, to be Captain, vice W. T. M'Grigor, transferred to the Bengal Staff Corps. Dated 17th November 1863.
- 92d Foot—Captain and Brevet-Major Duncan Stewart, from the 86th Foot, to be Captain, vice M'Grigor, who exchanges. Dated 17th November 1863.
- 93d Foot—Ensign Thomas Cockburn Hood, from the 3d West India Regiment, to be Ensign, in succession to Lieutenant Butler, deceased. Dated 17th November 1863.
- 94th Foot—Captain Honourable Francis Algernon James Chichester, from late 5th Bengal European Light Cavalry, to be Captain, vice J. T. Tovey, transferred to the Bengal Staff Corps. Dated 17th November 1863.
- Lieutenant Poltimore Ridgway to be Captain, without purchase, vice Brevet-Major J. B. Thelwall, C.B., transferred to the Bengal Staff Corps. Dated 17th November 1863.
- Ensign William Alexander Symes to be Lieutenant, without purchase, vice Ridgway. Dated 17th November 1863.
- Robert Edward Wallace, gent. to be Ensign, without purchase, vice Symes. Dated 17th November 1863.
- 95th Foot—Herbert Llywelyn Parry, gent. to be Ensign, without purchase, vice L. T. K. Gustavinski, transferred to the Bengal Staff Corps. Dated 17th November 1863.
- 97th Foot—Lieutenant Robert Arthur N. Gould to be Captain, without purchase, vice J. Hudson, transferred to the Bengal Staff Corps. Dated 17th November 1863.
- Ensign William Patrick Oliphant Boulderson to be Lieutenant, without purchase, vice Gould. Dated 17th November 1863.
- 99th Foot—Lieutenant Thomas Lowrie Grenville to be Captain, without purchase, vice George Clayton, deceased. Dated 20th August 1863.
- Ensign Joseph Arthur Stanford to be Lieutenant, without purchase, vice Grenville. Dated 20th August 1863.
- Ensign Charles Henry Scott Kennedy, from the Military Train, to be Ensign, vice Stanford. Dated 17th November 1863.
- Gentleman Cadet Francis Hincks, from the Royal Military College, to be Ensign, by purchase, vice Patch, transferred to 55th Foot. Dated 17th November 1863.
- 101st Foot—Staff Assistant-Surgeon John Barlow Hannah, M.D., to be Assistant-Surgeon. Dated 17th November 1863.
- Staff Assistant-Surgeon William Pile, M.B., to be Assistant-Surgeon. Dated 17th November 1863.
- 102d Foot—Staff Assistant-Surgeon William James Tyrrell to be Assistant-Surgeon. Dated 17th November 1863.
- Staff Assistant-Surgeon Gough Ashton, M.B., to be Assistant-Surgeon. Dated 17th November 1863.
- 103d Foot—Staff Assistant-Surgeon John Edward Fannin to be Assistant-Surgeon. Dated 17th November 1863.
- Staff Assistant-Surgeon Richard Hall, M.D., to be Assistant-Surgeon. Dated 17th November 1863.

104th Foot—Lieutenant Lionel Smith to be Captain, vice Joseph Hind, who retires. Dated 17th November 1863.

Ensign Henry J. Woodward to be Lieutenant, vice Smith. Dated 17th November 1863.

Frederick Sherman Buchanan, gent. to be Ensign, vice Woodward. Dated 17th November 1863.

Staff Assistant-Surgeon Emil Becher, M.D., to be Assistant-Surgeon. Dated 17th November 1863.

Staff Assistant-Surgeon Thomas Parker Smith, M.B., to be Assistant-Surgeon. Dated 17th November 1863.

105th Foot—Staff Assistant-Surgeon Thomas Cecil Morgan to be Assistant-Surgeon. Dated 17th November 1863.

Staff Assistant-Surgeon John Langdon to be Assistant-Surgeon. Dated 17th November 1863.

106th Foot—Staff Assistant-Surgeon Stephen Flood, M.B., to be Assistant-Surgeon. Dated 17th November 1863.

Staff Assistant-Surgeon William Follitt to be Assistant-Surgeon. Dated 17th November 1863.

107th Foot—Staff Assistant-Surgeon John Ross Murray, M.D., to be Assistant-Surgeon. Dated 17th November 1863.

Staff Assistant-Surgeon John Dunstan to be Assistant-Surgeon. Dated 17th November 1863.

108th Foot—Staff Assistant-Surgeon Thomas Dodd Milburn to be Assistant-Surgeon. Dated 17th November 1863.

Staff Assistant-Surgeon Ignatius M'Donogh O'Farrell to be Assistant-Surgeon. Dated 17th November 1863.

109th Foot—Staff Assistant-Surgeon Alexander Ferrier Churchill, M.D., to be Assistant-Surgeon. Dated 17th November 1863.

Staff Assistant-Surgeon Nicol Carter to be Assistant-Surgeon. Dated 17th November 1863.

3d West India Regiment—Ensign Henry Graves to be Lieutenant, by purchase, vice R. K. Little, who retires. Dated 17th November 1863.

Ensign Brownlow Villiers Layard to be Lieutenant, by purchase, vice D. F. Murray, who retires. Dated 17th November 1863.

Gentleman Cadet Thomas Cockburn Hood, from the Royal Military College, to be Ensign, by purchase, vice Layard. Dated 17th November 1863.

Alwin Shutt Bell, gent. to be Ensign, without purchase, vice Hood, transferred to 93d Foot. Dated 17th November 1863.

4th West India Regiment—William Cairnes, gent. to be Ensign, without purchase, vice Elderton, transferred to the Military Train. Dated 17th November 1863.

DEPOT BATTALION.

Quartermaster William Maloney, from 6th Foot, to be Quartermaster, vice Smith, who exchanges. Dated 17th November 1863.

MEDICAL DEPARTMENT.

Deputy Inspector-General of Hospitals, Thomas Ross Jameson, M.D., to be Inspector-General of Hospitals, vice Williams, placed upon half-pay. Dated 17th November 1863.

Surgeon-Major James Alexander Fraser, M.D., from the 18th Foot, to be Deputy Inspector-General of Hospitals, vice Jameson. Dated 17th November 1863.

Surgeon-Major William Green Trousdell, M.D., from 13th Foot, to be Staff Surgeon-Major, vice Surgeon J. Small, who exchanges. Dated 17th November 1863.

Staff Surgeons John Mullins and Vere Webb, having completed 20 years' full-pay Service, to be Staff Surgeons-Major, under the Royal Warrant of 1st October 1858. Dated 13th October 1863.

Surgeon Francis Lewis FitzGerald, from 2d Foot, to be Staff-Surgeon, vice W. Stewart, M.D., appointed to the 18th Foot. Dated 17th November 1863.

To be Staff Assistant-Surgeons.

Staff Assistant-Surgeon David Ogilvie Hoile, M.D., from half-pay, vice W. H. Jenkins, placed on half-pay. Dated 17th November 1863.

Assistant-Surgeon John Macartney, from half-pay, late 76th Foot. Dated 17th November 1863.

Assistant-Surgeon Patrick Kilgour, from 79th Foot, vice Mackay, cashiered by sentence of a General Court-Martial. Dated 17th November 1863.

Assistant-Surgeon William Henry Muschamp, from the 82d Foot, vice Robert Menzies, promoted in the Military Train. Dated 17th November 1863.

Assistant-Surgeon Richard William Berkeley, from half-pay, late 23d Foot, late Noott, promoted in 2d Foot. Dated 17th November 1863.

Assistant-Surgeon Edwin Granville Ley, M.D., from 21st Foot. Dated 17th November 1863.

Assistant-Surgeon Henry Lamb, from 50th Foot, vice William Ligertwood, M.D., deceased. Dated 17th November 1863.

BREVET.

Captain Andrew Clarke, Royal Engineers, to have the local rank of Major while employed on the West Coast of Africa. Dated 17th November 1863.

Paymaster Richard Rodd Robinson, 11th Foot, to have the honorary rank of Captain. Dated 26th March 1863.

The promotion of the late Quartermaster William Young, Royal Engineers, to the honorary rank of Captain, which appeared in the Gazette of 16th ultimo, has been cancelled.

The following promotions to take place consequent on the decease of General Roderick Macneil, Colonel of the 78th Foot, on 22d October 1863:—

Lieutenant-General Henry, Duke of Cleveland, K.G., on half-pay as Lieutenant-Colonel Unattached, to have the rank of General. Dated 23d October 1863.

Lieutenant-General Sir George Augustus Wetherall, K.C.B., Colonel 84th Foot, Commanding the Troops in the Northern District, to be General. Dated 23d October 1863.

Lieutenant-Colonel and Brevet-Colonel John MacDuff, C.B., half-pay, late 74th Foot, serving on the Staff in the East Indies, with the local rank of Major-General, to be Major-General. Dated 23d October 1863.

Major and Brevet, Lieutenant-Colonel Francis Peyton, 98th Foot, to be Colonel. Dated 23d October 1863.

Captain and Brevet-Major Charles Edward Conyers, half-pay 97th Foot, to be Lieutenant-Colonel. Dated 23d October 1863.
 Captain Millington Henry Synge, Royal Engineers, to be Major. Dated 23d October 1863.

The undermentioned Officers who have retired upon full-pay, Royal Artillery, to be Major-Generals, the rank being honorary only:—

- Colonel Vincent Eyre, C.B. Dated 1st September 1863.
- Colonel John Maxwell Glasse. Dated 1st September 1863.
- Colonel Robert Croft Wormald. Dated 1st September 1863.
- Colonel John Pottinger, C.B. Dated 1st September 1863.
- Colonel Edward William Smyth Scott. Dated 1st September 1863.
- Colonel William Barr. Dated 1st September 1863.
- Colonel Bladen West Black. Dated 1st September 1863.

The undermentioned Officers, who have retired upon full-pay Royal Engineers, to be Major-Generals, the rank being honorary only:—

- Colonel Edward Lacon Ommanney. Dated 1st September 1863.
- Colonel Henry Joshua Margary. Dated 1st September 1863.
- Colonel Gore Boland Munbee. Dated 1st September 1863.
- Colonel William Ilbert Birdwood. Dated 1st September 1863.
- Colonel Charles Becher Young. Dated 1st September 1863.
- Colonel Samuel Edgar Owen Ludlow. Dated 1st September 1863.
- Colonel Henry Owen Crawley. Dated 11th October 1863.

The undermentioned Officers to have the honorary rank of Lieutenant:—

- Assistant Commissary George Warder, Ordnance Depôt, Madras. Dated 17th November 1863.
- Riding Master George Butfoy, Madras Establishment. Dated 17th November 1863.
- Deputy-Assistant Commissary Thomas Bingham, Ordnance Depôt, Bombay. Dated 17th November 1863.

The undermentioned Medical Officers, who have retired upon full-pay, from Her Majesty's Indian Military Forces, to have a step of honorary rank, as follows:—

- Deputy Inspector-General of Hospitals John Balfour to be Inspector-General of Hospitals. Dated 17th November 1863.
- Surgeon-Major William Henry Bradley to be Deputy Inspector-General of Hospitals. Dated 17th November 1863.
- Surgeon-Major James Sanderson to be Deputy Inspector-General of Hospitals. Dated 17th November 1863.

Queen's Commission.

7th Administrative Battalion of Middlesex Rifle Volunteers.

John Augustus Underwood, late of the 4th or Royal South Middlesex Regiment of Militia, and formerly of the 49th Regiment Madras Infantry, to be Adjutant, from the 23d October 1863, vice Kirby, resigned.

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

1st Glamorganshire Artillery Volunteers.

John Richardson Francis, gent. to be Second Lieutenant, vice George Straker Richardson, resigned. Dated 7th November 1863.

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

1st Montgomeryshire Rifle Volunteer Corps.

John Buckley Williams, the younger, gent. to be Ensign, vice Lloyd, resigned. Dated 7th November 1863.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Ensign David Lloyd in the 1st Montgomeryshire Rifle Volunteer Corps.

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

1st Hampshire Artillery Volunteer Corps.

Edmund Porter Birmingham to be Second Lieutenant, vice Widdington, resigned. Dated 11th November 1863.

2d Administrative Battalion of Hants Rifle Volunteers.

Major Henry Ford to be Lieutenant-Colonel, vice Vallancey, resigned. Dated 11th November 1863.

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Captain Frederick Perkins in the 2d Hampshire Rifle Volunteer Corps. Dated 4th November 1863.

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

London Irish Rifle Volunteer Corps.

John Godirey to be Lieutenant. Dated 4th November 1863.

40th Middlesex Rifle Volunteer Corps.

Ensign Rowles Pattison to be Lieutenant. Dated 28th October 1863.

Frederick Albert Hooper to be Ensign. Dated 28th October 1863.

BANKRUPTS

FROM THE LONDON GAZETTE.

BANKRUPTCES AWARDED.

George Peacock, of 1A, Princes Road, Notting Hill, Middlesex, plumber and builder, a prisoner for debt in the Debtors' Prison for London and Middlesex, London; (in formâ pauperis).

George Spry, formerly of Alfred Place, Bedford Square, Middlesex, then of Brighton, Sussex, then of Naylan, South Wales, then of Brighton aforesaid, then of 71, Charlotte Street, Portland Place, then of 4, Saint Stephen Terrace, Hereford Road, Bayswater, then and now of 5 and 6, Wellington Place, Saint George's-in-the-East, all in Middlesex, surgeon, chemist, and druggist, a prisoner for debt in the Debtors' Prison for London and Middlesex, London; (in formâ pauperis).

Charles Fletcher, of 7, Park Place, Knightsbridge, trading also at 12, Pall-Mall East, both in Middlesex, under the style or firm of Fletcher & Co., as wine merchants, a prisoner for debt in the Debtors' Prison for London and Middlesex, London; (in formâ pauperis).

George South, of 39, late 17, Hampstead Road, Middlesex, boot and shoe maker.

Charles Horslen, of Hornchurch, Essex, agricultural machine maker.

- Herbert Browne Beck, (sued as Herbert Beck,) now of Water Street, Pembroke Dock, Pembroke, South Wales, surgeon and accoucheur, previously thereto of 1, Bolton Terrace, Oakfield Road, Penge, near Norwood, surgeon and accoucheur, formerly renting furnished lodgings at Albert Terrace, Penge aforesaid, out of practice, before then of 20, Addington Square, Camberwell, all in Surrey, out of practice.
- John Hulbert, formerly of Duncan Place, Hackney, then of Maryon Street, Hackney Road, then of Park Place, Hackney, and now of 4, East Street, Goldsmith Row, Hackney Road, all in Middlesex, brush maker.
- James Gasson, of Providence Cottage, Perry Vale, Forest Hill, Kent, surveyor, timber dealer, and ladder maker, previously of Albion Street, Croydon, Surrey, sawyer.
- Joseph Page, formerly of Figs Marsh, Mitcham, then of Chertsey, both in Surrey, then and now of 9, Park Place, Bromley, Middlesex, usher to the Court of Exchequer in the Guildhall, and also of Ottershaw, Surrey, beershop-keeper, (in formâ pauperis).
- Ebenezer Bryant, of Dis, Norfolk, draper.
- William Samuel Marshall, late of 454, Strand, but now of Little Fife House, 4, Whitehall, both in Middlesex, wine and spirit merchant.
- John Patch, late of Saint Dunstan's, editor and reporter, also of Saint Peter's Street, both in Canterbury, bookseller and stationer, then of Maidstone, then of Ramsgate, all in Kent, newspaper proprietor, then of Bennett Street, Blackfriars Road, Surrey, contributor to the press, then of Orchard Grove, Canterbury, Kent, reporter and printer, then of Upper Clifton Street, Finsbury, Middlesex, shorthand writer, and now of 8, Red Cross Square, Cripplegate, London, attorney's clerk.
- Peter Joseph Graff, of 81, Hill Street, Walworth, Sarrey, baker.
- Richard Templeman, late of 10, Dorset Street, Portman Square, but now of 89, Mount Street, Grosvenor Square, both in Middlesex, cook and confectioner, his wife carrying on business as a dressmaker at the said addresses.
- Henry Ralph Cooper, of Ixworth, Suffolk, surgeon.
- Robert Fraser, late of 8, Saint John Street, Peter's Street, but now of 110, Packington Street, both in Islington, Middlesex, mourning collar manufacturer.
- Joseph England, late of 254, Oxford Street, and now of 7, Stafford Street, Old Bond Street, Middlesex, tailor.
- Mordcai Moss, of 2, Wentford Street, and 4, Union Street, both in Spitalfields, Middlesex, confectioner.
- Thomas Bivand, of 3, Church Street, Ealing, Middlesex, fishmonger and poulterer, a prisoner for debt in the Debtors' Prison for London and Middlesex, (in formâ pauperis).
- Henry McBride, of 33, Carey Street, Lincoln's Inn Fields Middlesex, before that of Tenison Street, Lambeth, Surrey, before that of Westminster Hall, Middlesex, journeyman french polisher, his wife being a laundress, a prisoner for debt in the Debtors' Prison for London and Middlesex, (in formâ pauperis).
- Solomon Lawrence, (known as, and using the name of, Spenser Lawrence,) lately residing at 10, Charlotte Street, Bedford Square, but now of 41, Cumberland Street, Fimlico, both in Middlesex, clerk.
- Frederic James Stone, of 34, Francis Street, Newington, Surrey, carpenter, builder and undertaker.
- Henry George Groves, of 15, Webber Street, Blackfriars Road, baker, formerly of 21, Tyer Street, Lambeth, both in Surrey, journeyman baker.
- John Merriman West, (otherwise Jonathan Merriman West,) of Statham, Norfolk, professor of music.
- John Dagley, formerly of 7, Walcott Terrace, Lambeth, Surrey, in the employment of James Medwin, of the Quadrant, Regent Street, Middlesex, boot maker, but now of Regent House, Saint John's Hill, New Wandsworth, Surrey, boot and shoe maker.
- George Frederick Parkes, lodging at 79, Hagley Road, commercial traveller, lately carrying on business as a silversmith at 43, Howard Street both in Birmingham, Warwick, in partnership with Selina Parkes, under the style or firm of G. F. Parkes & Co.
- Thomas Cross, formerly of Leighton, licensed victualler and farmer, but now of Muckleton, Shawbury, both in Salop, farmer.
- William Spencer, of Brinkworth, Wilts, grocer, tea dealer, grist miller, and letter to hire of a thrashing machine.
- William Pilkington, of Morley, York, woollen manufacturer.
- William Roberts, late of Everton, Liverpool, Lancaster, builder, late a prisoner for debt in the Liverpool Borough Gaol at Walton.
- Richard Roberts, of Spurgeon Street, Everton, and more recently of Creet Street, Liverpool, Lancaster, builder, late a prisoner for debt in the Liverpool Borough Gaol at Walton.
- Eustathius Anagnostopoulos, of 141, Grove Street, Liverpool, Lancaster, formerly a merchant, but now out of business.
- Hermann Mecklenburg, of Manchester, salesman, also at the same time carrying on business on his own account as a merchant.
- Peter Andrew, of Luzley, near Mossley, Lancaster, and of Hatton's Court, Salford, Lancaster, cotton waste dealer.
- James Panton, of Tynemouth, and Park House, near Morpeth, both in Northumberland, and having an office in Westgate Street, Newcastle-upon-Tyne, marine architect and agent.
- Thomas Watson, of Barton-upon-Humber, Lincoln, boot and shoe maker.
- William Lewis, late of Adam Street, Cardiff, Glamorgan, and formerly of the Red Lion Inn, Smith Street, Cardiff aforesaid, innkeeper and hay dealer.
- John Brown, of Burley, near Otley, York, tailor.
- William Adams, of Eckington, Derby, blacksmith.
- Thomas Horrocks, of Bolton, Lancaster, clogger.
- John Andrews, (sued and committed as John Day Andrews,) late and for upwards of six calendar months next immediately preceding the time of his present arrest and commitment to Prison of Blaenavon, Llanover Upper, Monmouth, incline manager, (in formâ pauperis).
- James Parry, late of Gordon Street, Pendleton, near Manchester, Lancaster, cowkeeper, milk-seller, and provision dealer, late a prisoner for debt in Her Majesty's Prison at Lancaster.
- John Moore, now and for ten months last past residing in furnished lodgings at Green Street, Oldbury, Halesowen, Worcester, miner, formerly of the Old Crown Inn, Green Street, Oldbury, Halesowen, Worcester, licensed victualler and miner, and previously thereto of the Sycamore Inn, Langley Green, near Oldbury, Halesowen, Worcester, licensed victualler, and carrying on the business of a charter master in copartnership with Thomas Moore, under the style or firm of Thomas Moore & John Moore, at the Park Hall Colliery, near Oldbury, Halesowen, Worcester.
- Caroline Louisa Standing, of Huddersfield, York, retailer of beer and keeper of refreshment rooms.
- Isaac Thomas Nettleton, of Fartown, near Huddersfield, York, journeyman cabinetmaker.
- William Thomas Gwynne, of Old Street, Ludlow, Salop, painter.
- Hannah Chesworth, residing at 51, Beech Lane, Macclesfield, Chester, spinster.
- John Arnold White, of Moreton, Essex, carpenter.
- Robert Burnaud, of Stockton-on-Tees, Durham, boot and shoe maker, now and for six months last past carrying on business at Stockton aforesaid, as a boot and shoe maker.
- William James Anthony, of Aylesbury, Buckingham, tailor and woollen draper, his wife at the same time carrying on business as a dressmaker and milliner.
- John Richard Hoare, formerly of 1, Duncan Street, Landport, then of Bishop Street, Fratton, and now in lodgings at Castle Cottage, Somers Road, Southsea, all in Portsea, Southampton, builder.
- William Stubington Sole, late of 63, Cumberland Road, Somers Road, Southsea, but now of 4, Alexandria Terrace, Lake Road, Landport, both in Portsea, Hants; caulker in Her Majesty's Dockyard at Portsmouth, Hants.
- John Moore, of South Brighton Street, Landport, Portsea, Hants, master mariner.
- Ephraim Coleby, of Haughley, Suffolk, cattle dealer.
- Edwin James Jones, of 13, Seymour Street, previously of 17, Bittern Street, Liverpool, and formerly of 30, Boundary Lane, West Derby Road, near Liverpool, and carrying on business without any partner under the style or firm of Edwin J. Jones & Company at 33, James Street, Liverpool, all in Lancaster, warehouse keeper.
- Thomas Littler, of Alrewas, Stafford, wheelwright.
- Edward Stout, formerly of Victoria Street South, afterwards of Victoria Street West, then of George Street, and now of Silver Street, all in Great Grimsby, Lincoln, tailor and woollen draper.
- Daniel White, of Lower Heyford, Oxford, sawyer.
- Thomas Peter Parsons, of Fowey, Cornwall, watch and clock maker, jeweller, and silversmith.
- Francis Louis Lavanchy, of Windsor House, Cumberland Place, Southampton, schoolmaster.
- Amos Powell, formerly of East Street, innkeeper, but now of Terminus Terrace, both in Southampton, journeyman painter.
- John Daniel Lewis, of Brightlingsea, Essex, smack owner.
- Alfred George Love, of Beccles, Suffolk, assistant overseer, clerk, and general agent.

James Champion, late of the Swan Inn, Chepstow, Monmouth, innkeeper, out of business, previously and for upwards of four years of the same place, innkeeper, and now and for upwards of one month last past of Thornbury, Gloucester, in lodgings, out of business.

John Luscombe, of Loddiswell, Devon, ochre refiner.

John Smith, of Little Templar Street, Leeds, general commission agent, in lodgings, previously of Leeds, both in York, in copartnership with Abraham Hezlewood, carrying on business as dyers, under the firm of Hezlewood & Smith.

Charles Thomas Read, of Unthanks Road, Eaton, grocer, dealer in provisions, and licensed to sell beer and spirits by retail, and bookbinder, and occupying land at the Town Close, Ipswich Road, Norwich.

William Henry Hitching, of 4, Raglan Street, Halifax, York, drysalter and commission agent.

Joseph Bray, of Heckmondwike, York, boot and shoe maker.

George Rixham, of Portobello Street, Sheffield, awl blade maker, and formerly of Hollis Croft, Sheffield, both in York, awl blade maker, also publican.

James Woods, the younger, (sued and committed as James Woods,) a prisoner in Lincoln Castle Gaol for salvage and costs in a suit in Her Majesty's High Court of Admiralty in England, master mariner, previously living on board the schooner 'Propitious,' having at the same time an abode at Wyberton, Lincoln.

GENERAL AVERAGE PRICE OF BRITISH CORN,
per QUARTER,

Received in the Week ended November 7, 1863.

Wheat.		Barley.		Oats.	Rye.		Beans.		Peas.		
s.	d.	s.	d.	d.	s.	d.	s.	d.	s.	d.	
40	0·967	34	2·513	18	7·862	28	4·680	35	10·953	35	0·661

AGGREGATE AVERAGE OF SIX WEEKS.

Wheat.		Barley.		Oats.	Rye.		Beans.		Peas.		
s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
40	7	34	4	19	0	29	5	36	6	35	7

Published by Authority of Parliament,

HENRY FENTON JADIS,

Comptroller of Corn Returns.

Corn Department, Board of Trade.

CORN IMPORTED AND EXPORTED.

AN ACCOUNT shewing the Quantities of the several kinds of Corn and Meal Imported into each division of the United Kingdom; and the Quantities of British and Foreign Corn and Meal, of the same kinds, Exported from the United Kingdom, in the Week ended the 14th November 1863.

	QUANTITIES IMPORTED INTO				QUANTITIES EXPORTED FROM THE UNITED KINGDOM.		
	England.	Scotland.	Ireland.	The United Kingdom.	British.	Colonial and Foreign.	Total Exported.
	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.
Wheat	68,625	23,711	15,631	107,967	3	...	3
Barley	41,471	243	800	42,514	...	...	...
Oats	35,589	3	...	35,592	1,727	165	1,892
Rye	433	51	233	717	...	...	...
Pease	1,603	598	...	2,201	51	...	51
Beans	14,095	2,857	...	16,952	...	...	...
Indian Corn.....	14,091	3,500	16,779	34,370	...	...	...
Buck Wheat	8	...	...	8	...	...	...
Beer or Bigg .....	...	...	...	...	...	...	...
Malt.....	...	...	...	...	1,248	...	1,248
Total of Corn ...	175,915	30,963	33,443	240,321	3,029	165	3,194
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
Wheat Meal or Flour	46,560	21,392	3,495	71,447	119	44	163
Barley Meal.....	...	...	...	...	...	...	...
Oat Meal.....	41	...	...	41	388	...	388
Rye Meal.....	...	1	...	1	...	...	...
Pea Meal.....	...	...	...	...	...	...	...
Bean Meal .....	...	...	...	...	...	...	...
Indian Corn Meal ...	31	...	...	31	...	...	...
Buck Wheat Meal ...	...	...	...	...	...	...	...
Total of Meal ..	46,632	21,393	3,495	71,520	507	44	551
Total of Corn and Meal stated in Imperial Quarters ...	189,252	37,076	34,441	260,769	3,310	177	3,487



ANNANDALE AND SOLWAY JUNCTION
RAILWAY.

(Construction of Railways; Incorporation of Company; Power to Caledonian, and Glasgow and South-Western Railway Companies, or either of them, to Maintain and Work proposed Undertaking; Arrangements with those Companies, or either of them, and Amendment of Acts.)

NOTICE is hereby given that it is intended to apply to Parliament in the next Session for leave to bring in a Bill for making and maintaining the following railways, and all proper works and conveniences connected therewith—that is to say, a railway diverging from the Caledonian Railway at a point in the parish of Hoddam, at or near the place where the Glasgow and Carlisle Turnpike Road is carried over that railway, near the Ecclefechan Station thereof, and terminating at a point in the parish of Annan, about three-quarters of a furlong to the southward of the houses called Waterfoot, on the north side and left bank of the River Annan, which proposed railway will pass from, through, or into the parishes of Hoddam, Annan, and Brydekirk, and the royal burgh of Annan, or some of them, all in the county of Dumfries; and also the following branch railways diverging from the said proposed railway, viz. :—

First, A branch railway commencing at a point in the parish of Annan about a hundred yards to the westward of the place where the road to Stapleton diverges from the turnpike road leading from Annan to Carlisle, near the house called Newdyke, and terminating by a junction with the Glasgow and South-Western Railway at a point in the parish of Annan about half a furlong to the eastward of the bridge over that railway near to the east end of the Annan Station thereof, which proposed branch railway will be wholly situated in the parish of Annan, and royal burgh of Annan, or one of them, all in the county of Dumfries.

Secondly, A branch railway commencing at a point in the parish of Annan, about a furlong to the eastward of Plumdon dwelling-house, and terminating at a point in that parish at or near the farm-house of Seafeld, which proposed branch railway will be wholly situated in the parish of Annan and royal burgh of Annan, or one of them, all in the county of Dumfries.

Thirdly, A branch railway commencing at or near the point of commencement of the proposed branch railway last above described, and terminating by a junction with the Glasgow and South-Western Railway at a point in the parish of Annan about half a furlong to the south-westward of Solway Cottage, which proposed branch railway will be wholly situated in the parish of Annan, and royal burgh of Annan, or one of them, all in the county of Dumfries.

And Notice is also given, that duplicate plans and sections describing the lines, situation, and levels of the said intended railway and branch railways, and the lands, houses, and other heritages through which the same are intended to be made; and within the limits of deviation as defined on the said plans, and which may be required to be taken for the purposes of the said works, together with a book of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and other heritages respectively; and a published map, showing thereon the

general course and direction of the said proposed railway and branch railways; and also a copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection, on or before the thirtieth day of the present month of November, in the office at Dumfries of the Principal Sheriff-Clerk of the County of Dumfries, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the said parishes and to the royal burgh of Annan respectively, together with a copy of this Notice, as aforesaid, will, on or before the said thirtieth day of the present month of November, be deposited for public inspection with the Schoolmaster if any, and if there be no Schoolmaster, with the Session-Clerk of each such parish, at the place of abode of such Schoolmaster or Session-Clerk, and with the Town Clerk of the royal burgh of Annan, at his office in Annan.

And it is intended by the said Bill to apply for power to cross, alter, divert, and stop up, and to alter the lines, levels, and inclinations of highways, turnpike and other roads, railways, bridges, streets, paths, passages, rivers, canals, brooks, streams, sewers, water-courses, water works, telegraphic apparatus, and gas and water-pipes, so far as may be necessary or expedient for the purpose of making, maintaining, working, or using the said intended railway, branch railways, and other works, or any part thereof; as also to deviate, in constructing the said intended railway and branch railways, from the lines and levels laid down on the said plans and sections to such extent as will be defined on the said plans and provided by the said Bill.

And it is also intended by the said Bill to incorporate a company for making, maintaining, working, and using the said railway, branch railways, and other works, and for conveying passengers, goods, and other traffic thereon, and on other communicating railways, and for other purposes, with powers to raise money by the creation and issue of shares, and by borrowing on mortgage or bond, or cash credit, and to fund or issue debenture stock in lieu of the money so borrowed or authorised to be borrowed; and to acquire by compulsory purchase or otherwise, all such lands, houses, and other heritages as may be necessary or convenient for the purposes of the said railway, branch railways, and other works; and also water from streams or brooks adjoining or near to the said railway, branch railways, and other works, for the purposes thereof, and of the engines to be used thereon; as also to authorise and empower all owners of, and other parties interested in, any such lands, houses, streams, brooks, or other heritages, whether persons or corporations or others, and whether holding under entail or under any legal disability or not, to sell and convey to the said proposed Company their lands, houses, streams, brooks, or other heritages, or any part thereof, which may be necessary for the purposes aforesaid; as also to vary or extinguish all existing rights and privileges connected with the lands, houses, streams, brooks, and other heritages so to be acquired, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railway, branch railways, and other works; and to confer other rights and privileges necessary or expedient in relation to any of the foresaid matters. And it is also intended by the said Bill to apply for power to levy tolls, rates and charges, on, and for the use of, the said intended railway, branch railways and other works, and for the conveyance of passengers, goods, and other traffic thereon, and to confer certain exemptions from

payment of such tolls, rates and charges, and certain other rights and privileges in relation thereto; and also for power to the said intended Company and any other companies or corporations, or any commissioners, road trustees, or other bodies or persons, to enter into, and carry into execution, such arrangements and agreements as may be expedient and proper for, or in relation to, the making, maintaining, and using of the said intended railway, branch railways, and other works, or any portion thereof; and it is also intended by the said Bill to empower the said proposed Company, and the Caledonian Railway Company, and the Glasgow and South-Western Railway Company, or either of these companies, to enter into agreements with each other for, and with respect to, the maintainance, working, and use by the two last-mentioned companies, or either of them, of the said proposed railway, branch railways, and other works, and the traffic thereon, and for the use reciprocally by the said proposed Company, and the Caledonian Railway Company, and Glasgow and South-Western Railway Company, or either of them, of the lines of railway belonging to, or leased by the said companies respectively, or any of them, and the stations and other accommodations connected therewith, or any parts thereof, and the fixing, collection, apportionment, and division of the tolls, rates, charges, and profits levied or derived, upon or from the said respective lines of railway and stations, and other works, or any parts thereof, upon such terms and conditions, and in perpetuity, or for such periods or successive periods as may have been or may be agreed on, or as may be provided for by the said Bill; and to empower the Caledonian Railway Company, and the Glasgow and South-Western Railway Company, or either of these Companies, to exercise the powers of the said proposed Company, in relation to the said several matters or some of them.

And it is intended by the said Bill to ratify and confirm all such agreements as may have already been, or may hereafter be made, by and between the said proposed Company, or parties acting on their behalf, and the Caledonian Railway Company, and Glasgow and South-Western Railway Company, or either of these companies, in relation to the objects aforesaid, or any of them.

And it is intended by the said Bill, so far as necessary or expedient for any of the several purposes aforesaid, to alter the tolls, rates, and charges leviable, in respect of the use of any portion of the undertakings of the Caledonian Railway Company, and the Glasgow and South-Western Railway Company, or either of these companies and works connected therewith respectively, and of the conveyance of traffic thereon, and to confer, vary, and extinguish exemptions from payment of such tolls, rates, and charges.

And it is intended by the said Bill to vary or extinguish all existing rights and privileges which might impede or interfere with any of the objects aforesaid, and to confer all rights and privileges necessary or expedient for effecting the said objects or in relation thereto.

And so far as necessary for the purposes of the said Bill it is intended to alter and amend the powers and provisions of the several Acts after-mentioned, or some of them, that is to say "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company and their undertaking, 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 22d, the 22d and 23d, the 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, "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.

And Notice is farther 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 23d day of December next.

Dated this 11th day of November, 1863.

JOHN JACKSON, Dumfries.

CRIEFF AND METHVEN JUNCTION RAILWAY, AND BRANCH RAILWAY.

(Construction of Railway from Crieff to the Perth, Almond Valley, and Methven Railway, near Methven, and of Branch Railway, near Methven; Incorporation of Company; Working Traffic and Running Arrangements with the Scottish North-Eastern Railway Company; Running Powers over part of the Perth, Almond Valley, and Methven Railway; and to Scottish North-Eastern Railway Company over the Railway and the Branch; Power to the Scottish North-Eastern Railway Company to subscribe; 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 for an Act for making and maintaining a railway (herein called the Railway), with all necessary stations and other works and conveniences connected therewith, commencing by a junction with the Perth, Almond Valley, and Methven Railway, at a point in the parish of Methven, and county of Perth, seven hundred and fifty yards, or thereby, eastward of the farm-steading of Moss-side, and terminating in the parish of Crieff, and county aforesaid, at a point in a field adjoining the terminus at Crieff of the Crieff Junction Railway, and situated on the north or north-east side of said terminus, at or near to the town of Crieff, and county aforesaid; and also a branch railway (herein called the Branch), with all necessary stations, and other works and conveniences connected therewith, commencing out of the said intended railway, above described, at a point in the said parish of Methven, and county of Perth, two hundred yards, or thereby, eastward of the farm-steading of Moss-side, and terminating by a junction with the Perth, Almond Valley, and Methven Railway, in the parish of Methven, and county of Perth, at a point three hundred and fifty yards, or thereby, north-east of the said farm-steading of Moss-side, which intended railway, and branch, and works will be situate in, or pass from, through, or into the parishes of Methven, Tippermuir, Findo-Gask, Fowlis-Wester, Madderty, Monzie, Muthill *quoad sacra*, and Crieff, or some of them, all in the county of Perth:

And Notice is also given, that duplicate plans and sections describing the line, situation, and levels of the said intended railway and branch, and the lands, houses, and other heritages which may be required to be taken for the purposes of the said railway and branch, and works, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other heritages respectively, and a published map, showing thereon the general course and direction of the said proposed railway and branch, and also a copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited, for public inspection, on or before the 30th day of the month of November, 1863, in the offices, at Perth and Dunblane, of the Principal Sheriff-Clerk of the County of Perth, and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the said parishes, with a copy of this Notice as aforesaid, will, on or before the 30th day of the said month of November, be deposited with the Schoolmaster, if any, and if there be no Schoolmaster, with the Session-Clerk of each of the said parishes, at the place of abode of such Schoolmaster or Session-Clerk.

And it is intended by the said Bill to apply for power to cross on the level, or under or over, and to alter, divert, and stop up, highways, turnpike and other roads, railways, bridges, streets, paths, passages, rivers, canals, brooks, streams, sewers, water-courses, water works, telegraphic apparatus, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, maintaining, working, or using the said intended railway, and branch, and other works, or any part thereof; as also to deviate in constructing the said intended railway, and branch, and other works, from the line and levels thereof laid down on the said plans and sections, to such extent as will be defined on the said plans, or provided by the said Bill.

And it is also intended by the said Bill to incorporate a company for making, maintaining, working, and using the said railway, and branch, and other works, and for carrying passengers, goods, and other traffic thereon, and on other communicating railways, and for other purposes, with powers to raise money, by the creation and issue of shares and by borrowing on mortgage or bond, and with all other powers usual and necessary for said purposes; and to acquire, by compulsory purchase or otherwise, all such lands, houses, and other heritages, in the several parishes before mentioned, as may be necessary or convenient for the purposes of the said railway and branch and works. As also, to authorise and empower all owners, and other parties interested in any such lands, houses, or other heritages, whether persons or corporations or others, and whether holding under entail or under any legal disability or not, to sell or convey to the said proposed company their lands, houses, or other heritages, or any part thereof, for such annual feu-duty, ground-annual, or rent charge, as may be fixed and agreed on; and to provide that such feu-duty, ground-annual, or rent charge shall form a preferential lien and burden on the revenues and property of the said railway company. As also, to vary or extinguish all existing rights or privileges connected with the lands, houses, and other heritages, so to be acquired, or which would in any manner impede, or interfere with the construction, maintenance, or use of the said railway and branch and other

works; and to confer other rights and privileges necessary or expedient in relation to any of the aforesaid matters.

And it is also intended by the said Bill to apply for power to levy tolls, rates, duties, and charges on and for the use of the said intended Railway and branch and other works, and for the conveyance of passengers, goods, and other traffic thereon; and to confer certain exemptions from payment of such tolls, rates, duties, and charges, and to confer other rights and privileges in relation thereto: And also for power to the said intended Company, and any other companies or corporations, or any commissioners, road trustees, or other bodies, or persons, to enter into, and carry into execution, such arrangements and agreements as may be expedient and proper for, or in relation to, the making, maintaining, and using of the said intended railway and branch and other works, or any portion thereof.

And it is also intended by the said Bill to empower the said proposed Company and the Scottish North-Eastern Railway Company to enter into, and carry out, agreements with each other for, and with respect to, the maintenance, working, and use by the said Scottish North-Eastern Railway Company of the said proposed railway and branch and other works, and the traffic thereon, and for the use reciprocally by the said companies of the lines of railway and branches belonging to, or possessed by, the said companies respectively, and the stations and other accommodations connected therewith, or any parts thereof, and the fixing, collection, apportionment, and division of the tolls, rates, duties, and charges levied or derived upon, or from, the said respective lines of railway and branches and stations, and other works, or any parts thereof, upon such terms and conditions, and for such period or successive periods, as may have been, or may be, agreed on, or as may be provided for by the said Bill; and to empower the Scottish North-Eastern Railway Company to exercise the powers of the said proposed Company in relation to the said several matters, or some of them.

And it is further intended by the said Bill to empower the Company, and all companies and persons lawfully using or working the said intended railway and branch, to run into and over, work and use, with their engines and carriages, and for the purposes of their traffic, and upon such terms and conditions as (in default of agreement) shall be determined by compulsory arbitration, the Perth, Almond Valley, and Methven Railway, between the said points of junction of the intended railway and branch therewith, and the junction of the Perth, Almond Valley, and Methven Railway with the Scottish North-Eastern Railway, with the use of stations, approaches, water supply, water-engines, watering-places, sidings, machinery, works, and conveniences connected with said portion of the Perth, Almond Valley, and Methven Railway; and in like manner to enable the Scottish North-Eastern Railway Company to run into and over, work and use, with engines and carriages, and for the purposes of their traffic, and upon such terms and conditions as, in default of agreement, shall be determined by arbitration, the intended railway and branch, and all stations thereon, and sidings, approaches, the water supply, water-engines, watering-places, machinery, works, and conveniences connected therewith.

And it is further intended by the said Bill to empower the Scottish North-Eastern Railway Company to subscribe to, and to hold shares in,

the said proposed undertaking, or otherwise to contribute towards the expense thereof, subject to such terms and conditions as may have been, or may be, agreed on, or as may be fixed by the said Bill; and to pay such subscriptions or contributions out of any money which they may then have raised, or have power to raise, or for such purposes to raise additional capital, by the creation and issue of shares, on such terms and conditions, with such preferences, priorities, and privileges (if any), in respect of the whole or any of such additional capital, over all or any of the existing or authorised preference and ordinary stocks or shares in the capital of the Scottish North-Eastern Railway as may be considered expedient, or by borrowing on mortgage, or bond, or cash credit, and to fund or issue debenture stock, in lieu of the money so borrowed or authorised to be borrowed, and to vote at meetings of the said proposed company, and to nominate Directors to take part in the management thereof.

And it is intended by the said Bill to ratify and confirm all agreements which may have already been, or may hereafter be, made by and between the said proposed company, or parties acting on their behalf, and the Scottish North-Eastern Railway Company, in relation to any of the objects of this Notice, or any matter or purpose connected with the intended undertaking.

And it is intended by the said Bill, so far as necessary or expedient, to alter the tolls, rates, duties, and charges leviable in respect of the use of the Perth, Almond Valley, and Methven Railway, or any part thereof, and any portion of the undertaking of the Scottish North-Eastern Railway Company, and works connected therewith, respectively, and of the conveyance of traffic thereon; and to empower the company to levy tolls, rates, and duties in respect of passengers and traffic conveyed as aforesaid over portions of the Perth, Almond Valley, and Methven Railway, and the Scottish North-Eastern Railway; and to confer, vary, and extinguish exemptions from payment of such tolls, rates, duties, and charges.

And it is intended by the said Bill to vary or extinguish all existing rights and privileges which might impede or interfere with any of the objects aforesaid, and to confer all rights and privileges necessary or expedient for effecting the said objects, or in relation thereto; and to incorporate in the said Bill, and make applicable to the purposes thereof, "The Companies Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation (Scotland) Act, 1845," "The Railways Clauses Consolidation (Scotland) Act, 1845," "The Railway Companies Arbitration Act, 1859," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Act, 1863," "The Companies Clauses Act, 1863," and any other Acts or Statutes which may bear upon, or be expedient with reference to, the purposes of the said intended Act.

And so far as necessary for the purposes of the said Bill, it is intended to repeal, alter, and amend the powers and provisions of the several Acts after-mentioned, or some of them, that is to say:—"The Perth, Almond Valley, and Methven Railway Act, 1856," "The Scottish North-Eastern Railway Act, 1863," and the several Acts therein recited relating to the Scottish North-Eastern Railway, and to the several railways separately authorised, and now forming part thereof.

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 23d day of December next.

Dated this tenth day of November, 1863.

JOHN IRONSIDE, Crieff,
ALEXANDER GRAHAM, Crieff, } Solicitors.

DODDS & GREIG,
18, Abingdon Street, Westminster,
Parliamentary Agents.

ARGYLLSHIRE ROADS.

(Repeal of Existing Act; Constitution of New Trust for Management, Maintenance, Improvement, and Extension of Highways, Bridges, Quays, and Ferries; Regulation of Ferries; Levying Assessments; Acquisition of Lands; 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 for an Act to effect all or some of the following among other purposes, that is to say:—

To repeal an Act hereinafter called "the recited Act," passed in the 6th and 7th years of the reign of Her present Majesty, entitled "An Act for making and maintaining highways, roads, bridges, and quays, and for regulating ferries in the shire of Argyll, and for altering and repairing certain military and other roads, bridges, and quays in the said shire."

To re-enact, with such alterations and amendments as may be expedient, certain of the powers and provisions contained in the said Act, and to confer further and more ample powers for making, maintaining, and keeping in repair, and, if need be, for widening and improving the highways, bridges, quays, and ferries, and for regulating the ferries within the county of Argyll, which have been made or maintained under the powers of the recited Act, or of any of the Acts hereinafter mentioned, and to make, maintain, and to keep in repair such new highways, bridges, quays, and ferries within the said county, as may from time to time be deemed expedient or necessary.

To provide for the division of the said county into districts for the purposes of the said Act, and for the management and maintenance of the whole of the said highways, bridges, quays, and ferries, and to place the same under the control and management of trustees, to be appointed in pursuance of the said intended Act, (and hereinafter called "the trustees,") with all necessary powers, and authorities, to provide for the appointment of clerks, treasurers, surveyors, and other officers, to regulate the meetings, actings, and proceedings of the trustees, and to vest in the trustees all the highways, bridges, quays, ferries, lands, buildings, works, rights, powers, privileges, and authorities, interests, arrears of assessments, monies, properties, and effects, now vested in, or belonging to the trustees, commissioners, or other bodies, in whom the same are now vested, under the recited Act or otherwise.

To alter and vary all or some of the assessments, and modes of assessment, authorized by the recited Act, and in lieu thereof to authorize the trustees to impose and levy rates, and assessments, upon and from the proprietors, liferenters, leaseholders, and tenants, and occupiers respectively, of lands, houses, and other heritages within the said county, including the towns and burghs therein, and upon

and from the owners of horses, kept and used within the said county, and to impose, and levy upon and from such proprietors, liferenters, leaseholders, tenants, and occupiers, as aforesaid, such further rates and assessments as may be necessary, for the purposes of the said intended Act, and to impose extra assessments, in respect of mines, mills, quarries, works, or premises, in the use or working of which special or increased injury is done to the said highways, bridges, quays, or ferries, or any of them, and also to enable the trustees to transfer to the Magistrates and Town Council of any burgh, or any other public body, to be provided by the said intended Act, the management of so much of the said highways, bridges, quays, or ferries, as may be situate within the Royal or Parliamentary boundaries of any burgh within the said county of Argyll, and to pay to such Magistrates, Town Council, or other body, such portion of the assessments raised by virtue of the said intended Act on lands, houses, and other heritages, within the said boundaries or otherwise, to authorize and empower such Magistrates, Town Council, or other public body as aforesaid, to impose and levy, within such Royal or Parliamentary boundaries, such rates and assessments, as may be necessary for the improvement, or maintenance and repair of the highways, bridges, quays, or ferries so to be transferred to them, and to confer, vary, or extinguish exemption from the payment of the several rates and assessments leviable under the Acts hereinafter specified, or under the said intended Act.

To authorize the trustees, from time to time, to regulate and determine the rates to be levied at, and all other matters connected with, the said ferries, and the ferrymen plying thereat, in such manner as the situation of such ferries respectively shall appear to them to require.

To authorize the trustees to borrow money for the purposes of the intended Act, upon the security of the several rates and assessments thereby authorized, or otherwise.

To authorize the road trustees of the respective districts of the said county of Argyll, as coming in place of the Commissioners of Highland Roads and Bridges, to make and carry into effect such arrangements or agreements as they may deem expedient, with respect to any of the purposes aforesaid.

To authorize the trustees to close and relinquish, as public highways or ferries, such of the existing highways or ferries within the said county of Argyll as may be useless or of little importance, or which may be superseded by the new roads to be constructed under the powers of the said intended Act.

To authorize and empower the trustees, under the said intended Act, to acquire, take, and hold, either by compulsion or agreement, such lands as may be requisite for the purposes of the Act.

To alter, amend, extend, enlarge, or repeal, in so far as may be necessary for carrying into effect the purposes of the said intended Act, the Acts of Parliament following, or some of them, viz. :—An Act of the Parliament of Scotland, passed in the year 1669, c. 16 ; and another Act of the same Parliament, passed in the year 1686, c. 8 ; and the Acts 1st and 2nd William IV., cap. 43 ; 8 and 9 Victoria, cap. 41 ; and the Highland Roads and Bridges Act, 1862.

And to vary or extinguish all rights and privileges which would in any way interfere with the execution of the purposes of the said intended Act, and to confer all such powers, rights, and

privileges as may be necessary for carrying the same into effect, and as are commonly inserted in Acts of the like nature.

Printed copies of the said Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd December 1863.

Dated the 2nd day of November 1863.

MARTIN & LESLIE,
27, Abingdon Street, Westminster.

STIRLING WATER.

Extension of Works and Supply—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 after-mentioned, or some of them, that is to say :

To authorise the Stirling Waterworks Commissioners to make and maintain the following works, or some of them :—First, A Reservoir situate on the lands called Touch Muir, part of the entailed estate of Touch, near to and to the westward of the existing upper reservoir belonging to the said Commissioners ; Second, An Aqueduct or Conduit, commencing at a point on the stream called the Touch Burn, 620 yards or thereby westward of the north-west end of the said existing upper reservoir, and terminating at and leading into the intended reservoir first above described ; and Third, A Waste Weir or Bye Wash leading from a point at or near the north end of the intended reservoir first above described, into and forming a junction with the existing waste weir or bye wash from the said existing upper reservoir, at a point 80 yards or thereby, from the north-west end of the said existing upper reservoir : And to authorise the said Commissioners to maintain and use as part of their undertaking under “The Stirling Waterworks Act, 1848,” and the said Bill, the existing lower reservoir constructed by them on the lands of Touchmollar, part of the said entailed estate, and the waste weir or bye wash connected therewith ; all which existing and intended reservoirs, aqueduct or conduit, and waste weirs, and other works connected therewith, are or will be situate in the parish of Saint Ninians, and county of Stirling ; and also to make and maintain all necessary embankments, bridges, dams, weirs, sluices, culverts, cuts, tunnels, roads of access, and other works and conveniences in connection with the said existing and intended reservoirs, and aqueduct or conduit, and waste weirs, and all pipes, drains, cuts, and other works necessary for connecting the said intended reservoir with the said existing upper reservoir, and for collecting and diverting the springs and water arising in, or flowing through, the lands of Touch Muir, Hill Parks of Touch, Touchmollar, and Tomanton Park, or any other portion of the said estate of Touch, and the water of the said Touch Burn, and conveying the same into the said existing or intended reservoirs, and aqueduct or conduit, or some of them, or into any other works of the said Commissioners.

To take power to deviate, in the construction of the said several intended works, from the lines and levels delineated on the plans and sections to be deposited as after mentioned, to the extent defined on the said plans, or specified in the said Bill ; and to carry the said intended aqueduct or conduit,

and other works, over, under, along, or across, and for that purpose temporarily or permanently to stop up, divert, or alter any road, highway, or stream, in the said parish of Saint Ninians.

To take power to acquire, by compulsory purchase or otherwise, the land on which the said existing lower reservoir, and waste weir and other works connected therewith, are situate, and the lands, houses, springs, streams, water and other property, required for the purposes of the said intended reservoir, aqueduct or conduit, and waste weir, and other works; and to impound, store, and convey, in the existing and intended reservoirs, aqueducts or conduits, and other works constructed, or to be constructed, by the said Commissioners, or some of such works, the springs, streams, and water so to be acquired, and also the water of the said Touch Burn, and the springs, feeders, tributaries, and affluents thereof; and to take, divert, and use the said several springs, streams, and water, for the purpose of supplying the royal burgh of Stirling, and suburbs thereof, and parishes and places adjacent, within and beyond the limits of the said Act; which stream, called Touch Burn, flows into or joins the river Forth, at or near the east boundary of the farm of Oldcroft, in the said parish of Saint Ninians, and county of Stirling; and to vary and extinguish all existing rights and privileges connected with the lands, houses, springs, streams, or water, to be acquired, taken, stored, or diverted, as aforesaid, which would interfere with or prevent the said supply of water, or the execution, maintenance, or use of the said intended works, or of the existing works of the said Commissioners.

To authorise the said Commissioners to supply water to owners and occupiers of houses, buildings, and works, situate in parishes or places in or adjacent to the said royal burgh of Stirling, and suburbs thereof, and beyond the limits of the said Act, on such terms and conditions as may be agreed on or specified in the said Bill, and to levy and charge rates or rents for water so supplied, and to confer, vary, or extinguish exemptions from payment of such rates or rents.

To authorise the said Commissioners and Dame Elizabeth Seton Steuart of Touch, or the heir of entail in possession of the said estate of Touch, to make and enter into agreements with respect to the taking and use of lands and water on and from the said estate, and from the said Touch Burn, under the powers of the said Act and the said Bill, or either of them, and the price or compensation or any rent charge or other annual sum to be paid by the said Commissioners for and in respect of lands and water so taken and used or to be taken and used; and to confirm any agreements, conveyances or other deeds made or granted between the said parties, or by any one of them to the other, with reference to the purposes aforesaid, or any of them, and to authorise the said Commissioners to apply the assessments, rates, rents and other monies which have been or may be levied or borrowed by them under the powers of the said Act, or of the said Bill, in payment of any price or compensation and rent charge, or other annual sum, which are or may become due and payable to the said Dame Elizabeth Seton Steuart, or the heirs of entail in possession of or entitled to succeed to the said estate.

To amend "The Stirling Waterworks Act, 1848;" to authorise the said Commissioners to borrow on bond, or on mortgage and security of

their undertaking, and lands and property connected therewith, and of the assessments, rates, rents and charges leviable under the said Act and the said Bill, such sums of money as may be required for defraying the expense of the said intended works, and for the general purposes of their Undertaking; to make provision for regulating the supply and preventing the waste or misuse of water; to vary or extinguish all rights and privileges which would interfere with or prevent the execution of the several 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.

Plans and sections describing the lines, situation and levels of the said existing lower reservoir, and waste weir, and of the said intended reservoir, aqueduct or conduit, and waste weir, and other works, and the lands, houses and other property intended to be taken for the several purposes before-mentioned, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and 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 office in Stirling of the principal Sheriff Clerk of the county of Stirling, and with the Schoolmaster, or if there be no Schoolmaster, with the Session Clerk, of the said parish of Saint Ninians, 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.

THOMAS L. GALBRAITH,
Town Clerk, Stirling.

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

HAMILTON AND STRATHAVEN AND CALEDONIAN RAILWAY COMPANIES.

(Amalgamation, Purchase, or Lease; and Amendment or Repeal of Acts.)

NOTICE is hereby given that Application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill to vest in the Caledonian Railway Company, or to authorise or provide for the vesting in that Company, by amalgamation, purchase, or lease, upon such terms and conditions as have been or may be agreed upon, or as may be fixed by or under the provisions of the said Bill, of the undertaking of the Hamilton and Strathaven Railway Company, and of all the lands, works, property, and effects, powers, rights and privileges of the Hamilton and Strathaven Railway Company, of whatsoever kind, and whether with reference to the raising and borrowing of money, the purchase compulsorily or otherwise of lands and houses, the construction of works, the fixing and levying of tolls, rates, and charges, the management, maintenance, working, and use of the said undertaking, or otherwise, which shall be vested in or held or enjoyed by the Hamilton and Strathaven Railway Company at the time of the said amalgamation, purchase, or lease.

And it is intended by the said Bill to provide, if thought expedient, for the dissolution of the Hamilton and Strathaven Railway Company, and for the incorporation of the shareholders

therein (or some of them), with the Caledonian Railway Company and the Shareholders in that Company; and also to provide for varying, regulating, and fixing the capital of the said two Companies, or of the Caledonian Railway Company, and the rights, privileges, preferences, and priorities, in and against the Caledonian Railway Company, and the respective undertakings of the said two companies, or the united undertaking, and the respective portions thereof, of the several classes of shareholders in the said two companies, and of the holders of debenture stock in, and of annuities, mortgages, bonds, and funded and other debts due by the said two companies respectively, or either of them; and for the fulfilment and discharge by the Caledonian Railway Company of all or some of the obligations entered into, and debts and liabilities incurred by the Hamilton and Strathaven Railway Company.

And it is intended by the said Bill, to authorise the Caledonian Railway Company to redeem the preference and ordinary shares which have been issued by the Hamilton and Strathaven Railway Company, by payment of such price, or substitution of such shares (ordinary, preference, or guaranteed) in the Caledonian Railway Company, as have been or may be agreed upon, or as may be provided by the said Bill; and to authorise the Caledonian Railway Company to guarantee a fixed or fluctuating dividend upon each of the said classes of shares in the Hamilton and Strathaven Railway Company, and to create and issue new stock or shares in their undertaking, with or without preference or guarantee of dividend, and to borrow additional money on mortgage of their undertaking, or on bond or cash credit, and to create and issue debenture stock in lieu of the sums so borrowed or authorised to be borrowed; as also to levy tolls, rates, and charges, in respect of the use of the Hamilton and Strathaven Railway, and the conveyance of traffic thereon; and to authorise the alteration of existing tolls, rates, and charges, the conferring, varying, and extinguishing of exemptions from payment of tolls, rates, and charges, and other rights and privileges; and to enact or provide for all such powers, provisions, matters, and things, as may be necessary, convenient, or proper, for effecting such amalgamation, purchase, or lease, as aforesaid; and to authorise the said companies to enter into and execute all conveyances, leases, and agreements which may be necessary for effecting the objects aforesaid; and to confirm any such agreement or agreements which may have been, or may be entered into between them prior to the passing of the said Bill.

And it is intended by the said Bill to amend some of the powers and provisions of "The Caledonian Railway Act, 1845," and of the several other Acts relating to the Caledonian Railway Company, passed respectively in the 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 22d, the 22d and 23d, the 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; and also to amend, or wholly or partially to repeal "The Hamilton and Strathaven Railway Act, 1857," and "The Hamilton and Strathaven Railway (Amendment) Act, 1860."

And Notice is further given, that printed copies of the said Bill, as proposed to be introduced into

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

HOPE & MACKAY, W.S.,
Edinburgh.

GRAHAMES & WARDLAW,
Westminster.

Dated this seventeenth day of November 1863.

CALEDONIAN RAILWAY.

GLASGOW HARBOUR BRANCHES.

(Construction of Branch Railways to connect the Caledonian Railway and Glasgow Dumbarton and Helensburgh Railway with Glasgow Harbour; Arrangements with Edinburgh and Glasgow Railway Company and Clyde Trustees; and Amendment of Acts.)

NOTICE is hereby given that Application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill to empower the Caledonian Railway Company to make and maintain the following branch railways, or some of them, or some part thereof, and all proper works and conveniences in connection therewith respectively; that is to say,—

First, A Branch Railway, hereinafter called Railway No. 1, commencing by a junction with that portion of the Caledonian Railway (hereinafter called the Garnkirk Extension) which connects the railway formerly known as the Glasgow Garnkirk and Coatbridge Railway, and now belonging to the Caledonian Railway Company, with their station at Buchanan Street, Glasgow, at or near a point on the said Garnkirk Extension about six chains westward from the place where the turnpike road from Glasgow to Inchbilly Bridge by Springburn is carried over the Garnkirk Extension, and terminating at or near a point about six chains eastward from Stobcross House, and about fifteen chains northward from the River Clyde; which proposed Railway No. 1, and 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 royal burgh of Glasgow, and the parishes of Maryhill, Glasgow, Inner High Church of Glasgow, St. George's of Glasgow, Govan, and Barony of Glasgow, or some of them, all in the county of Lanark.

Secondly, A Branch Railway, hereinafter called Railway No. 2, commencing by a junction with the Garnkirk Extension at a point near the north-east end of the tunnel by which the Garnkirk Extension is carried under the lands of Broomhill, and terminating by a junction with the said proposed Railway No. 1 at or near a point about fifteen chains south-eastward from the Hamiltonhill turnpike bar on the Possil Road; which proposed Railway No. 2, and 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 royal burgh of Glasgow, and the parishes of Maryhill, Glasgow, Inner High Church of Glasgow, St. George's of Glasgow, and Barony of Glasgow, or some of them, all in the county of Lanark.

Thirdly, A Branch Railway, hereinafter called Railway No. 3, commencing by a junction with that portion of the undertaking of the Edinburgh and Glasgow Railway Company known as the Glasgow Dumbarton and Helensburgh Railway, at a point near to the bridge by which the said Possil Road is carried over the said railway, and terminating by a junction with the said proposed Railway

No. 1 at or near a point about fifteen chains westward from the farm steading of Keppoch, and near the centre of the field numbered 621 on the Ordnance map of the parish of Maryhill; which proposed Railway No. 3, and 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 parishes of Maryhill and Barony of Glasgow, or one of them, and in the county of Lanark.

Fourthly, A Branch Railway or Tramway, hereinafter called Railway No. 4, commencing by a junction with the said proposed Railway No. 1 at the point hereinbefore described as the termination thereof, and terminating on or near the quay on the north side of the River Clyde, at or near a point about half a chain southward from the south end of Finnieston Lane; which proposed Railway No. 4, and 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 Barony Parish of Glasgow and county of Lanark.

Fifthly, A Branch Railway, hereinafter called Railway No. 5, commencing at or near a point in the parish of Govan, on the north bank of the River Clyde, about eight chains westward from the western boundary of Park shipbuilding-yard, in the occupation of J. G. Lawrie, and terminating by a junction with Railway No. 1 at or near a point in the Barony Parish of Glasgow, about five chains south-eastwards from Kelvinhaugh Cottage, and about three chains south-westwards from the junction of Sandford Street and Kelvinhaugh Street; which proposed Railway No. 5, and 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 parishes of Govan and Barony of Glasgow, in the county of Lanark.

And Notice is further given, that duplicate plans and sections, describing the lines, situation, and levels of the said proposed branch railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said plans, and which may be required to be taken for the purposes of the said works, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and published maps to a scale of not less than half an inch to a mile, with the lines of the proposed branch railways delineated thereon, so as to show their general course and direction, and copies of this Notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November current, be deposited for public inspection in the office at Glasgow of the principal Sheriff-Clerk of the county of Lanark; and that copies of so much of the said plans, sections, and books of reference as relates to each of the parishes before specified, and to the royal burgh of Glasgow respectively, with a copy of this Notice as published in the London and Edinburgh Gazettes, will also, on or before the thirtieth day of November current, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such parish, at the usual place of abode of such Schoolmaster or Session-Clerk, and with the Town-Clerks of the said royal burgh at their office in Glasgow.

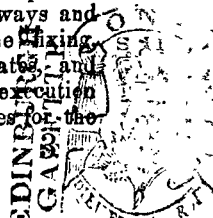
And Notice is further given, that it is intended by the said Bill to empower the Caledonian Railway Company to deviate, in the construction of the said proposed branch railways, from the lines and

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

And it is further intended by the said Bill to empower the Caledonian Railway Company to purchase, compulsorily and otherwise, the lands, houses, and other property required for the purposes aforesaid; to convey passengers, goods, and other traffic on the said branch railways; to levy tolls, rates, and charges for the use of the said branch railways and relative works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges; and to exercise all other usual and necessary powers.

And it is further intended by the said Bill to empower the Caledonian Railway Company, and the owners of, and other parties interested in, the lands, houses, and other property required for the purposes aforesaid, and any other companies, corporations, commissioners, trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the said company of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground-annual, or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect, or be affected by the construction, maintenance, or use of the said proposed branch railways and other works; and for the use of the said branch railways and other lines of railway communicating therewith; and as to the tolls, rates, and charges to be levied thereon respectively; and to execute all agreements, conveyances, contracts of feu, and of ground-annual, leases, and other deeds necessary for these purposes.

And it is further intended by the said Bill to empower the Caledonian Railway Company and the Edinburgh and Glasgow Railway Company to enter into arrangements and execute agreements with each other in respect to the acquisition of lands, houses, and other property, or rights therein, for the purposes of the said proposed branch railways and other works; the construction, maintenance, and use of the said branch railways and other works, or part thereof, by the said companies jointly; the construction, maintenance, and use of part thereof by the one, and of part thereof by the other of those companies; the transference to the Edinburgh and Glasgow Railway Company of the said proposed Railway No. 3 and relative works, or part thereof; the transference to the Edinburgh and Glasgow Railway Company of the powers or some of the powers to be conferred by the said Bill on the Caledonian Railway Company in relation to the said branch railways and other works, or part thereof; the use of, and the interchange, forwarding, working, and conducting of traffic between, over, and upon the respective undertakings of the said companies, including the said proposed branch railways and other works, or any parts thereof; the fixing, levying, and apportionment of tolls, rates, and charges in respect of such traffic; the execution and maintenance of works and conveniences for the



accommodation of such traffic, and other matters connected therewith; and to confirm any agreements which may have been or may be entered into between the said companies in relation to the said several matters, or any of them; or to make provision in the said Bill for effecting all or any of the said several matters, and in relation thereto.

And it is further intended by the said Bill to empower the Caledonian Railway Company to raise money for the several purposes aforesaid, by the creation and issue of shares or stock, on such terms and conditions, and with such preferences, priorities, and privileges (if any) *inter se*, and in respect to their other shares and stock, and subject as regards preference shares or stock to such powers of redemption (by the substitution of ordinary shares or stock to be created under the powers of the said Bill, or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond or cash credit, and to fund or issue debenture stock in lieu of the money so borrowed or authorized to be borrowed; and also to empower the Edinburgh and Glasgow Railway Company to raise money by similar means for or towards the expense of purchasing any lands, houses, or other property, or constructing or acquiring any of the said branch railways or other works, or any part thereof, or interest therein, which under the powers of the said Bill, or under any such agreement as aforesaid, that Company may be authorized to purchase, construct, or acquire, separately, or jointly with the Caledonian Railway Company; and to levy tolls, rates, and charges for the use of the branch railways and other works which may be so vested in them separately or jointly, and the conveyance of the traffic thereon.

And it is further intended by the said Bill to empower the Caledonian Railway Company and the Trustees of the Clyde Navigation, or the Caledonian Railway Company, the Edinburgh and Glasgow Railway Company, and the said Trustees, to enter into agreements with each other with respect to the construction, maintenance, and use of any lines of rails, or tramways, and other works and conveniences which may be formed upon, or adjacent to, or in connection with the quays of Glasgow Harbour and the docks and other works authorized to be constructed by the said Trustees, and the use of any existing works and conveniences at the said harbour; the tolls, rates, and charges, or other consideration to be paid for such use; the connections to be made between the said lines of rails or tramways, and any of the proposed branch railways hereinbefore described; the interchange, delivery, and forwarding of traffic between, at, and over the railways, lines of rails, harbour, docks, and other works of the respective parties to such agreements; the tolls, rates, and charges to be levied by the said parties respectively, in respect of such traffic, and other matters relating thereto; and to confirm any agreements which may have been or may be entered into between the said parties in relation to the said several matters or any of them; or to make provision in the said Bill for effecting all or any of the said several matters, and in relation thereto.

And it is further intended by the said Bill to vary or extinguish all duties, customs, or other payments, rights, privileges, and exemptions, which may in any manner impede or interfere with the objects aforesaid or any of them, and to confer all rights, privileges, and exemptions necessary or expedient for effecting the said objects, or in relation thereto.

And, for these and other purposes, it is intended by the said Bill to amend "The Caledonian Rail-

way Act 1845," and the several other Acts relating to the Caledonian Railway Company, passed respectively in the ninth and tenth, the tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third, 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; and also, so far as necessary, to amend "The Edinburgh and Glasgow Railway Consolidation Act 1852," and the several other Acts relating to the Edinburgh and Glasgow Railway Company or their undertaking, passed respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the sixteenth and seventeenth, the eighteenth and nineteenth, the nineteenth and twentieth, the twenty first and twenty-second, 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; as also an Act passed in the fourth and fifth years of the reign of Her present Majesty, intitled "An Act to consolidate, amend, and enlarge the powers and provisions of the several Acts relating to the Forth and Clyde Navigation," and the several other Acts relating to that Navigation and to the Company of Proprietors thereof, passed respectively in the fifth, the eighth, the ninth and tenth, the eleventh and twelfth, the thirteenth and fourteenth, the fifteenth, and the twenty-second and twenty-third years of the reign of Her present Majesty; as also "The Clyde Navigation Consolidation Act 1858;" and any other Acts relating to the Caledonian Railway Company, the Edinburgh and Glasgow Railway Company, the Company of Proprietors of the Forth and Clyde Navigation, and the Trustees of the Clyde Navigation.

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.

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

HOPE & MACKAY, W.S., Edinburgh.

GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

CALEDONIAN RAILWAY.

Bredisholm and Tenuochside Branch.

(Construction of Railway from Rutherglen and Coatbridge Branch to Tenuochside; and Amendment of Acts.)

NOTICE is hereby given that Application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill to empower the Caledonian Railway Company to make and maintain a branch railway and all proper stations, approaches, roads of access, and other works and conveniences in connection therewith; which branch railway is intended to commence by a junction with that portion of the Rutherglen and Coatbridge Branch of the Caledonian Railway which was authorized by "the Caledonian Railway

(Bredisholm Deviation) Act 1863," at a point in the parish of Old Monkland about eleven chains south-eastward from the gatekeeper's lodge at the entrance of the approach to Bredisholm House, and to terminate at a point in the parish of Bothwell, on the lands of Tenochockside, about twenty-two chains westward from the farm-steading of Hill; which proposed branch railway, and works and conveniences connected therewith, and the lands, houses, and other property which may be taken under the powers of the said Bill, will be and are situate in the said parishes of Old Monkland and Bothwell, in the county of Lanark.

And Notice is further given, that duplicate plans and sections, describing the line, situation, and levels of the said proposed branch railway, and the lands, houses, and other property through which the same is intended to be made, and within the limits of deviation as defined on the said plans, and which may be required to be taken for the purposes of the said works, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and published maps to a scale of not less than half an inch to a mile, with the line of the proposed branch railway delineated thereon, so as to show its general course and direction, and copies of this Notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November current, be deposited for public inspection in the Offices at Glasgow, Airdrie, and Hamilton respectively, of the Principal Sheriff-Clerk of the County of Lanark; and that copies of so much of the said plans, sections, and books of reference, as relates to each of the parishes before named respectively, with a copy of this Notice as published in the London and Edinburgh Gazettes, will also, on or before the thirtieth day of November current, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such parish, at the usual place of abode of such Schoolmaster or Session-Clerk.

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

And it is further intended by the said Bill to empower the Caledonian Railway Company to purchase, compulsorily and otherwise, the lands, houses, and other property required for the purposes aforesaid; to convey passengers, goods, and other traffic on the said branch railway; to levy tolls, rates, and charges for the use of the said branch railway and relative works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges, and to exercise all other usual and necessary powers.

And it is further intended by the said Bill to empower the Caledonian Railway Company, and the owners of, and other parties interested in the lands, houses, and other property required for the

said proposed branch railway and other works, and any other companies, corporations, commissioners, trustees and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the said company of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price and subject to such feu-duty, ground-annual, or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect, or be affected by the construction, maintenance, or use of the said proposed branch railway and other works; and for the use of the said branch railway and other lines of railway communicating therewith; and as to the tolls, rates, and charges to be levied thereon; and to execute all agreements, conveyances, contracts of feu and of ground-annual, leases, and other deeds necessary for these purposes.

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

And it is further intended by the said Bill to vary or extinguish all duties, customs, or other payments, and rights and privileges, which may in any manner impede or interfere with the objects aforesaid or any of them, and to confer all rights, privileges, and exemptions necessary or expedient for effecting the said objects, or in relation thereto.

And, for these and other purposes, it is intended by the said Bill to amend "The Caledonian Railway Act 1845," and the several other Acts relating to the Caledonian Railway Company, passed respectively in the ninth and tenth, the tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third, 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.

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.

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

HOPE & MACKAY, W.S., Edinburgh.

GRAHAMES & WARDLAW,

30 Great George Street, Westminster.

[IN PARLIAMENT—SESSION 1864.]

FORTH BRIDGE RAILWAY.

(Incorporation of Company—Construction of Railway from Pardovan to Charleston—Running Powers and Facilities over the Railways of the North British and Edinburgh and Glasgow Railway Companies—Working Arrangements with the North British, Edinburgh and Glasgow, and Caledonian Railway Companies—Amendment of Acts.)

NOTICE is hereby given that Application is intended to be made to Parliament in the ensuing Session for an Act for all or some of the following purposes, that is to say,

To incorporate a company (hereinafter referred to as "The Company"), and to authorise the Company to make and maintain the railway hereinafter mentioned with all proper stations, approaches, works, and conveniences connected therewith respectively (that is to say),

A railway to commence in the parish of Linlithgow, in the county of Linlithgow, by a junction with the Edinburgh and Glasgow Railway at a point thereon three-quarters of a furlong, or thereabouts, measured in the direction of Edinburgh from the mile post near to Pardovan, on such railway, indicating the distance to be 14 miles from Edinburgh and 32 from Glasgow, and at or about a point where the said Edinburgh and Glasgow Railway is there crossed by a public road, and to terminate in the parish of Dunfermline, in the county of Fife, by a junction with the North British (late Charleston or Elgin) Railway at a point thereon 2 furlongs, or thereabouts, measured along that railway northwards from a point thereon opposite to a public house known as "The Elgin Arms Inn," at Charleston, which said intended railway will pass from, in, through, or into, or be situate within the several parishes, royal burghs, townships, and extra parochial, or other places following, or some of them, that is to say, Linlithgow, Carriden, and Abercorn, or some of them, all in the county of Linlithgow; and Dunfermline and the royal burgh of Dunfermline, or one of them, in the county of Fife, and the bed or soil of the Firth of Forth in or near to the parishes of Abercorn, Carriden, and Dunfermline aforesaid.

To deviate from the line and levels of the said intended railway and works as shown on the plans and sections hereinafter referred to, and to cross, stop up, take down, alter or divert, temporarily or permanently, all turnpike and other roads, railways, tramways, piers, jetties, quays, wharves, landing places, rivers, estuaries, firths, streams, canals, reservoirs, navigations, bridges, or works of any description, which it may be necessary or convenient to cross, stop up, take down, alter or divert, for the purposes of the said intended railway and works.

To purchase lands and buildings by compulsion in the several parishes, royal burghs, townships, and places aforesaid, or some of them, and also lands and buildings by agreement for the purposes of the intended railway and for other purposes of the Company, and to vary or extinguish all existing rights and privileges in any manner connected with the lands and buildings to be purchased, or which would prevent or obstruct the carrying into effect any of the purposes of the said intended Act, and to alter, vary, or extinguish existing tolls, rates, duties, and charges, and exemptions from payment of tolls, rates, duties, and charges, and to authorise the levying of new tolls, rates, duties, and charges, and to confer new exemptions from payment of tolls,

rates, duties, and charges, and other rights and privileges.

To empower the Company and all other companies and persons lawfully using the said intended railway, or any part thereof, to run over, work, and use with their engines, carriages, officers, and servants, and for the purposes of their traffic of every description upon terms to be settled (in default of agreement) by the Board of Trade or by arbitration; all or any part of the lines of railway, stations, roads, platforms, booking-offices, water, water-engines, sidings, machinery works, and conveniences now constructed, or authorised to be constructed, belonging to the North British Railway Company and the Edinburgh and Glasgow Railway Company, or either of them, or either of their lessees or assigns, and to require and compel those companies, or either of them, to afford all requisite facilities for the purpose, and to enable the Company to levy tolls, rates, and duties in respect of passengers and traffic conveyed over the before-mentioned respective railways, or any of them, or any parts thereof respectively under the powers of the said intended Act, and if need be to alter and restrict the tolls, rates, and duties then leviable, and to fix and determine the tolls, rates, and duties to be thereafter taken upon, or in respect of the said respective railways, or of any of them, or any parts thereof, and the works and conveniences connected therewith respectively.

To make effectual provision for the interchange, accommodation, protection, and direct and speedy transmission of traffic, passing to, from, or over all or any part of the said intended railway, from, to, or over any of the railways of the other companies before named or referred to, or either of them, with or without the rolling stock, officers, and servants of the Company or any other company or persons lawfully using the railway of the Company, and for through booking mileage rates and other facilities, and for the settlement (in default of agreement) by arbitration or otherwise of the terms payment and conditions on which such services and facilities shall be rendered.

To authorise and empower the Company on the one hand, and the North British Railway Company, the Edinburgh and Glasgow Railway Company, and the Caledonian Railway Company, or any or either of them, on the other hand, to enter into and carry into effect contracts, agreements, or arrangements, for or with reference to the construction, maintenance, working and using by any or either of the contracting companies of the said intended railway and works, the regulation, management, and transmission of the traffic thereon, the supply and maintenance of engines, stock, and plant, the fixing collection, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom, and the employment of officers and servants, the sums or considerations to be payable by any or either of the contracting companies to the other, or others of them, and all incidental matters, and to provide, if need be, for the appointment of a joint committee, or joint committees, and to confer upon such committee or committees all necessary powers to regulate their proceedings.

To confirm any agreement which may have been entered into between the Company and the other companies before-named or referred to, or either of them, with reference to all or any of the matters aforesaid, or other the purposes of the intended Act.

To incorporate with the intended Act the necessary 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 Acts Amendment Act, 1860," "The

Railways Clauses Consolidation (Scotland) Act, 1845," and "The Railways Clauses Act, 1863."

To alter, amend, or repeal 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 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 Edinburgh and Glasgow Railway Company—namely, 9 and 10 Vic., cap. 332; 11 and 12 Vic., cap. 160; 12 and 13 Vic., cap. 39; 15 Vic., cap. 109; 16 and 17 Vic., cap. 151; 18 and 19 Vic., caps. 158 and 190; 21 and 22 Vic., cap. 64; 24 and 25 Vic., caps. 84 and 248; 25 and 26 Vic., caps. 135 and 138; and 26 and 27 Vic., cap. 237; and all other Acts relating to the Edinburgh and Glasgow Railway Company; Acts relating to the Caledonian Railway Company—viz., "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company, passed respectively in the Sessions of Parliament held 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 and 22d, the 22d and 23d, the 23d and 24th, the 24th and 25th, the 25th and 26th, and 26th and 27th years of the reign of Her present Majesty.

And Notice is hereby further given, that plans and sections of the railway works and lands to be authorised or taken compulsorily by or under the powers of the Act, 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 the lands to be taken, a published map, with the line of railway to be made delineated thereon, so as to show its general course or direction, and a copy of this Notice, as published in the Edinburgh and London *Gazettes*, will be deposited for public inspection, at the office in Linlithgow of the principal Sheriff-Clerk of the county of Linlithgow; and at the offices in Cupar and Dunfermline of the principal Sheriff-Clerk of the county of Fife; and a copy of so much of the plans, sections, and book of reference as relates to any parish, or extra parochial place, in which any part of the said works or any lands to be taken under the compulsory powers of the Act are or will be situate, together with a copy of this Notice, 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 Dunfermline, together with a copy of this Notice, will be deposited with the Town-Clerk of the said royal burgh, at his office in Dunfermline; and that all such deposits will be made on or before the 30th day of November instant; and that on or before the 23d day of December next, printed copies of the Bill for effecting the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November 1863.

H. & W. TOOGOOD,
16 Parliament Street, Westminster,
Parliamentary Agents.

EDINBURGH AND GLASGOW RAILWAY.

Construction of Railways at Cowlairs, and between Maryhill and the River Clyde, and Tramways on the Quays; Stations and Sidings; Increase of Capital; and Amendment of Acts.

NOTICE is hereby given that Application is intended to be made to Parliament in the ensuing Session for leave to introduce a Bill for all or some of the following purposes (that is to say):—

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

1. A railway diverging from and out of the main line of the Edinburgh and Glasgow Railway, at a point about five chains north of the two-mile post from Glasgow, on the said railway, and terminating by a junction with the line of the Glasgow, Dumbaron, and Helensburgh Railway, belonging to the said Company, at or near the bridge over the said last-mentioned railway, which is situate about seventeen chains north-westward from the existing junction thereof with the main line of the Edinburgh and Glasgow Railway, at or near Cowlairs Station; which intended railway will be situate within the parish of Maryhill and the Barony parish of Glasgow, or one of them, and county of Lanark.

2. A railway diverging from and out of the line of the said Glasgow, Dumbaron, and Helensburgh Railway, at a point about four chains north of the said existing junction thereof with the main line of the Edinburgh and Glasgow Railway, and terminating by a junction with the sidings leading from the main line of the Edinburgh and Glasgow Railway at a point about three chains south of the said existing junction; which railway will be situate in, or pass from, through, or into the said parishes of Maryhill, and Barony of Glasgow, and the parish of Springburn, the parish of Glasgow, and the Inner High Church parish of Glasgow, in the county of Lanark, and the royal burgh of Glasgow, or some or one of them.

3. A railway diverging from and out of the line of the said Glasgow, Dumbaron, and Helensburgh Railway, at a point about four chains north-west of the point where the said railway crosses under the Forth and Clyde Canal, and terminating at a point about six chains east of Stobcross House, in the barony parish of Glasgow, and county of Lanark; which railway will be situate in, or pass from, through, or into the parishes of Barony of Glasgow, Maryhill, and Govan, in the county of Lanark, or some of them.

4. A railway diverging from and out of the railway third above described, at a point about six chains west of Garrioch old farm steading, and terminating at a point about one chain north-east of Garrioch Cottage; which railway will be situate in or pass from, through, or into the said parishes of Barony of Glasgow and Maryhill, or one of them.

5. A railway diverging from and out of the railway third above described, at a point about sixteen chains south-west of South Balgray farm steading, on the estate of Kelvinside, and terminating at a point about three chains west of Skaterig farm steading; which railway will be situate in or pass from, through, or into the said parish of Govan and the parish of Renfrew in the county of Renfrew, or one of them.

6. A railway diverging from and out of the railway fifth above described, at a point about seventeen chains east of Woodcroft House, and terminating at a point about six chains south-east of Fairthorn House; which railway will be wholly situate in the said parish of Govan.

7. A railway diverging from and out of the railway sixth above described, at a point about four chains north-west of Broomhill farm steading, and terminating at a point on the north side of the turnpike road leading from Glasgow to Dumbar-ton, about five chains east of the stables belonging to, or occupied by the Glasgow and Partick Omnibus Company (Limited) at Whiteinch; which railway will be wholly situate in the said parish of Govan.

8. A railway diverging from and out of the railway third above described, at a point about six chains south of the south end of Teviot Street, Glasgow, and terminating at a point about seven chains south-east of Stobcross House aforesaid.

9. A tramway commencing by a junction with the railway eighth above described, at a point about seven chains south-east of Stobcross House aforesaid, and terminating at or near the south end of Finnieston Lane, Glasgow.

10. A tramway commencing by a junction with the railway eighth above described, at a point about two chains south of Stobcross House aforesaid, and terminating at a point near to the shipbuilding yard on the north side of the river Clyde, occupied by Messrs Barclay, Curle, & Company; which railway and tramways eighth, ninth, and tenth, above described, will be wholly situate in the said Barony parish of Glasgow.

11. A tramway commencing by a junction with the railway seventh above described, at or near the termination thereof above described, and terminating at a point on the north bank of the river Clyde, about twelve chains east of the boundary between the lands of Whiteinch and the lands of Scotstoun; which tramway will be wholly situate in the said parish of Govan.

12. A tramway commencing at or near the east side of the shipbuilding yard on the north side of the River Clyde, occupied by Messrs Alexander Stephen & Sons, and terminating at or near the south end of Jamaica Street, Glasgow; which tramway will join and connect with the tramways ninth and tenth above described, at or near the terminations thereof above described, and will be situate in, or pass from, through, or into the said Barony parish of Glasgow, the Inner High Church parish of Glasgow, the parish of Glasgow, and the parishes of Saint Enoch's, Saint George's, and Saint Peter's, all in the county of Lanark, and the royal burgh of Glasgow, or some of them.

To alter, divert, or stop up all turnpike and other roads, streets, railways, tramways, piers, aqueducts, canals, streams, and rivers within the aforesaid parishes or burgh, or any of them, shown upon the plans hereinafter mentioned, as intended to be so altered, diverted, or stopped up.

To take power to purchase compulsorily, lands, houses, and other property for the purposes of the said intended railways, tramways, and other works, and for the purposes of extending the station and siding accommodation at or near to the said Cow-lairs station on the Edinburgh and Glasgow Railway, in the said parishes of Maryhill, Springburn, Barony of Glasgow, Glasgow, and Inner High Church parish of Glasgow, and the royal burgh of Glasgow, or some or one of them, and forming stations, depots, or sidings at or near the town

of Maryhill, in the said parish of Maryhill, and Barony parish of Glasgow, or one of them, and at or near the town of Partick, in the said parish of Govan, and at or near the Pointhouse and Kelvinhaugh, on the north bank of the River Clyde, in the said parish of Govan and the said Barony parish of Glasgow, or one of them, and on the lands of Stobcross and at Finnieston, in the said Barony parish of Glasgow, and at Whiteinch, in the said parish of Govan, as severally defined in the plans hereinafter mentioned; to construct wharfs and staiths and other conveniences for loading and unloading coal and mineral and other traffic on the lands so to be acquired by the said Company, or on the north bank of the River Clyde at Pointhouse, Kelvinhaugh, and Whiteinch; to vary or extinguish all existing rights or privileges connected with such lands, houses, and other property which would in any manner interfere with or prevent the construction, maintenance, or use of the said intended works, or the extension of the said station and siding accommodation, or the formation of the said stations, depots, or sidings, and wharfs and staiths; to levy tolls, rates, rents, and duties on and for the use of the said intended railways, tramways, and other works; to alter the existing tolls, rates, and duties leviable on and for the use of the several railways and branch railways belonging to the Edinburgh and Glasgow Railway Company, under and in virtue of the several Acts relating to the said Company, or any of them; and to confer, vary, or extinguish exemptions from the payment of such existing or new tolls, rates, rents, and duties.

To enable the Edinburgh and Glasgow Railway Company to raise by the issue of new shares, either ordinary, guaranteed, or preferential, or on mortgage or bond, such additional capital as may be necessary, not only for the purposes hereinbefore mentioned, but for the general purposes of their undertaking, and to fund the capital so to be raised on mortgage or bond.

To authorise the Trustees of the Clyde Navigation, if they think fit, to make and maintain the tramways ninth, tenth, and twelfth above described, or some of them, and to lay down rails or tramways along the existing quays on the north side of the river Clyde, which are vested in them or under their management, and along the quays hereafter to be formed by them on the north side of the said river, or around the Wet Dock or Basin to be constructed on the lands of Stobcross and Overnewton under the authority of "The Clyde Navigation Consolidation Act, 1858," and on the roads and streets adjoining the said quays already formed or hereafter to be formed, and to connect the said tramways or rails or some of them with the railways or tramways above described, or some of them, and to construct the wharfs and staiths above mentioned; which quays and roads and streets are or will be situate in the said parish of Barony of Glasgow, parish of Glasgow, and Inner High Church parish of Glasgow, and the said parishes of Saint Enoch's, Saint George's, and Saint Peter's, and in the royal burgh of Glasgow, or some of them; and also to authorise the said Trustees to apply the rates and duties, funds and revenues, leviable by or belonging to them, under or in virtue of the said Act, in or towards defraying the expense of the said tramways and rails, and wharfs and staiths, to borrow money for that purpose, and to levy tolls, rates, rents, and duties on and for the use of the said tram-

ways and rails, and wharfs and staiths, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, rents, and duties.

To ratify and confirm any agreements with respect to any of the objects and purposes above mentioned, which have been or may be made between the Edinburgh and Glasgow Railway Company and the Trustees of the Clyde Navigation, or the Board of Police of Glasgow, or any proprietors of lands, houses, or other property intended to be taken or which may be taken for the several purposes aforesaid.

To authorise the Trustees of the Clyde Navigation and the Board of Police of Glasgow, or either of them, to make and carry into effect such arrangements with the Edinburgh and Glasgow Railway Company as may be agreed on, or provided for in the said Bill, with respect to the laying of the said tramways and rails on the quays, roads, and streets vested in them or under their management respectively, and to the conveyance of traffic thereon.

To amend or repeal the following Acts relating to the Edinburgh and Glasgow Railway Company, or some of them, videlicet:—(local and personal)—9 and 10 Vic., chaps. 81, 202, and 332; 10 and 11 Vic., chaps. 83 and 246; 11 and 12 Vic., chaps. 116, 127, and 160; 12 and 13 Vic., chaps. 39 and 86; 15 Vic., chap. 109; 16 and 17 Vic., chap. 151; 18 and 19 Vic., chaps. 158 and 190; 19 and 20 Vic., chap. 106; 21 and 22 Vic., chap. 64; 24 and 25 Vic., chaps. 84, 195, 198, and 248; 25 and 26 Vic., chaps. 135 and 138; and 26 and 27 Vic., chap. 237; and so far as may be necessary for the purposes above mentioned, or any of them, to amend or repeal the following Acts relating to the Forth and Clyde Navigation, viz. (local and personal):—4 and 5 Vic. chap. 55; 5 and 6 Vic., chap. 41; 8 Vic., chap. 3; 9 and 10 Vic., chap. 384; 11 and 12 Vic., chap. 41; 13 and 14 Vic., chap. 27; 15 Vic., chap. 45; and 22 and 23 Vic., chap. 32; and also “The Clyde Navigation Consolidation Act, 1858,” and “The Glasgow Police Act, 1862.”

To vary or extinguish all rights and privileges which would in any manner interfere with or prevent the execution of the several purposes of the said Bill, 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, tramways, and other works, and the lands, houses, and property intended to be taken for the several purposes hereinbefore mentioned, with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property, and a published map, 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 office, at Glasgow, of the Principal Sheriff-Clerk of the county of Lanark; and in the office, at Paisley, of the Principal Sheriff-Clerk of the county of Renfrew; and a copy of so much of the said plans, sections, and book of reference as relates to each of the said parishes and royal burgh in or through which the said intended railways, tramways, and other works are to be made, and lands, houses, and property to be taken, with a copy of this Notice, will be deposited, on or before the same date, with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk

of each such parish, at his residence, and with the Town-Clerks of the royal burgh of Glasgow, at their office in Glasgow.

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.

MITCHELL, ALLARDICE, & MITCHELL,
Glasgow;

LOCH & MACLAURIN,
8 Great George Street, Westminster.

Glasgow, 12th November, 1863.

MONKLAND RAILWAYS.

(New Lines of Railway, and Improvement and Relinquishment of Portions of Existing Lines in Lanarkshire and Stirlingshire; Power to Raise Money; 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 for the purposes following, or some of them, that is to say:—

To authorise the Monkland Railways Company (hereinafter called the Company) to make and maintain, and to hold, work, and use, the following railways, or some of them, and all proper works and conveniences in connection therewith respectively, viz. :—

1. A railway, to be called Railway No. 1, commencing by a junction with the railway from Kipps to Brownieside, authorised by the Monkland Railways Branches Act, 1857, at a point near the east side of the bridge carrying the last-mentioned railway over the road leading from the town of Airdrie to Cairnhill and Calderbank, usually called the Academy Road, and terminating, at a point about three chains westward from Lady Ann's Cottage, by a junction with the railway authorised by the Monkland Railways Branches Act, 1853, diverging out of the Clarkston Branch of the portion of the undertaking of the company formerly called the Ballochney Railway; 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 situated in the parish of New Monkland and burgh of Airdrie, or one of them, and county of Lanark.

2. A railway, to be called Railway No. 2, commencing by a junction with the said railway authorised by the Monkland Railways Branches Act, 1853, at a point about three chains north-eastward from the bridge which carries the last-mentioned railway over the Stirling and Carlisle Turnpike Road, and terminating by a junction with the said Ballochney Railway, at a point about twelve chains north-eastward from the bridge which carries the said Stirling and Carlisle Turnpike Road over the said Ballochney Railway; 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 situated in the said parish of New Monkland and burgh of Airdrie, or one of them, and county of Lanark.

3. A railway, to be called Railway No. 3, commencing by a junction with the proposed railway No. 2, at a point about five chains northward from Rawyards Cottage, and terminating by a junction with the said Clarkston Branch, at a point about eleven chains eastward from said Rawyards Cot-

tage; 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 situated wholly in the parish of New Monkland and county of Lanark.

4. A railway, to be called Railway No. 4, commencing by a junction with the railway from Blackstone to Boghead, authorised by the Monkland Railways Branches Act, 1853, at a point about six chains northward from the farm houses of Beedyke, and terminating by a junction with that portion of the undertaking of the Company formerly called the Slamannan Railway, at a point about thirteen chains eastward from the farm steading of Blackstone; 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 wholly situated in the parish of Muiravonside and county of Stirling.

5. A railway, to be called Railway No. 5, commencing by a junction with the said Slamannan Railway, at a point about five chains southward from the Weigh House at Bowhouse station, and terminating by a junction with that portion of the undertaking of the Company formerly called the Slamannan and Borrowstouness Railway, at or near the west end of the bridge carrying the last-mentioned railway over the Edinburgh and Glasgow Union Canal; 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 situated wholly in the parish of Muiravonside and county of Stirling.

6. A railway, to be called Railway No. 6, commencing by a junction with the intended Railway No. 5, at a point about ten chains westward from Muiravonside Cottage, and terminating by a junction with that portion of the undertaking of the Edinburgh and Glasgow Railway Company, called the Slamannan Junction Railway, at a point about thirty yards westward from the north-west corner of the basin at Causewayend, belonging to the Company; 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 situated wholly in the parish of Muiravonside, and county of Stirling.

To authorise the Company to widen, alter, and improve that portion of the said railway from the Clarkston Branch of the Ballochney Railway, authorised by the Monkland Railways Branches Act, 1853, which lies between the termination of the said intended Railway No. 1 and the commencement of the said intended Railway No. 2, and to lay an additional line or additional lines of rails and sidings along such portion; which proposed works, to be called Improvement of Calderbank 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 situated in the parish of New Monkland and burgh of Airdrie, or one of them, and county of Lanark.

To authorise the Company to take and acquire, by compulsory purchase or by agreement, the lands, houses, and other property required for the purposes of the said several railways and works.

To empower the Company, and the owners of, and other parties interested in, the said lands, houses, and other property, and any other com-

panies, corporations, commissioners, trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the Company of such lands, houses, and other property, in property, feu, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground annual, or rent, or for such other consideration as may be fixed upon; and also for and in relation to the use of the said several railways and works, and of the railways, public and private, communicating therewith, and the conveyance of traffic on the said railways respectively, and the other railways of the Company, and the tolls, rates, and charges to be levied for such use and conveyance, and to execute all agreements, conveyances, contracts of feu, and of ground annual, leases, and other deeds necessary for these purposes; as also to confirm any agreements and other deeds which may have been or may be entered into in relation thereto.

To take power to deviate, in the construction of the several railways and works proposed to be made as aforesaid, from the lines and levels delineated on the plans and sections intended to be deposited as after-mentioned, to such an extent as will be defined on the said plans, and provided by the said Bill; and also to cross, stop up, alter, and divert such highways, turnpike and other roads, public and private railways, bridges, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, water-courses, telegraphic apparatus, and gas and water pipes, as it may be necessary or expedient to cross, stop up, alter, or divert, for the purpose of making, maintaining, or using the said several proposed railways and works, or any of the works and conveniences connected therewith.

To authorise the Company to relinquish and abandon the following portions of their undertaking, viz.:—1st, So much of the said Clarkston Branch as lies between the termination of the intended Railway No. 3 and the upper end of the Upper Self-acting Incline on the said Ballochney Railway, which portion of the said Clarkston Branch so to be abandoned lies in the parish of New Monkland and burgh of Airdrie, or one of them, and county of Lanark; and 2dly, So much of the said Slamannan Railway as lies between the commencement of the intended Railway No. 5, and a point ten chains westward from the western side of the said basin at Causewayend, which portion of the Slamannan Railway so to be abandoned lies in the parish of Muiravonside and county of Stirling; and to appropriate to the purposes of their undertaking, or to sell and dispose of, the portions of railway to be abandoned as aforesaid, including the site thereof, and the lands and other property connected therewith.

To vary and extinguish all existing rights and privileges connected with the lands, houses, and other property to be taken and acquired as aforesaid, or which would in any manner impede or interfere with the construction, maintenance, or use of any of the said several proposed railways and works, or of the works and conveniences connected therewith, or with any of the other objects of the said Bill; and to confer all rights and privileges necessary or expedient for carrying into effect the several objects of the said Bill.

To empower the Company to convey passengers, goods, and other traffic on the said several proposed railways and works, and on the lines of railway, public and private, communicating therewith; to levy tolls, rates, and charges on or for the use of the said several railways and works and

conveniences, and for the conveyance of such traffic, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and charges.

To authorise the Company to convey, or permit the conveyance, by locomotive engine power, of traffic upon the several inclines on the said Ballochney Railway, and Branches thereof, which are now worked as self-acting inclines, or by stationary power, and to levy in respect of the said inclines, and of the conveyance of traffic thereon by locomotive engine power, as aforesaid, the same tolls, rates, and charges which they are now authorised to levy in respect of the use of the said inclines, and the conveyance of traffic thereon.

To authorise the Company to raise money for the purposes aforesaid, or any of them, by the creation of shares, either with or without a guarantee, preference, or priority in the payment of dividend, and by borrowing upon mortgage or bond, or cash credit, or by any of such means, and to convert into funded debt the sums so borrowed or authorised to be borrowed; and also to apply to the purposes aforesaid any funds already under the control of the Company, which they have power to raise, and which may not be required for the other purposes of their undertaking.

For the above and other purposes, to amend the following Acts, or some of them, viz.:—the Slamannan and Borrowstouness Railway Act, 1846; the Monkland Railways Act, 1848; and the several Acts therein recited, so far as not repealed thereby; the Monkland Railways (Slamannan and Borrowstouness Deviation) Act, 1851; the Monkland Railways Branches Act, 1853; the Monkland Railways Branches Act, 1857; and the Monkland Railways Branches Act, 1860; and also, so far as necessary, the several Acts therein recited, or some of them; or to repeal and re-enact and consolidate the provisions thereof, with such amendments as may be necessary or expedient.

Duplicate plans and sections, describing the lines, situations, and levels of the said several Railways proposed to be made as aforesaid, and of the said proposed widening, alteration, improvement, and additional line or lines of rails, and the lands, houses, and other property which may be required to be taken for the purposes thereof and of the works and conveniences connected therewith, 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 several lands, houses, and property; and published maps, with the lines of the said several proposed railways and additional lines of rails delineated thereon, so as to show their general course and direction; and copies of this Notice, as published in the *Edinburgh Gazette*, will, on or before the thirtieth day of November current, be deposited for public inspection in the offices at Glasgow, Hamilton, and Airdrie, respectively, of the Principal Sheriff Clerk of the county of Lanark, and in the offices at Stirling and Falkirk, respectively, of the Principal Sheriff Clerk of the county of Stirling; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes before mentioned, and a copy of this Notice, as published in the *Edinburgh Gazette*, will also, on or before the thirtieth day of November current, be deposited for public inspection with the Schoolmaster, or, if there be no Schoolmaster, then with the Session-Clerk, of each such parish, at the usual place of abode of such Schoolmaster or Session-Clerk.

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 23d day of December next.

Dated this 12th day of November, 1863.

MITCHELL, ALLARDICE & MITCHELL,
Glasgow.

GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

CITY OF GLASGOW UNION RAILWAY.

(Incorporation of Company; Construction of Railways and Stations; Diversion of Glasgow, Paisley, and Ardrossan Canal, and Monkland Canal; Powers to, and Working and other Agreements with, the Caledonian, Edinburgh and Glasgow, Glasgow and South-Western, General Terminus and Glasgow Harbour, Monkland Railways, Scottish Central and North British Railway Companies; Amendment of Acts, &c.)

NOTICE is hereby given that Application is intended to be made to Parliament, in the next Session, for leave to bring in a Bill to incorporate a Company, hereinafter called "the Company," for making and maintaining the railways hereinafter mentioned, or some or one of them, together with all necessary and convenient stations, approaches, viaducts, bridges, roads, communications, and other works connected therewith, and to confer on the Company all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them, that is to say:

1. A Railway commencing by a junction with the railway between Glasgow and Paisley, belonging jointly to the Glasgow and South-Western Railway Company and the Caledonian Railway Company, or to one or other of those Companies, at a point on the said railway 450 yards or thereabouts, measuring in an easterly direction, along the rails of the said railway, from the centre of the bridge which carries the road known as the Shields Road, over the said railway between Glasgow and Paisley, and terminating by a junction with the Sighthill Branch of the Edinburgh and Glasgow Railway, at a point 100 yards or thereabouts, measuring in a northerly direction along the rails of the said branch railway from the westernmost bridge, carrying the road leading from Springburn Road to Germiston Mains over the said branch railway; which intended railway and works will be situate within the parish of Govan, in the county of Renfrew, the parishes of Govan, Lauriston, Gorbals, Rutherglen, City (of Glasgow), Barony, Maryhill, Springburn, Calton, and Shettleston, or some of them, and the royal burgh of Glasgow, in the county of Lanark.

2. A Railway commencing by a junction with the said intended Railway No. 1, at the Garngad Road, at a point 85 yards or thereabouts, measuring in an easterly direction along the said road from the northern angle of the Garngad Turnpike Gate Lodge, near the house of Acrehill, and terminating by a junction with the Caledonian Railway, at or near the bridge carrying the road leading from Garngad Turnpike Road northwards to the last-mentioned railway, and which bridge shall situate 150 yards, or thereabouts, measuring in a north-easterly direction from the northern angle of Milton Farm buildings, which intended railway and works will be situate within the



parishes and places following, or some or one of them, viz., City (of Glasgow), Barony, Maryhill, and Springburn, and the royal burgh of Glasgow, in the county of Lanark.

3. A Railway commencing by a junction with the said intended Railway No. 1, at a point on the north side of the line of the Caledonian Railway leading to Buchanan Street Station, 800 yards, or thereabouts, measuring in an easterly direction from the eastern entrance to the Springburn Road Tunnel or Bridge, near Hutton's Place, and terminating by a junction with the Caledonian Railway aforesaid, at a point 170 yards, or thereabouts, measuring in an easterly direction along the rails of the said railway from the eastern entrance to the said Springburn Road Tunnel or Bridge, which intended railway and works will be situate within the parishes and places following, or some or one of them, viz., City (of Glasgow), Barony, Maryhill, and Springburn, and the royal burgh of Glasgow, in the county of Lanark.

4. A Railway commencing by a junction with the said intended Railway No. 1, at or near a house or premises numbered 50, in the street known as Rutherglen Loan, in the parishes of Govan and Gorbals, or one of them, in the county of Lanark, and terminating by a junction with the Caledonian Railway in the station or terminus of that railway known as the South Side Station, 20 yards, or thereabouts, measuring in a southerly direction, from the northern front of the station building, which intended railway and works will be situate within the parishes and places following, or some or one of them, viz., the parish of Govan, in the county of Renfrew, and the parishes of Govan, Gorbals, and Rutherglen, in the county of Lanark.

5. A Railway commencing by a junction with the said intended Railway No. 1, at a point 20 yards, or thereabouts, measuring in a westerly direction, from the centre of the bridge carrying the canal over West Street, in the parish of Govan, at or near the boundary of the counties of Lanark and Renfrew, and terminating by a junction with the railway of the General Terminus and Glasgow Harbour Railway Company at a point at or near the Scotland Street bridge over the last-named railway, which intended railway and works will be situate within the parish of Govan, in the county of Renfrew, and parish of Govan, in the county of Lanark, or one of them.

6. A Railway commencing by a junction with the said intended Railway No. 1, at a point at or near the parapet wall on the northern bank of the river Clyde between Victoria Bridge and Hutchesontown Bridge, opposite to the counting house or premises, numbered 18, in East Clyde Street, in the city of Glasgow, and terminating at or near a house, numbered 19, in Saint Enoch's Square, in the said city, and which intended railway and works will be situate within the royal burgh and city parish of Glasgow, in the county of Lanark.

7. A Railway commencing by a junction with the said intended Railway No. 1, at or near a house or premises, numbered 66, in the street known as Saltmarket, in the city of Glasgow, and terminating by a junction with the said intended Railway No. 6, at or near a point in Stockwell Street, in the said city, opposite the archway or entry, numbered 63, in that street, and which intended railway and works will be situate within the royal burgh and city parish of Glasgow, in the county of Lanark.

8. A Railway commencing by a junction with the said Railway No. 1, at a point in Hunter Street, in the city of Glasgow, 16 yards, or thereabouts, measuring in a northerly direction from the north-west corner of the inclosure wall of the Infantry Barracks at Hunter Street aforesaid, and terminating at or near the principal entrance gate of the College of Glasgow, in the High Street of Glasgow, and which intended railway and works will be situate within the royal burgh and city parish of Glasgow, and Barony parish, in the county of Lanark, or some or one of them.

To construct wharfs, sidings, stations, goods depots, hotels, warehouses, works, buildings, and conveniences in connection with the said railways.

To deviate laterally from the lines of the intended railways to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross, divert, alter, and stop up, for the purposes of the intended railways and works, and either temporarily or permanently, turnpike, statute labour, and other roads, streets, ways, streams, gas and water pipes, drains, sewers, canals, navigations, rivers, bridges, footways, telegraphs, railways, and tramroads, within the parishes and places aforesaid, or any of them.

To divert or alter the course of the canal called the Glasgow, Paisley, and Ardrossan Canal, in the manner shown upon the plans hereinafter mentioned, between a point on the said canal, 135 yards, or thereabouts, measuring in a westerly direction from the centre of the bridge, carrying the canal over West Street, and a point on the said canal, 70 yards, or thereabouts, measuring in an easterly direction from the centre of the said bridge, which diversion or alteration will be situate in the parish of Govan, in the county of Renfrew, and in the parish of Govan, in the county of Lanark, or one of them.

To divert or alter the course of the canal called the Monkland Canal, in the manner shown upon the plans hereinafter mentioned, between a point on the said canal, 260 yards, or thereabouts, measuring in a south-easterly direction from the centre of Millburn House, and a point on the said canal, 370 yards, or thereabouts, measuring in an easterly direction from the centre of Millburn House aforesaid, which diversion or alteration will be situated in the parishes of Barony and Springburn, or one of them, in the county of Lanark.

To purchase and take by compulsion, and also by agreement, lands, houses, and hereditaments for the purposes of the said intended railways, stations, buildings, and works, and of the intended Bill, and to vary or extinguish all rights and privileges connected with the lands, houses, and hereditaments so to be purchased, which would in any manner impede or interfere with the construction, maintenance or use of the said intended railways, stations, and works.

To levy tolls, rates, and duties upon, or in respect of, the intended railways, stations, buildings, and works, and for the conveyance of passengers, animals, and goods thereon, and upon the railways, stations, and works hereinafter mentioned belonging to other companies, to vary the tolls now authorised to be taken thereon, and to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

And it is also intended by the said Bill to empower the Company, and the Caledonian Railway Company, the Edinburgh and Glasgow Railway Company, the Glasgow and South-Western Railway Company, the General Terminus and Glasgow Harbour Railway Company, the Monkland Railways Company, the Scottish Central Railway Company, and the North British Railway Company, respectively, and any other railway company to be incorporated in the ensuing Session of Parliament, or any of them, either solely or jointly, to enter into arrangements or agreements with respect to the construction, maintenance, management, working, or use of the railways, stations, buildings, and works to be authorised by the Bill, or any of them, or any part thereof; and with respect to the interchange of traffic passing over the respective railways of the Company and the above-named companies, and the apportionment of the tolls and profits arising therefrom; and to enable the said last-named companies, or any of them, to apply any portion of their income or capital to the purposes of any such arrangements or agreements.

To make provision for facilitating the interchange and transmission of traffic from, to, and over, the said intended railways and the railways belonging to the said last-named companies respectively, or any of them, and for securing through booking and through invoicing from, to, and over, the said railways respectively, or any of them; also for fixing or ascertaining and settling the tolls, rates, and charges, to be levied or charged, and other terms and conditions to be imposed for or in respect of any of the purposes aforesaid, and to make such alterations and reductions in the tolls, rates, and charges, at present authorised to be levied or charged upon the railways of the said last-named companies, or any of them, as may be necessary, and to authorise the Company, and the said last-named companies, or any of them, from time to time to enter into agreements with respect to all or any of the matters aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the said intended Act, or in default of agreement to confer all necessary powers for effecting the objects aforesaid, or any of them.

To authorise the Company, and all or any of the companies aforesaid, to agree for the use of one or more lines of the said intended railway, or of the said intended stations, or any part thereof, for the separate accommodation of the traffic of one company, or the joint accommodation of the traffic of several companies, upon payment of a sum in gross, or an annual payment, whether fixed or contingent, and to carry into effect any contract or agreement made, or to be made, accordingly.

To enable the Company, and any companies or corporations, or commissioners, or road, statute labour, bridge, or harbour trustees, or other bodies or persons, to enter into, and carry into effect, such arrangements and agreements as may be expedient or proper for making, maintaining, or working the said intended railways and works, or for the use of the same.

To modify, so far as regards the Company, certain of the provisions of "The Lands Clauses Consolidation (Scotland) Act, 1845," and "The Railways' Clauses Consolidation (Scotland) Act, 1845," with respect to claims for compensation, or either of them, and to provide other modes for settling such claims, and to make provision for preventing frivolous claims.

To alter, amend, enlarge, or repeal, so far as necessary, for the purposes of the intended Act, the following local and personal Acts of Parliament, viz.:—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 22d, the 22d and 23d, the 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.

Also, the several Acts following, or some of them, relating to the Glasgow and South-Western Railway Company and their undertaking, or to the Joint Line of Railway from Glasgow to Paisley—that is to say, 1 Victoria, cap. 117; 3d Victoria, cap. 53; 5th Victoria, session 2, cap. 29; 8th and 9th Victoria, cap. 95; 9th Victoria, 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.

Also, the following Acts relating to the Edinburgh and Glasgow Railway Company—viz., 9th and 10th Victoria, cap. 332; 11th and 12th Victoria, cap. 160; 12th and 13th Victoria, cap. 39; 15th Victoria, cap. 109; 16th and 17th Victoria, cap. 151; 18th and 19th Victoria, cap. 158 and 190; 21st and 22d Victoria, cap. 64; 24th and 25th Victoria, cap. 84, 198, and 248; 25th and 26th Victoria, cap. 135 and 138; and 26th and 27th Vic., cap. 237.

Also, the several Acts relating to the North British Railway Coy., viz.:—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., cap. 91, 124, and 129; 21 and 22 Vic., cap. 65, 109, and 145; 22 and 23 Vic., cap. 14, 24, 83, and 96; 23 and 24 Vic., cap. 140, 145, 159, and 195; 24 and 25 Vic., cap. 102, 114, 131, 177, 214, and 226; 25 and 26 Vic., cap. 47, 48, 49, 142, 181, and 189; and 26 and 27 Vic., cap. 194, 213, and 226.

Also, the following Acts relating to the General Terminus and Glasgow Harbour Railway Company, viz.:—9 and 10 Vic., cap. 130; 10 and 11 Vic., cap. 75; and 17 and 18 Vic., cap. 184.

Also, the Acts relating to the Scottish Central Railway Company, viz., the Scottish Central Railway Consolidation Act, 1859, and the 26 and 27 Vic., cap. 149 and 223.

Also, the following Acts, or some of them, relating to the Monkland Railways Company, viz.:—The Slamannan and Borrowstounness Railway Act, 1846; the Monkland Railways Act, 1848; the Monkland Railways (Slamannan and Borrowstounness Deviation) Act, 1851; the Monkland Railways (Branches) Act, 1853; the Monkland Railways Branches Act, 1857; and the Monkland Railways (Branches) Act, 1860; and also so far as necessary the several Acts recited, in all or any of the Acts hereinbefore mentioned, or some of them.

Duplicate plans and sections, describing the lines and levels of the said intended railways, stations, and works, and the lands and property which may

be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and property; as also a published map, with the lines of the proposed railways delineated thereon, and a copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection on or before the 30th November, 1863, in the office of the principal Sheriff-Clerk for the county of Renfrew, at Paisley, and in the office of the principal Sheriff-Clerk of the county of Lanark, at Glasgow; and a copy of so much of the said plans, sections, and books of reference as relates to each of the several parishes, and to the royal burgh, before specified, together with a copy of the said *Gazette* Notice, will, on or before the 30th November, 1863, be deposited for public inspection with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of each of such parishes respectively, at the place of abode of such Schoolmaster or Session-Clerk, and also with the Town-Clerk of such royal burgh, at his office therein.

On or before 23d December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 13th November, 1863.

M'GRIGOR, STEVENSON & FLEMING,
Glasgow, Solicitors for the Bill.

MARTIN & LESLIE,
27, Abingdon Street, Westminster,
Parliamentary Agents.

CLYDE NAVIGATION.

Deepening of Basin and Construction of Quays and Rails at Bowling; Agreements with Edinburgh and Glasgow Railway Company with respect thereto; Powers to Raise Money and Levy Rates; Amendment of Acts.

NOTICE is hereby given, That Application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to empower the trustees of the Clyde Navigation to dredge or deepen their basin or dock at Bowling, and the inlet thereto, and to make, maintain, and use the several works hereinafter described, or some of them, or some part thereof, that is to say:

1. A quay or wharf, with a line or lines of rails thereon, along and around the inner side of the said basin or dock, commencing at a point at or near the north-western extremity of the outer harbour at Bowling, constructed by the company or proprietors of the Forth and Clyde Navigation, and proceeding thence westward along the north side of the said basin or dock to a point about seventy yards eastward from the east end of the booking office at the Bowling Station of the portion of the undertaking of the Edinburgh and Glasgow Railway Company formerly known as the Caledonian and Dumbartonshire Junction Railway, and thence southward to a point about eighty yards from the point last described, and thence eastward to and terminating at a point at or near the east end of the stone dyke or breakwater forming the south boundary of the said basin or dock.

2. A quay or wharf with a line or lines of rails thereon along the south side of the said dyke or breakwater, commencing at or near the west end thereof, and terminating at or near the east end thereof.

3. Two connecting lines of rails (single or double) from the said Caledonian and Dumbartonshire Junction Railway to the line or lines of rails proposed to be laid on the quay or wharf first above described; the first commencing near the east end of the said booking office, and terminating at or near the north-west corner of the said proposed quay or wharf; and the second commencing at or near the west end of the siding connecting the said Caledonian and Dumbartonshire Junction Railway with the rails laid along the outer harbour, constructed by the company of proprietors of the Forth and Clyde Navigation, as aforesaid, and terminating at or near the north-east corner of the proposed quay or wharf first above described; together with all such sidings, rails, roads, or causeways, turntables, staiths, cranes, sheds, and other subsidiary works and conveniences as may be necessary or expedient in connection with the said several proposed quays or wharves and lines of rails, which quays or wharves and lines of rails, and relative works and conveniences, and the lands, houses, and other heritages which may be taken for the purposes thereof, will be and are situate in the parish of Old Kilpatrick, and county of Dumbarton.

And it is intended by the said Bill to take the powers and provide for the purposes hereinafter mentioned, or some of them: To empower the said trustees to purchase compulsorily, or otherwise, the lands, houses, and other heritages which may be required for the purposes aforesaid; to deviate in the construction of the said proposed quays or wharves and lines of rails from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such extent as will be defined on the said plans, or provided by the said Bill; to levy tolls, rates, and charges for, and in respect of, the use of the said proposed quays or wharves, lines of rails, and other works and conveniences, and accommodation of vessels and traffic thereat, and to borrow additional money for defraying the expense of constructing the said quays or wharves, lines of rails, and other works and conveniences on the security of the works, lands, and property of the said trustees, and of the tolls, rates, and charges which now are or hereafter may be leviable by them.

To empower the said trustees and the Edinburgh and Glasgow Railway Company to enter into agreements with each other with respect to the construction, maintenance, and use of the said proposed quays or wharves, lines of rails, and other works and conveniences, the annual or other consideration to be paid or guaranteed by the said company to the said trustees in respect thereof, the tolls, rates, and charges to be levied for the use of the same, and other matters connected therewith; and to confirm any such agreements which may have been or may be entered into.

To confer all powers, rights, and privileges which may be necessary or expedient for effecting the objects of the said Bill, or in relation thereto, and to vary or extinguish all existing rights, privileges, and exemptions which might interfere with the said objects or any of them.

And so far as necessary for the purposes aforesaid to amend "The Clyde Navigation Consolidation Act, 1858," and the following Acts relating to the Edinburgh and Glasgow Railway Company—viz., (local and personal), 9 and 10 Vict., caps. 81, 202, and 332; 10 and 11 Vict., caps. 83 and 246; 11 and 12 Vict., caps. 116, 127, and 160; 12 and 13 Vict., caps. 39 and 86; 15 Vict., cap. 109; 16 and 17 Vict., cap. 151; 18 and 19 Vict., caps. 158

and 190; 19 and 20 Vict., cap. 106; 21 and 22 Vict., cap. 64; 24 and 25 Vict., caps. 84, 195, 198, and 248; 25 and 26 Vict., caps. 135 and 138; and 26 and 27 Vict., cap. 237; and the following Acts relating to the Forth and Clyde Navigation—viz., (local and personal), 4 and 5 Vict., cap. 55; 5 and 6 Vict., cap. 41; 8 Vict., cap. 3; 9 and 10 Vict., cap. 384; 11 and 12 Vict., cap. 41; 13 and 14 Vict., cap. 27; 15 Vict., cap. 45; and 22 and 23 Vict., cap. 32. Plans and sections describing the lines, situation, and levels of the said proposed quays or wharves, and lines of rails, and the lands, houses, and other heritages which may be required to be taken for the purposes thereof, and of the relative works and conveniences, with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other heritages, and a published map with the lines of the proposed rails delineated thereon, 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 office, at Dumbarton, of the principal Sheriff-Clerk of the county of Dumbarton; and a copy of the said plans, sections, and book of reference, with a copy of this Notice, will, on or before the said 30th day of November, be deposited with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of the said parish of Old Kilpatrick, 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. TURNER,
Town-Clerk, Glasgow.

Glasgow, November 12, 1863.

CLYDE NAVIGATION.

(Power to lay Lines of Rails or Tramways in connection with Quays at Glasgow Harbour; Agreements with Railway Companies and Others; Additional Borrowing Powers; Alteration of Rates: 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 amend the Clyde Navigation Consolidation Act, 1858; and to provide for effecting the following objects, or some of them, that is to say—

To enable the Trustees of the Clyde Navigation to make, maintain, and use the following works, or some of them, or some part thereof, viz.:—A line or lines of rails or tramway along or adjacent to and in connection with the quays on the north side of the Harbour of Glasgow, commencing at a point in the Barony parish of Glasgow in or near the shipbuilding yard at Kelvinhaugh, now in the occupation of Charles Connell & Company, and terminating at a point at or near the north-west corner of the bridge across the River Clyde, commonly called Glasgow Bridge: as also a line or lines of rails or tramway along or adjacent to and in connection with the quays on the south side of the said harbour, commencing at a point in the parish of Govan about forty yards to the eastward of the Ferry Stair, nearly opposite the said shipbuilding yard at Kelvinhaugh, and terminating at a point at or near the south-west corner of the said Glasgow Bridge; together with all such sidings, rails, turntables, staiths, cranes, sheds, and other subsidiary works and con-

veniences, in connection with the said several lines of rails or tramways, as may be necessary or expedient for affording railway accommodation for the traffic arriving at and departing from the said harbour and the wet docks or basins authorised to be executed by the said trustees; which several lines of rails or tramways and other works and conveniences, and the lands, houses, and other heritages which may be taken for the purposes thereof, will be and are situate in the parishes of Barony of Glasgow, Glasgow, St. George's, St. Peter's, Govan, and Gorbals, or some of them, and the city of Glasgow, in the counties of Lanark and Renfrew.

To enable the said trustees to purchase compulsorily and otherwise the lands, houses, and other heritages required for the purposes of the said lines of rails or tramways and works and conveniences; to deviate in the construction of the said lines of rails or tramways from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined on the said plans and provided by the said Bill; to occupy, use, cross, alter, and divert streets, roads, railways, paths, passages, sewers, water-courses, telegraphic apparatus, and gas and water pipes, so far as necessary or expedient for making, maintaining, or using the said lines of rails or tramways and works and conveniences; to levy tolls, rates, and charges in respect of the use of the said lines of rails or tramways and works and conveniences, and the conveyance and accommodation of traffic thereon and thereat; and to enter into agreements with the Caledonian Railway Company, the Edinburgh and Glasgow Railway Company, the Glasgow and South-Western Railway Company, the General Terminus and Glasgow Harbour Railway Company, and any other companies, corporations, and persons with respect to the acquisition of the said lands, houses, and other heritages, or of any rights therein; the construction, maintenance, and use of the said lines of rails or tramways and works and conveniences, the tolls, rates, and charges, or other consideration to be paid for the use thereof; the connections to be made between the said lines of rails or tramways and any lines of rails or other works already formed or which may be formed by the said companies, or any of them; the interchange, delivery, and forwarding of traffic between, at, and over the lines of rails and other works of the respective parties to such agreements; the tolls, rates, and charges to be levied by the said parties respectively in respect of such traffic; and other matters relating thereto; as also to enable the companies, corporations, and persons abovenamed and referred to to enter into such agreements with the said trustees, and to confirm any such agreements which may have been entered into, or which may be entered into before the passing of the said Bill.

To enable the said trustees to borrow, on the security of their works, lands, and property, and of the tolls, rates, duties, and charges leviable under the powers of the said Act or of the said Bill, additional money for the purposes of the said lines of rails or tramways and works and conveniences, and for the other purposes of their undertaking.

To alter the rates and duties now leviable by the said trustees, or some of them, and *inter alia* to provide that the rates and duties, payable in respect of traffic conveyed upon or shipped or unshipped in the River Clyde, shall cease to be

levied according to the stages defined in the said Act, and shall be levied according to the number of miles, or otherwise according to the distance, which such traffic shall be conveyed, or according to such other rule as shall be prescribed by the said Bill; to enable the said trustees to levy other rates and duties; to confer exemptions from the payment of the several tolls, rates, charges, and duties hereinbefore-mentioned; and to vary and extinguish certain exemptions from payment of the same so far as now leviable.

To alter the provisions of the said Act, and to enlarge the powers of the said trustees in relation to the prevention of the discharge of inflammable or noxious matter into the said river and harbour, the disposal of superfluous lands, the form and transmission of securities for borrowed money, and in other respects.

To vary or extinguish all existing rights and privileges which might interfere with any of the objects of the said Bill, and to confer all powers, rights, and privileges necessary or expedient for effecting the said objects, or in relation thereto.

To amend, so far as necessary for the purposes hereinbefore mentioned, the Caledonian Railway Act, 1845, the Edinburgh and Glasgow Railway Consolidation Act, 1852, the Glasgow and South-Western Railway Consolidation Act, 1855, and the General Terminus and Glasgow Harbour Railway Act, 1846, and the several other Acts relating to the Caledonian Railway Company, the Edinburgh and Glasgow Railway Company, the Glasgow and South-Western Railway Company, and the General Terminus and Glasgow Harbour Railway Company, and their respective undertakings, including the joint line of railway between Glasgow and Paisley belonging to the Caledonian and Glasgow and South-Western Railway Companies.

And Notice is hereby given, that duplicate plans and sections, describing the lines, situation, and levels of the several lines of rails or tramways hereinbefore specified, and the lands, houses, and other heritages which may be required to be taken for the purposes thereof and of the relative works, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands, houses, and other heritages, and a published map with the lines of the proposed rails or tramways delineated thereon so as to show their general course and direction, and a copy of this Notice as published in the *Edinburgh Gazette* will, on or before the 30th day of November current, be deposited for public inspection in the office at Glasgow of the principal Sheriff-Clerk of the county of Lanark, and in the office at Paisley of the principal Sheriff-Clerk of the county of Renfrew; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes before-mentioned and to the city of Glasgow respectively, with a like copy of this Notice, will, on or before the said 30th day of November current, be deposited for public inspection with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of each such parish, at the usual place of abode of such Schoolmaster or Session-Clerk, and with the Town-Clerks of the said city at their office in Glasgow.

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 23d day of December next.

Dated this 12th day of November, 1863.

A. TURNER, Town-Clerk, Glasgow.
GRAHAMES & WARDLAW, Westminster.

SIMPSON'S ASYLUM.

(Incorporation of Trustees; Explanation and Amendment of Settlement.)

NOTICE is hereby given that Application will be made to Parliament in the next Session, for leave to bring in a Bill to provide for the better maintenance and management of the Asylum at Pleau, in the county of Stirling, for indigent and reduced men of advanced age, known as William Simpson's Asylum, founded under, and in virtue of, and in accordance with the Trust-disposition and Deed of Settlement of Francis Simpson of Pleau, Esquire, deceased, dated the 26th January 1829, Will of the said Francis Simpson, dated the 25th March 1830, and four Codicils dated respectively the 26th March 1830, 14th, 26th, and 28th February 1831, all registered in the Books of Council and Session the 6th day of April of the said year 1831, and relative Deed of Disposition and Assignment by the Trustees for the time, in favour of themselves, dated 6th, 13th, and 21st of January, and registered in the said Books of Council and Session the 8th day of June 1841, all which Trust-disposition and Deed of Settlement, Will, Codicils, and Disposition and Assignment, are herein called "the Settlement." By which Bill provision will be made for the continuance of the Trust by the Settlement created, and for the incorporation of the Trustees, with perpetual succession and a common seal, and powers to sue and be sued, and to acquire, hold, and transfer heritable and personal estate and property, and to exercise all the powers and privileges of an incorporated body; and to vest in such body the whole property and estate of the Trust; to modify, explain, alter, amend, and enlarge, the powers of the Trustees under the Settlement in regard to the maintenance and management of the said Asylum; to provide against the failure of Trustees; as to the qualification of candidates for admission; for the internal regulation of the Asylum; and management, investment, and disposal of the whole estates and income of the Trust, and for the appointment of factors and other officers: And power will also be sought to make Bye-laws for the government, regulation, and administration of all matters and things connected with the said Asylum; and provision will be made for all and whatsoever things it shall be thought expedient to enact with a view to the proper preservation and maintenance of the Trust, and good government of the subject-matter of the same: And all powers, rights, and privileges will be conferred which will further the ends of the said application to Parliament; and all rights and privileges which will interfere therewith, will be varied or extinguished.

HAGART & BURN MURDOCH, W.S.,
Edinburgh.

MAITLAND & GRAHAM,
College Street, Westminster.

Edinburgh, 9th November 1863.

SEQUESTRATION of GEORGE WALLACE & SON, Marble Cutters, Leith and Edinburgh, and of George Wallace, Senior, and George Wallace, Junior, both in Edinburgh, Partners of said Firm, and as Individuals.

THE accounts of the Trustee have been audited, and he has made up lists of the Creditors entitled to be ranked, but there are no free funds for division either from the Company estate or from the estates of the Partners Individually.

JAMES KNOX, Trustee.
Chambers, 47, Hanover Street, Edinburgh,
November 19, 1863.

THE Estates of MESSRS THOMAS GIBB & SON, 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 Friday the 27th 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, Dublin Street, Edinburgh.

THE Estates of WILLIAM HUNTER, Warehouseman, Nicolson Square, Edinburgh, carrying on Business under the Name or Style of WILLIAM HUNTER & COMPANY, Warehousemen, Nicolson Square, Edinburgh aforesaid, of which Firm he is the sole Partner, as such Partner, and as an Individual, were sequestrated on the 18th day of November 1863, by the Sheriff of Edinburghshire.

The first deliverance is dated the 18th day of November 1863.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Monday the 30th day of November current, 1863, within 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 19th 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.

WM. WHITE MILLAR, S.S.C., Agent.
8, Bank Street,
Edinburgh, November 19, 1863.

THE Estates of JAMES WYLIE, sometime Farmer at Bloom, in the Parish of Livingston, and County of Linlithgow, now residing at Hillwood, near Ratho, in the County of Edinburgh, were sequestrated on the 20th day of November 1863, by the Court of Session.

The first deliverance is dated 20th November 1863.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Monday the 30th 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 20th day of March 1864.

The Sequestration has been remitted to the Sheriff-Court of the County of Edinburgh.

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.

JOHN KEEGAN, S.S.C.,
10, Duke Street, Edinburgh, Agent.

NOTICE.

A Petition has been presented at the instance of Thomas M'Kelvie, residing in New Galloway, in the Stewartry of Kirkcudbright, for Sequestration of the Estates of THOMAS PEEBLES, Timber Merchant, sometime in Dalry, thereafter in New Galloway aforesaid, now deceased: On which Petition the Sheriff of Wigton and Kirkcudbright was pleased to pronounce the following Deliverance:—*'Kirkcudbright, 7th November 1863.*—The Steward-Substitute having considered this Petition, with writs produced, grants warrant to messengers-at-arms and officers of Court to cite, in terms of the Bankruptcy (Scotland) Act, 1856, Jane M'Kenzie Murie or Peebles, and Anne Robertson Peebles, Margaret M'Kenzie Murie Peebles, James Peebles, Peter Peebles, and Jane M'Kenzie Murie Peebles, above

'designed, and their tutors and curators if they any have, to appear in Court on the seventh day next after citation if within Scotland, and on the twenty-first day next after citation if furth of Scotland, to show cause why sequestration of the estates of the deceased Thomas Peebles should not be awarded; farther, directs intimation of this warrant and of the diet of appearance to be made in the Edinburgh Gazette,—all in terms of the Statutes; farther, grants diligence against witnesses and havers to recover evidence of the facts necessary to be established as craved.' (Signed) 'DAVID BLAIR.'

—The diet of appearance on the foregoing Warrant is the 2d day of December 1863.

RICHARD HEWAT, Solicitor,
Castle-Douglas, Agent.

SEQUESTRATION of JOHN LINDSAY, Merchant in Campbelton.

JAMES THOMSON, Accountant in Glasgow, has been elected Trustee; and John Arthur, Boot and Shoe Maker in Glasgow, Mathew Paterson, one of the Partners of the Firm of A. & W. Paterson, Boot and Shoe Makers, Argyle Street, Glasgow, and Adam Heugh, one of the Partners of the Firm of Robertson, Heugh, & Company, Wholesale Grocers, Glasgow, have been elected Commissioners. The examination of the Bankrupt will take place within the Chambers of Sheriff Alison, County Buildings, Wilson Street, Glasgow, on Tuesday the 1st day of December next, at 12 o'clock noon. The Creditors will meet within the Counting-house of Messrs Thomson & Craig, Accountants, No. 62, George Square, Glasgow, on Wednesday the 9th day of December next, at 12 o'clock noon. To entitle Creditors to be ranked for the first dividend, their oaths and grounds of debt must be lodged with me on or before the 5th March 1864.

JAMES THOMSON, Trustee.
Glasgow, November 1863.

SEQUESTRATION of THOMAS SMITH, Bookseller in Elgin.

JAMES KNOX, Accountant, Edinburgh, has been elected Trustee on the estate; and Alexander Morrison, Writer, Elgin, Duncan Cameron, Stationer, Edinburgh, and William Ritchie, Publisher, Edinburgh, have been elected Commissioners. The examination of the Bankrupt will take place in the Sheriff-Court-house in Elgin, on Friday the 27th day of November current, at 12 o'clock noon. The Creditors will meet in the Gordon Arms Hotel, in Elgin, on Wednesday the 9th day of December 1863, at one o'clock afternoon.

JAMES KNOX, Trustee.
Edinburgh, November 19, 1863.

SEQUESTRATION of HENRY GLASSFORD of Dougalston, Dealer in Timber, residing sometime at Craigmaddie, in the County of Stirling, now deceased.

JAMES HOWDEN, Chartered Accountant in Edinburgh, has been elected Trustee on the estate, in room of Archibald Borthwick, Accountant in Edinburgh, the former Trustee, deceased.

JAMES HOWDEN, Trustee.
5, North St David Street,
Edinburgh, November 19, 1863.

SEQUESTRATION of JAMES ROCHEID, of Inverleith, who resided at Inverleith, in the County of Mid-Lothian, now deceased.

JAMES HOWDEN, Chartered Accountant in Edinburgh, has been elected Trustee on the estate, in room of Archibald Borthwick, Chartered Accountant in Edinburgh, the former Trustee, now deceased.

JAMES HOWDEN, Trustee.
5, North St David Street,
Edinburgh, November 19, 1863.

SEQUESTRATION of WILLIAM MUIR, sometime Collector of the Tonnage Dues, Glasgow, and Dealer in Iron there.

JAMES ALEXANDER, Commission Merchant, Glasgow, has been elected Trustee on the estate, and hereby calls a meeting of the Creditors to be held within his Counting-house, 82, West Nile Street, Glasgow, on Saturday the 5th December next, at 12 o'clock noon, for the purpose of electing three new Commissioners on the estate.

JAMES ALEXANDER, Trustee.
Glasgow, November 19, 1863.

In the Sequestration of THE ROYAL BURGH OF LINLITHGOW, as a Body Corporate and Politic.

IN terms of a Deliverance by the Sheriff-Substitute of the County of Linlithgow upon a Petition presented to him by certain Creditors and Mandatories for Creditors of the said Burgh, and by the Commissioners on the estate, a meeting of the Creditors will be held upon Monday the 30th day of November current, at two o'clock afternoon, within the Star and Garter Hotel, Linlithgow, to elect a new Trustee, in room of Robert Aitken, whose resignation has been accepted of by the Creditors.

W. H. HENDERSON, Writer, Linlithgow,
Agent for the Petitioners.

Linlithgow, November 18, 1863.

SEQUESTRATION of W. & G. DOBBIE, Watchmakers and Jewellers in Glasgow, as a Company, and George Dobbie, Watchmaker and Jeweller there, an Individual Partner of that Company, as such Partner, and as an Individual.

MONCRIEFF MITCHELL, Accountant in Glasgow, Trustee on the above sequestrated estate, hereby calls a general meeting of the Creditors to be held within the Chambers of Mitchell & Watson, Accountants, 4, National Bank Buildings, Queen Street, Glasgow, on Monday the 14th day of December next, at 12 o'clock noon, to consider as to an application by the Trustee for his discharge.

MITCHELL & WATSON, for Trustee.

4, National Bank Buildings,
Queen Street, Glasgow, November 19, 1863.

I ANDREW PATERSON, Chartered Accountant, Edinburgh, Trustee on the sequestrated estate of THOMAS YOUNG, sometime Dealer in Shares in Joint Stock Companies, residing in Glasgow, thereafter residing at Garelochhead, Dumbartonshire, and afterwards residing in Esplan Place, Morningside, near Edinburgh, hereby call a meeting of the Creditors to be held within my Chambers here, on Saturday the 28th day of November current, 1863, at 11 o'clock forenoon, to consider as to the renewal of the Bankrupt's personal protection.

AND. PATERSON, Trustee.

Chambers, 55, N. Frederick Street,
Edinburgh, November 20, 1863.

SEQUESTRATION of WILLIAM MILLER, Farmer in Yonderfield, West Kilbride.

THE Trustee, William Caldwell, Farmer, Boydstone, hereby calls a meeting of the Creditors to be held within the Eglinton Arms Hotel, Ardrossan, on Saturday the 28th day of November current, at one o'clock afternoon, to elect a Commissioner in room of John Crawford, Milstonford,—the mandate in favour of said John Crawford, under which he acted, having been withdrawn.

JOHN EMSLIE,
Agent for the Trustee.

Ardrossan, November 19, 1863.

SEQUESTRATION of DANIEL DUFF, Machine Maker and Flaxspinner in Dundee, now deceased.

AS Trustee on the above estate I hereby call a meeting of the Creditors to be held within the British Hotel, Dundee, on Monday the 7th day of December 1863, at two o'clock afternoon, for the purpose of electing a new Commissioner in room of James Lennox, Hatter in Dundee, deceased.

JOHN SCOTT MONCRIEFF, Trustee.

Edinburgh, November 19, 1863.

SEQUESTRATION of HUGH ANDERSON, Coal Merchant in Glasgow.

ALEXANDER MONCRIEFF MITCHELL, Accountant in Glasgow, Trustee on the above sequestrated estate, hereby calls a general meeting of the Creditors to be held within the Chambers of Mitchell & Watson, Accountants, 4, National Bank Buildings, Queen Street, Glasgow, on Monday the 14th day of December next, at two o'clock afternoon, to consider as to an application by the Trustee for his discharge.

ALEXR. M. MITCHELL, Trustee.

4, National Bank Buildings,
Queen Street, Glasgow, November 19, 1863.

SEQUESTRATION of HUGH MILLER, Grocer, Rutherglen.

WILLIAM JOHNSTON, Accountant in Glasgow, Trustee on the sequestrated estates of the said Hugh Miller, hereby intimates that at the meeting of Creditors held of this date, after the Bankrupt's examination, the Bankrupt made an offer of composition of Nine Shillings per pound on all debts due by him at the date of his sequestration, payable by three equal instalments at four, eight, and twelve months from the date of his discharge, and he agreed to pay or provide for the whole expences attending the sequestration and the remuneration to the Trustee, and he proposed Ivie Allan, Farmer, East Kilbride, as his cautioner for said composition, expences, and remuneration; and it was unanimously agreed to entertain said offer, and security proposed, for consideration. Another meeting of Creditors will be held in the Trustee's Office, No. 93, West Regent Street, Glasgow, on Monday the 14th day of December next, at 12 o'clock noon, for the purpose of finally deciding upon said offer and security.

WM. JOHNSTON, Trustee.

93, West Regent Street,
Glasgow, November 19, 1863.

JAMES HENDERSON, Junior, Accountant, 65, Reform Street, Dundee, Trustee for the Creditors of GREENSHIELDS & LAUDER, Saddlers, Dundee, hereby intimates that the funds of the estate, so far as recoverable, being now realized, Creditors who have not already lodged their claims and grounds of debt with the Trustee are hereby required to do so on or before 4th December next, otherwise they will be excluded from participation in the funds; and that on that date the Trustee will make up an account of his intronmissions and a scheme of division amongst the Creditors whose claims have been lodged and admitted; which state and scheme will lie for inspection within the Trustee's Office, until 12th December 1863, on which day the Trustee will pay a first and final dividend to those Creditors whose claims have been admitted.

JAS. HENDERSON, Jr.

Dundee, November 20, 1863.

JOHAN GORDON SMITH, Distiller, Minmore, Glerlivat, Trustee on the sequestrated estate of GEORGE GRANT, Innkeeper, Richmond Arms Hotel, Tomintoul, in the County of Banff, now deceased, hereby intimates that his accounts, up to the 2d instant, have been examined by the Commissioners, and that a dividend will be paid to those Creditors whose claims have been admitted by the Trustee, at the Office of Donald Grant, Writer, Grantown, on the 4th day of January next.

JOHN G. SMITH, Trustee.

The Glenlivat Distillery, November 16, 1863.

TO THE CREDITORS OF

JOHN BAIN, Farmer, Tayfield, near Wick.

THE Trustee hereby intimates that an account of his intronmissions has been audited by the Commissioners, who have postponed the payment of a dividend till the recurrence of another statutory period, and dispensed with sending circulars to the Creditors.

GEORGE M'ADIE, Trustee.

Wick, November 16, 1863.

SEQUESTRATION of AITKEN & COMPANY, Manufacturers and Warehousemen in Glassford Street and Hutcheson Street, Glasgow, and James Aitken, Manufacturer and Warehouseman there, the sole Partner of that Firm, as such Partner, and as an Individual.

THE Commissioners have audited my accounts for the period ended 9th current, and postponed the declaration of a dividend till the next statutory period.

JNO. MILLER, Trustee.

71, Queen Street,
Glasgow, November 17, 1863.

I CHARLES FRASER MACKINTOSH, Solicitor in Law, Inverness, Trustee on the sequestrated estate of JAMES HALDANE, Farmer, and Carrier between Inverness and Kingussie, in the County of Inverness, hereby intimate that the Commissioners have audited my accounts to the 29th October last, and postponed the declaration of a dividend till next statutory period, and dispensed with sending circulars to the Creditors.

C. FRASER MACKINTOSH, Trustee.

Inverness, November 16, 1863.

THOMAS NICOLL, Iron Merchant, Yeaman Shore, Dundee, Trustee on the sequestrated estates of **JOHN BEATTIE**, Wine Merchant, Montrose, **JAMES CHALMERS**, Merchant, Dundee, and **ROBERT DUTHIE**, Iron Founder, Montrose, the Individual Partners of The **MONTROSE FOUNDRY COMPANY**, Montrose, as Individuals, hereby intimates that he has had no intromissions with the funds of the estates of the said James Chalmers and Robert Duthie since his accounts were last audited, but that an account of his intromissions with the funds of the estate of the said John Beattie, brought down to the 5th day of November current, and a state of the funds recovered and of those outstanding, belonging to the said several estates as at the same date, have been made up, and examined and audited by the Commissioners, in terms of the 'Bankruptcy (Scotland) Act, 1856.' Further, that the Commissioners have postponed the declaration of a dividend from the estates of the said James Chalmers and Robert Duthie till the recurrence of another statutory period; but that a third and final dividend from the estate of the said John Beattie will be paid to those Creditors of the said John Beattie whose claims have been admitted, within the Trustee's Counting-house, Yeaman Shore, Dundee, on and after Wednesday the 6th day of January 1864.—Of all which Notice is hereby given, in terms of the Statute.

THOMAS NICOLL, Trustee.

Dundee, November 18, 1863.

HENRY KERR, Accountant in Glasgow, Trustee on the sequestrated estate of **JAMES M'ONEAGLE**, Lard Merchant in Glasgow, hereby intimates that an account of his intromissions with the funds of the estate, brought down to the 2d instant, has been audited by the Commissioners, and that they have postponed payment of a further dividend until next statutory period, and dispensed with sending circulars to the Creditors.

HENRY KERR, Trustee.

Glasgow, November 16, 1863.

JOHN BOWES, Agent at Dalkeith for the Clydesdale Banking Company, Trustee on the sequestrated estate of **JAMES DOBIE**, Farmer, Contractor, and Lime Burner at D'Arcy, in the Parish of Newbattle, hereby intimates that the Commissioners on this estate have audited his accounts, brought down to the 4th instant, and postponed the declaration of a dividend till the next statutory period, and dispensed with sending circulars to the Creditors.

JOHN BOWES, Trustee.

Dalkeith, November 11, 1863.

ALEXANDER MANN, Accountant in Dundee, Trustee on the sequestrated estate of **JAMES FAIRWEATHER**, Merchant and Commission Agent in Dundee, hereby intimates that an account of his intromissions with the funds of the said estate, brought down to the 7th instant, and state of the funds recovered and of those outstanding as at same date, have been made up and examined by the Commissioners on said estate, in terms of the Statute; farther, that the Commissioners have postponed the declaration of a dividend until the next statutory period.—Of all which Intimation is hereby made, in terms of the Statute.

ALEX. MANN, Trustee.

Dundee, November 19, 1863.

ALEXANDER M'ARTHUR, Bank Agent in Buckie, Trustee on the sequestrated estate of **JOHN FORBES**, Junior, Rope and Sail Maker in Buckie, in the County of Banff, the only surviving Individual Partner of **FORBES, MILNE, & COMPANY**, Rope and Sail Makers there, hereby intimates that he has had no intromissions with the funds of the estate since last meeting of the Commissioners, and that they have postponed payment of a dividend till next statutory period, and dispensed with sending circulars to the Creditors, but directed the Trustee to give notice in the Edinburgh Gazette.

ALEX. M'ARTHUR, Trustee.

Buckie, November 18, 1863.

GEORGE TAYLOR MUNRO, residing in Tain, Trustee on the sequestrated estate of **HECTOR MUNRO**, formerly Farmer at Farness, now residing in Cromarty, hereby intimates that the Commissioners have audited his accounts, brought down to the 9th current, postponed the declaration of a dividend till the next statutory period, and dispensed with circulars to the Creditors.

GEO. T. MUNRO, Trustee.

Tain, November 16, 1863.

ALEXANDER M'ARTHUR, Bank Agent in Buckie, Trustee on the sequestrated estate of the Deceased **WILLIAM FORBES**, Rope and Sail Maker in Buckie, in the County of Banff, and a Partner of the Company of **FORBES, MILNE, & COMPANY**, Rope and Sail Makers in Buckie, as a Partner of said Company, and as an Individual, hereby intimates that he has had no intromissions with the funds of the estate since last statutory period, and that the Commissioners have postponed payment of a dividend till next statutory period, and dispensed with sending circulars to the Creditors, but directed the Trustee to give notice in the Edinburgh Gazette.

ALEX. M'ARTHUR, Trustee.

Buckie, November 18, 1863.

JOHN GRANT, Junior, Coach Proprietor in Inverness, Trustee on the sequestrated estate of **JOHN MACKAY**, sometime Solicitor in Inverness, now deceased, hereby intimates that an account of his intromissions with the funds of the estate, brought down to 31st ultimo, and state of the funds recovered and outstanding as at the same date, have been made up and examined by the Commissioners, in terms of the Statute, and that the Commissioners have postponed payment of a dividend till next statutory period.—Of all which Notice is hereby given, in terms of the Statute.

JOHN GRANT, Jr. Trustee.

Inverness, November 14, 1863.

JOHN COLVIN, Solicitor, Inverness, Trustee on the sequestrated estate of **DONALD STEWART**, Writer in Tain, hereby intimates that an account of his intromissions with the funds of the estate, from the 3d day of August last to the 3d instant, has been made up and audited by the Commissioners, who have postponed payment of a dividend till the recurrence of another statutory period, and have dispensed with sending circulars to the Creditors thereanent.

JOHN COLVIN, Trustee.

Inverness, November 16, 1863.

SEQUESTRATION of JAMES GOULD & COMPANY, Tea Merchants and General Grocers, Pitt Street, Glasgow, and James Gould, Tea Merchant and General Grocer there, the sole Partner of that Firm, as such Partner, and as an Individual.

ARCHIBALD POLLOCK, Accountant in Glasgow, Trustee on said estates, hereby intimates that the Commissioners have this day audited his accounts, brought down till 4th instant, postponed the declaration of a dividend till another statutory period, and dispensed with circular notices to the Creditors.

ARCH. POLLOCK, Trustee.

Glasgow, November 18, 1863.

BY virtue of an Order of the Sheriff-Substitute of Aberdeenshire, **ROBERT GARDINER**, Grocer, George Street, Aberdeen, hereby intimates that he has presented a Petition to the Sheriff of Aberdeenshire to be finally discharged of all debts contracted by him before the date of the sequestration of his estates, in terms of the Statute.

R. GARDINER.

Aberdeen, November 19, 1863.

SEQUESTRATION of MARGARET THOMSON or SCOTT, Draper and Milliner, Brunswick Street, Glasgow.

ALEXANDER MOORE, Accountant in Glasgow, Trustee on the estate, hereby intimates that application has now been made to the Sheriff of Lanarkshire for approval of the offer of composition of Two Shillings and Sixpence per pound, which was accepted by the Creditors in said sequestration on 23d May last; and that, in respect of the delay in asking such approval, Mr Sheriff Bell has appointed intimation of such application to be made in the Edinburgh Gazette, and in one of the Glasgow Daily Newspapers; certifying that unless appearance to oppose be made within eight days from the publication of the last of said Advertisements, the said offer of composition will be approved of as desired.

ALEX. MOORE, Trustee.

Glasgow, November 19, 1863.



DISSOLUTION OF COPARTNERY.

THE Copartnery Business carried on by the Subscribers, as Merchants and Rope Manufacturers in Aberdeen, under the Firm of ROBERT TAYLOR & SON, was DISSOLVED on the 13th November 1863; and the whole debts due to the Firm are requested to be paid to the Subscriber, John Taylor, who is to carry on the Business.

R. TAYLOR.
JOHN TAYLOR.

JAMES COLLIE, Advocate, Aberdeen,
Witness.

GEORGE COLLIE, Advocate, Aberdeen,
Witness.

[Extract from London Gazette of Tuesday, November 17, 1863.]

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, John Snowdon Henry, Mitchell Henry, and Thomas Swanwick, exclusively, and between them, with the undersigned, Henry Hitchcock, and also with the undersigned, Richard Alsop Warburton, and also with the undersigned, Francis Abner Gardiner and Edward Webber, and also with the undersigned, Thomas Noton, and also with the undersigned, James Dawson, in the business of Merchants and General Commission Agents, and carried on at Manchester, in the county of Lancaster, under the Firm of Alexr. and Saml. Henry and Co., and also the partnerships heretofore subsisting between the said John Snowdon Henry, Mitchell Henry, and Thomas Swanwick, and the undersigned, John Mitchell, William Roulston Haigh, and Henry Mitchell, in the business of Merchants and Commission Agents, and carried on under the said Firm of Alexr. and Saml. Henry and Co., at Bradford and Huddersfield, both in the county of York, and also the partnership heretofore subsisting between the said John Snowdon Henry, Mitchell Henry, and Thomas Swanwick, and the undersigned, John Patterson, John Hamilton, and James Stewart, in the business of Merchants and Commission Agents, and carried on under the said Firm of Alexr. and Saml. Henry & Co., at the

city of Glasgow, and also the partnership heretofore subsisting between the said John Snowdon Henry, Mitchell Henry, and Thomas Swanwick, and the said John Patterson, in the business of Merchants and Commission Agents, and carried on under the said Firm of Alexr. and Saml. Henry and Co., at Belfast, in Ireland, have respectively been this day dissolved by mutual consent, so far as regards the said Thomas Swanwick, who retires from each and all of the said partnership concerns. The business of the said Firm will be continued at the several places before-named, by the remaining partners, who will pay and receive all monies due from or to the partnership this day dissolved.—Dated this 20th day of October 1863.

John S. Henry.
Mitchell Henry.
Thos. Swanwick.
Henry Hitchcock.
Richard A. Warburton.
Francis A. Gardiner.
Edward Webber.
Thomas Noton.

James Dawson.
Jno. Mitchell.
W. R. Haigh.
Henry Mitchell.
John Patterson.
John Hamilton.
James Stewart.
John Patterson.

NOTICE.

FINLAY M'MARTIN, Farmer and Cattle Dealer, Port of Monteat, hereby gives notice that he has presented a Petition to the Sheriff of the County of Perth craving interim protection against the execution of diligence, and for decree of Cessio Bonorum; and that his Creditors are required to appear within the Sheriff-Courthouse at Dunblane, on the 23d day of December next, at 12 o'clock noon, when the Petitioner will appear in presence of the Sheriff or his Substitute for public examination as to the state of his affairs, in terms of the Sheriff's Warrant issued on presentation of the Petition.

ALEX. MONTEATH, Procurator for Petitioner.
Stirling, November 19, 1863.

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

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

Friday, November 20, 1863.

Price Two Shillings and Threepence.

