

The Edinburgh Gazette.

Published by Authority.

TUESDAY, NOVEMBER 22, 1864.

FOREIGN OFFICE, November 8, 1864.

THE Queen has been graciously pleased to appoint the Honourable Thomas John Hovell Thurlow, now temporarily attached to Her Majesty's Embassy at Vienna, to be a Third Secretary in Her Majesty's Diplomatic Service.

FOREIGN OFFICE, November 9, 1864.

The Queen has been graciously pleased to appoint William Arthur White, Esq., now British Vice-Consul at Warsaw, to be Her Majesty's Consul at Dantzig.

DUBLIN CASTLE, November 9, 1864.

The Lord Lieutenant has been pleased to approve of the appointment of Richard Donovan, Esquire, to be a Deputy Lieutenant for the County of Wexford, in the room of Sir William Cox, deceased.

ADMIRALTY, November 15, 1864.

Mr Benjamin Richard King, and Mr John Millar Watson, have been promoted to the rank of First Class Assistant Engineers in Her Majesty's Fleet, with seniority of 11th November 1864.

DUBLIN CASTLE, November 15, 1864.

Names of the Gentlemen returned by the Judges of Assize to serve the Office of High Sheriff for the ensuing year:—

- | | |
|----------------|--|
| Antrim County. | John Francis Ferguson, Esq.,
Belfast. |
| | William Thomas Bristow
Lyons, Esq., Old Park,
Belfast. |
| | Sir Edward Coey, Merville,
Belfast. |
| Armagh County. | Hugh Harris, Esq., Ashfort,
Middleton. |
| | Honourable Francis Charles
Viscount Newry, Mourne
Park, Kilkeel. |
| | Ralph Smith Obre, Esq.,
Clantilew. Loughgall. |

Carlow County.

- Captain William Bunbury
McClintock Bunbury, Rath-
villy, Baltinglass.
Sir Thomas Pierce Butler,
Bart., Ballintemple, Tul-
low.
William Philip Bagenal, Esq.,
Bennerkerry, Carlow.

Carrickfergus Co.
Town.

- James Walker, Esq., The
Knockagh, Carrickfergus.
Snowdon Corkeen, Esq., In-
grena, Lisburn.
Samuel Græmes Fenton,
Esq., Carrickfergus, and
Belfast.

Cavan County.

- George de la Poer Beresford,
Esq., Awbawn, Killeshan-
dra.
Benjamin Samuel Adams,
Esq., Shinan, Shercock.
Henry Sydenham Singleton,
Esq., Hazeley Heath,
Hauts.

Clare County.

- Robert Wyon Studdert, Esq.,
Cullane, Kilkee.
Major William Wills Molony,
Kiltannon, Tulla.
John Wilson Lynch, Esq.,
Belvoir, Six-mile-bridge.

Cork County.

- Henry Lavallan Puxley, Esq.,
Dunboy Castle, Berehaven.
John Wrixon Beecher, Esq.,
Castle Hyde, Fermoy.
Sir Augustus R. Warren,
Bart., Warren's Court,
Lissardagh.

Cork City.

- Edmond John Gould, Esq.,
Belville, Cork.
Thomas Lyons, Esq., Ro-
sanna, Cork.
Daniel F. Leahy, Esq.,
Woodlawn, Cork.

Donegal County.

- Alexander Hamilton, Esq.,
Coxtown, Ballintra.
William Knox, Esq., Clon-
leigh, Strabane.
James Henry Todd,
Rockfield, Buncrana.

Down County.	Arthur De Vere Beauclerk Esq., Ardglass Castle, Ardglass. Major Henry Waring, Waringstown. Arthur Charles Innes, Esq., Dromantine, Newry.	King's County.	John Longworth, Esq., Glynwood, Athlone. Lord Oxmantown, The Castle, Parsonstown. John Lloyd, Esq., Gloster, Prostera, Roscrea.
Dublin County.	Honourable Jenico Preston. Gormanstown Castle, Gormanstown. Edward Wingfield Verner, Esq., M.P., Cork Abbey, Bray. George Evans, Esq., Portrane, Donabate.	Leitrim County.	Richard Reynolds Peyton, Esq., Loughscurr, Cashcarrigan. Arthur Loftus Tottenham, Esq., Glenfarne Hall, Enniskillen. The Honourable William Forbes, Castle Forbes, Longford.
Dublin City.	Joseph Boyce, Esq., D.L., 52, Upper Mount Street. Richard Martin, Esq., North Wall. Richard Manders, Esq., 114, James Street, and Brackenstown, Swords.	Limerick County.	David Vandeleur Roche, Esq., Caresse, Croome. Henry Westropp, Esq., Green Park, Bruff. Edward O'Brien, Esq., Cashermoyle, Rathkeale.
Drogheda County Town.	James Duff Matthews, Esq., Mount Hanover, Drogheda. Robert Taylor, Esq., Corballis, Julianstown. Thomas Hammond, Esq., Sheephouse, Drogheda.	Limerick City.	John Thos. McSheehy, Esq., Shannon Lawn, Limerick. Alderman Thadeus MacDonnell, George's Street, Limerick. Eugene O'Callaghan, Esq., George's Street, Limerick.
Fermanagh County.	John Brady, Esq., Johnstown, Clones. Alexander J. Bailey, Esq., Mullyduff, Newtownbutler. Sir Victor Brooke, Bart., Colebrook, Brookboro'.	Londonderry City and County	Henry Kyle, Esq., Laurel Hill, Coleraine. Captain George Knox, Prehen, Londonderry. Robert Herbert Dolling, Esq., Manor House, Kilrea.
Galway County.	John H. Daly, Esq., Raford, Loughrea. Theobald Blake, Esq., Vermont, Glantane. The Honourable Gerald Dillon, Clonbrock, Ahascragh.	Longford County.	James W. Bond, Esq., Farra, Longford. John E. Thompson, Esq., Colamber, Edgeworthstown. Erolus Edgeworth, Esq., Edgeworthstown.
Galway County Town.	James Ryan, Esq., Merville, Galway. Henry Persse, Esq., Glenard, Galway. Pierce Joyce, Junior, Esq., Merview, Galway.	Louth County.	St Clair Kilburn Mulholland, Esq., Eglantine, Hillsboro. Henry St George Smyth, Esq., Piperstown, Drogheda. William Henry Richardson, Esq., Prospect, Dundalk.
Kerry County.	Francis B. Chute, Esq., Chute Hall, Tralee. Sir Rowland Blennerhasset, Bart. Churchtown, Killarney. Nicholas Donovan, Esq., Seafeld, Tralee.	Mayo County.	William C. Orme, Esq., Owenmore, Crossmolina. Thomas Rutledge, Esq., Cornfield, Hollymount. George Henry Moore, Esq., Moorehall, Ballyglass.
Kildare County.	Thomas E. Fitzgerald, Esq., Geraldine, Athy. Richard Moore, Esq., Killashee, Naas. Francis E. J. M'Donnell, Esq., Durnforth Enfield.	Meath County.	Honourable Jenico J. Preston, Gormanstown Castle, Gormanstown. Patrick John Kearney, Esq., Milltown, Clonmellon. Thomas St George Pepper, Esq., Ballygarth Castle, Julianstown.
Kilkenny County.	Sir Henry Marsh, Bart., Newtown Villa, Kilkenny. John Walsh, Esq., Fanningstown, Piltown. Laurence Waldron, Esq., M.P., Ballybrack, Dalkey.	Monaghan County.	Sir Thomas Barrett Lennard, Bart., Belhus, Romford, Essex. William Francis De Visme Kane, Esq., Drumcanlesk, Monaghan. Thomas Lucas, Esq., Augherlane.
Kilkenny City.	John Potter, Esq., High Street, Kilkenny. Edmond Smithwick, Junior, Esq., Kilkenny. William Pitt Blunden, Esq., Bormettstown, Kilkenny.		

- Queen's County. Edward Skeffington Randal Smyth, Esq., Mount Henry, Ballybrittas.
Henry Trench, Esq., Glenmalyre, Ballybrittas.
Percy R. Grace, Esq., Baley, Ballylinan.
- Roscommon County. Denis Maurice O'Connor, Esq., Clonalis, Castlereagh.
George Lloyd, Esq., Croghan House, Croghan.
Henry Taaffe Ferrall, Esq., Regina Terrace, Raglan Road, Dublin.
- Sligo County. Charles Philip Webber, Esq., Carrowallen, Skreen.
Peter O'Connor, Esq., Cairnsfoot, Sligo.
Alexander Perceval, Esq., Temple House, Ballymote.
- Tipperary County. Robert Cole Bowen, Esq., Bowenscourt Kildorrery.
Edward Count D'Alton, Grennanstown, Nenagh.
Stephen C. Moore, Esq., Barne, Clonmel.
- Tyrone County. Captain George Percy M'Clintock, Seskeenore, Omagh.
Lieut.-Colonel Wm. Lennox Conyngham, Spring Hill, Money more.
Captain W. Cole Hamilton, Beltrim, Gortin.
- Waterford County. Edmond de la Poer, Esq., Gurteen, Kilsheelan.
Viscount Hastings, Gaultier Lodge, Waterford.
Robert Thomas Carew, Esq., Ballinamona, Waterford.
- Waterford City. Captain Henry Meagher, Waterford.
Congreve Rogers, Esq., Waterford.
Alderman Abraham Denny, Waterford.
- Westmeath County. James Arthur Dease, Esq., Turbotstown, Coole.
Honourable George Charles Mostyn, Rosemead, Delvin.
Colonel Fulke S. Greville, M.P., Clonyn Castle, Castletown delvin.
- Wexford County. John Esmonde, Esq., M.P., Ballinastragh, Gorey.
Capt. D. Beattie, Heathfield, Wexford.
James Augustine Leigh, Esq., Rosegarden, New Ross.
- Wicklow County. Joseph Scott Moore, Esq., The Manor, Kilbride.
Honourable W. Proby, Glenart.
St. Vincent H. Whitshed, Esq., Killincarrig, Delgany.

Commission signed by the Lord Lieutenant of the County of Inverness.
76th Highland Light Infantry Regiment of Militia.
Lieutenant Archibald M'Nab to be Captain, vice Windsor, resigned. Dated 2d November 1864

MEMORANDUM.

Her Majesty has been graciously pleased to accept the resignation of the Commission held by Captain Henry Windsor in the Inverness-shire Militia.

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

2d Montgomeryshire Rifle Volunteer Corps.

Francis Bowers, gent. to be Ensign, vice Thomas Blake Brown, resigned. Dated 14th November 1864.

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

14th Hants Rifle Volunteer Corps.

Lawrence Henry Cumberbatch to be Ensign, vice Williams, resigned. Dated 16th November 1864.

BANKRUPTS

FROM THE LONDON GAZETTE.

BANKRUPTCY ANNULLED.

Edward Legh Page, formerly of 3, Camberwell Park, then of 2, Claremont Cottages, Warner Road, both in Camberwell, Surrey, then of Herne Bay, Kent, and now of 5, Hans Terrace, Poulton Square, Chelsea, Middlesex, gentleman.

BANKRUPTCIES AWARDED.

John Harrison, of 15, Brunswick Terrace, Westbourne Grove, Bayswater, Middlesex, tailor and outfitter.
Thomas Gannon, of 43, Liqueurpond Street, Gray's Inn Road, Middlesex, gasfitter and brass finisher.
Samuel Merrick, of 12, Conduit Street, Regent Street, St George, Hanover Square, Middlesex boarding and lodging-house keeper.
Thomas Sinden, of 9, Cardington Street, and carrying on business at 5, Little Crescent Street, both in Euston Square, marble paper manufacturer.
Gabriel Selig, of 1, Prince's Street, Wilson Street, Finsbury, Middlesex, wholesale jeweller.
George Bruton, of Oxford, wine merchant.
Edward John Bentley, of 5, Paradise Row, Hackney, Middlesex, grocer, and warehouseman in a wholesale house.
John Bowles, of 6, Market Hill, Cambridge, grocer.
James Brown, formerly of 4, Richmond Terrace, York Road, Wandsworth, Surrey, and now of 29, Walpole Street, New Cross, Deptford, Kent, hay, straw, and corn dealer.
George Bush, the younger, of 8, York Terrace, Howard Road, Stoke Newington, bookbinder, stationer, and news agent, formerly of 15, Saint Matthias Place, Back Road, Kingsland, both in Middlesex, carrying on the aforesaid business.
James Swanston Cobb, of Great Yarmouth, Norfolk, printer, stationer, and tanner.
Charles Carpenter, of 13, East Street, Brighton, Sussex, stay and crinoline manufacturer.
James William Bungay, of 5A, Arthur Villas, Forest Road, Dalsion, Middlesex, clerk in the general post-office, Saint Martin's-le-Grand, London, and builder, now a prisoner for debt in the Debtors' Prison for London and Middlesex, London, and Henry Glover, of 11, Morpeth Terrace, Victoria Park, Middlesex, builder, trading together as builders under the style of Bungay & Glover.
Joseph Cunard Morrow, of 54, Kemp Street, late railway clerk, formerly residing at York Road, both in Brighton Sussex.
Samuel Fairweather, late of Framlingham, Suffolk, beer-house keeper, shopkeeper, and mail cart contractor, and now of the same place, out of business.

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

The Earl of Tankerville to be Vice-Lieutenant, during the absence from England of Earl Grey, the Lord Lieutenant.

- James William Spokes, formerly of 258, Blackfriars Road, Surrey, keeper of a loan office, under the name or style of the Blackfriars Loan and Discount Office, at the same time of 15, Greenwich Market, Greenwich, Kent, oilman, also at the same time of the Belvidere Tavern, Nunhead, Surrey, licensed victualler, afterwards of Andover Road, Hornsey, oilman, afterwards of 16, Great James Street, Bedford Row, both in Middlesex, out of business, afterwards of 31, Barbican, London, stationer and printseller, and also residing at 2, Amersham Road, New Cross, Kent, afterwards of 259, Tottenham Court Road, house agent, and residing at Italian Villa, Shepperton, and now of Teddington, all in Middlesex, and of 24, Cornhill, London, out of business.
- Archibald Picken, of 7, The Drapery, Northampton, jeweller and watchmaker.
- Thomas Rudkin, of 289, Fulham Road, Middlesex, builder and contractor.
- George Richard Brown, of 6, Saint Alban's Terrace, Kennington Road, assistant at a music hall, previously of 9, Belvidere Road, Lambeth, both in Surrey, out of business or employment, and formerly of 15, Basinghall Street, London, proprietor of a luncheon bar.
- John May Emler, late of the Maze Hotel, Chichester Place, Harrow Road, licensed victualler, but now of 11, Exeter Street, Chelsea, both in Middlesex, out of business.
- John Gladstone and Thomas Hall Gladstone, of White Lion Court, Cornhill, London, trading there as merchants, under the style or firm of John Gladstone & Company.
- Thomas Webb, formerly of Wellington Street, Luton, Bedford, then of Rickmansworth, Hertford, and now of Harlington, near Uxbridge, Middlesex, butcher.
- George Hide, of Hitchen, Herts, timber carrier and publican.
- John Alexander Simpson, of 3, Grove Terrace, Great Ilford, Essex, out of business, formerly of Aberdeen, merchant and agent.
- William Crane Wilkins, of Wood Ridings, Pinner, engineer, now or lately carrying on business with Henry Paris and John Farquhar, at 24 and 25, Long Acre, both in Middlesex.
- Edward Gurling, of 4, Westmoreland Place, Bayswater, Middlesex, builder.
- John Piddington, of 53, Gracechurch Street, London, 3, Bensham Villas, London Road, Croydon, Surrey, and 77, Montague de las Cour, Brussels, Belgium, commercial agent, (lately residing at The Limes, Forest Hill, Kent).
- Jeremiah Savage Elgee, of the Anglesea Arms public-house, 15, Selwood Terrace, Old Brompton, Middlesex, licensed victualler.
- Thomas Adams, the elder, of 3A, Cross Streets, Eagle Street, having a private residence at 27, Britannia Street, both in the City Road, Middlesex, boot and shoe maker.
- Frederick Smith, of East Hampstead, Berks, sheep salesman, previously of West Hanningfield, Essex, auctioneer.
- Thomas Patrick, of 26, Kerby Street, Hatton Garden, also having a factory in Baldwin's Place, Baldwin's Gardens, Holborn, both in Middlesex, button manufacturer, formerly carrying on business at Baldwin's Place aforesaid, with William King, trading as Patrick & King, button manufacturers.
- Edmund Lepper, for one week residing in lodgings at 4, Sutton Street, Holloway Head, out of business and employment, previously of New Thomas Street, and renting shopping and mill power at Powell's Mill, both in Ashton Road, all in Birmingham, Warwick, ivory, bone, and wood button maker.
- Joseph Sharpe, lodging at 7, Lower Windsor Street, Birmingham, Warwick, army contractor, his wife at the same time carrying on business as a retail brewer at the Spotted Horse Inn, King Street, Hulme, Manchester.
- John Bird and George Hickling, of Loughborough, Leicester, elastic web manufacturers.
- Joseph Green, late of Nottingham, victualler.
- David Jones and Rees Jones, both of Brynmawr, Brecon, grocers, trading under the style or firm of Jones Brothers.
- William Edward Hook, of 30, Fore Street, Devonport, Devon, hardwareman.
- Robert Williamson, of Heaton, Bradford, York, ink-keeper.
- Arthur Hebden, of Swinegate, Leeds, York, twine manufacturer.
- John Warrington, the elder, of Cawood, near Selby, York, farmer, potatoe dealer, small shopkeeper, and common carrier.
- Richard Andow, of Bath Street, Southport, Lancaster, lodginghouse keeper.
- William Buckton, of Leeds, York, twine manufacturer and yarn merchant, carrying on business at Leeds aforesaid, with Arthur Hebden, under the firm of Hebden & Buckton.
- Joshua Fleming, of Halifax, York, dealer in fancy goods.
- William Cornelius Whittenbury, of Leeds, out of business, formerly of Huddersfield, both in York, furniture dealer.
- Charles Grey, late of Bromborough, Chester, farmer and dealer, late a prisoner for debt in the Gaol at Chester Castle, Chester.
- William Elmore, of 84 and 86, Duke Street, and 41, Blundell Street, Liverpool, Lancaster, commission agent, wine and spirit merchant, and tobacco pipe manufacturer.
- Hindle Titherington, late of School Lane, Rochdale, Lancaster, innkeeper, late a prisoner for debt in Her Majesty's Prison at Lancaster.
- Francis Rooker, of 186, Waterloo Road, Manchester, carrying on business with Edward Taylor, at 220, Chapel Street, and at 27, Mount Street, both in Salford, and also at 109A, Market Street, Manchester aforesaid, all in Lancaster, as machinists.
- John George Jockisch, of Manchester, Lancaster, commission agent and merchant.
- Daniel Revett, of Eden Wood, near Bury, and also of Bolton, Lancaster, manufacturer and warp sizer, trading under the name or style of Daniel Revett & Company.
- Thomas Fisher, of Barrow-in-Furness, Lancaster, grocer and provision dealer.
- Arthur Heald, of Nelson, near Colne, Lancaster, cotton manufacturer.
- William Flitcroft, of Bolton, Lancaster, manufacturer and waste dealer.
- John Priestman, the younger, of Warrington, Lancaster, tanner.
- Charles Henry Bake, of 276, Stretford Road, Manchester, Lancaster, chemist and druggist.
- William Henry Webb, formerly of Ann's Hill, Camden Town, near Gosport, Hants, baker and grocer, now of Ann's Hill aforesaid, out of business and employment.
- Lavinia Lawson, of Nelson Ville, Nelson Road, Southsea, Southampton, lodging-house keeper.
- Albert Willis, formerly of Lamartine Street, silk stainer and dyer, now in lodgings at the house of Henry Hobley, Mill House Cottage, Forest, both in Nottingham, journeyman silk stainer and dyer.
- William Thompson Hallam, (sued as William Thomas Hallam,) of Beeston, Nottingham, formerly draper's assistant, now out of employment.
- Joseph Williamson, of Wilmslow, Chester, provision dealer.
- Joseph Whittaker, of Radcliffe, previously of Birch Street, West Gorton, both near Manchester, shopman, formerly of Birch Street, West Gorton aforesaid, grocer and provision dealer.
- William Taylor, of Back Wellington Street, Habergham Eaves, Burnley, contractor.
- John Bentley, of Busk within Oswaldtwistle, Lancaster joiner and cabinetmaker.
- Edward Cardell, lodging at the house of Joseph Graynoth, George Inn, Little Park Street, Coventry, licensed victualler, out of business, previously of 29, Cross Cheaping, Coventry, both in Warwick, beerhouse keeper and coal dealer.
- Samuel Robson, of Long Row, South Shields, Durham, grocer and builder.
- Jacob Walker, formerly of Bridge Gate, Derby, shopkeeper and wheelwright, afterwards in partnership with Anthony Ottewell, in Bridge Gate, as wheelwrights, and now of York Street, both in Derby aforesaid, in lodgings, journeyman wheelwright.
- Frederick Charles Ryley, late of Duke Street, Portland Place, Middlesex, ale merchant, but now of Burton-upon-Trent, Stafford, railway clerk.
- John Burton, of Stamford, Lincoln, licensed victualler and commercial traveller.
- Thomas Bradbury, of Eytton, near Wellington, Salop, national schoolmaster.
- Joseph White, of Queen Street, Westbromwich, Stafford, attorney's clerk and registrar of marriages.
- Dominic Coffey, of Back Lane, in Newton, Chester, roller coverer and tea dealer.
- Edward Hammont, of 23, Castle Street, Hastings, Sussex, shoemaker.
- Adolphus Uriha Quintin, of 19, Spa Gates, Bristol Road, Gloucester, dentist.
- Joanna Giles, of Mark, Somerset, beerhouse keeper and licensed to sell wine under the 23d Victoria, chapter 27.
- John Hunt, of the Crystal Ale Stores, James Street, Bird's Gardens, Ipswich, Suffolk, travelling draper, &c.
- Robert Bulwer, of Beccles, Suffolk, publican and dealer.

Hugh Taylor, now of 99, Brunswick Street, but formerly of Market Street, both within Heywood, Lancaster, formerly beerseller, waste dealer, and factory operative, and now out of business.

John Gorrod, of Beccles, Suffolk, late of the Fox Inn, Willingham, Suffolk, publican and shopkeeper, but now of no occupation.

James Hancock, of 17, Union Street, Ryde, Isle of Wight, Southampton, cabinetmaker, upholsterer, paperhanger, and milliner.

John James Littlewood, of Tewkesbury, Gloucester, inn-keeper and licensed victualler.

Samuel Roberts, of Liverpool, Lancaster, architect and builder.

William Gray, of Netherfield Road North, Liverpool, Lancaster, provision dealer.

William Rodgers Thornhill, of 48, Lime Street, Liverpool, also of Stanley Street, Fairfield, both in Lancaster, ironmonger.

Robert Thackray, of Leeds, in lodgings, out of business, previously of Leeds, both in York, dealer in corn, flour, hay and straw.

Isaac Eeles Anderson, of Seacroft, near Leeds, York, saddler.

Thomas Cobb, of Brunswick Row, North Street, carrying on business in the Angel Yard, Lands Lane, both in Leeds, York, as a smith and farrier.

Henry Rogers, of Chapeltown, near Leeds, and also of Leeds, York, bookkeeper and accountant, previously of Nottingham, clerk and accountant in the Court of Bankruptcy.

Timothy Gregory, of the Ferry House, Queen's Ferry, Flint, publican.

Edward Simon Jones, of 35A, High Street, Rhyl, Flint, grocer and provision dealer.

George Walton, of Meeting House Lane, Sheffield, York, commission agent and bailiff.

John Hancock, of Ranmoor, near Sheffield, York, labourer.

Jonah Bulman, formerly of Cockermouth, now of Silloth, both in Cumberland, grocer and provision dealer.

James Webber, of Halberton, Devon, yeoman, (in formâ pauperis).

Thomas Laycock Walker, of 56, White Abbey, Bradford, York, painter, paperhanger, linen draper, and boot and shoe maker.

Joseph Drake, of Grafton Street, Horton, carrying on business as a joiner and cabinetmaker, formerly in Fawcett Court, afterwards in Barker End Road, but now in Thornton Road, all in Bradford, York, and formerly in partnership with William Armistead, carrying on business in Fawcett Court aforesaid, as joiners, cabinet, and model makers, under the style or firm of Armistead & Drake.

Edmund Parfect, of Headley, Southampton, builder.

William Martin, of Fowey, Cornwall, baker and confectioner.

Charles Healey, late of Northgate, licensed victualler, but now of Elm Street, both in Wakefield, York, in lodgings and out of business.

GENERAL AVERAGE PRICE OF BRITISH CORN
per QUARTER,

Received in the Week ended November 12, 1864.

Wheat.		Barley.		Oats.		Rye.		Beans.		Pease.	
s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
38	9-997	30	1-254	19	11-908	33	0-0	37	11-575	35	9-917

AGGREGATE AVERAGE OF SIX WEEKS.

Wheat.		Barley.		Oats.		Rye.		Beans.		Pease.	
s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
38	8	30	1	20	0	31	2	38	4	35	4

Published by Authority of Parliament,

HENRY FENTON JADIS,

Comptroller of Corn Returns.

Board of Trade, Corn Department.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday the 16th day of November 1864.

ISSUE DEPARTMENT.

£		£	
Notes issued.....	27,766,240	Government Debt,	11,015,100
		Other Securities,	3,634,900
		Gold Coin and Bullion, ...	13,116,240
		Silver Bullion,.....	—
	<u>£27,766,240</u>		<u>£27,766,240</u>

Dated the 17th day of November 1864.

W. MILLER, Chief Cashier.

BANKING DEPARTMENT.

£		£	
Proprietors' Capital.....	14,553,000	Government Securities (including	
Rest	3,310,036	Dead Weight Annuity)...	10,374,542
Public Deposits, (including Exchequer,		Other Securities.....	19,305,241
Savings' Banks, Commissioners of		Notes	7,571,855
National Debt, and Dividend		Gold and Silver Coin... ..	736,115
Accounts)	5,142,368		
Other Deposits	14,426,234		
Seven days and other Bills.....	556,115		
	<u>£37,987,753</u>		<u>£37,987,753</u>

Dated the 17th day of November 1864.

W. MILLER, Chief Cashier.

AN ACCOUNT of the Importations and Exportations of Bullion and Specie, registered in the Week ended 16th November 1864.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
France	14,200	...	14,200	17,920	...	17,920
Malta	1,038	...	1,038	...	...	...
Morocco .....	...	...	...	9,100	...	9,100
British Possessions on Gold Coast	387	2,828	3,215	13,072	...	13,072
St Thomas	6,568	31,331	37,899	28,644	247,024	275,668
United States of America	46,465	2,623	49,088	11,212	143,440	154,652
Other Countries	1,465	...	1,465	5,268	1,600	6,868
...
...
...
...
...
Aggregate of the Importations registered in the Week ... }	70,123	36,782	106,905	85,216	392,064	477,280
Approximate Value of the said Importations computed at the rates specified below }	£ 267,437	£ 129,445	£ 396,882	£ 21,440	£ 106,797	£ 128,237
Rates of Valuation, per ounce	£ s. d. 3 10 0 to 3 17 10½	£ s. d. 3 10 0 to 3 15 0	...	s. d. 4 11 to 5 0½	s. d. 5 5½	...

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.			British.	Foreign.		
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	
Holland .....	...	...	...	...	...	2,400	59,800
France .....	...	1,350	328	1,678	...	5,577	2,400
Egypt	5,396	...	...	5,396	200	...	...
British North American	6,400	...	...	6,400	...	...	...
Other Countries	250	...	...	250	...	...	34,000
...	
...	
...	
...	
...	
...	
Aggregate of the Exportations registered in the Week }	12,046	1,350	328	13,724	200	7,977	962,200	
Approximate Value of the said Exportations computed at the rates specified below... }	£ 46,904	£ 5,147	£ 1,233	£ 53,284	£ 51	£ 2,007	£ 26,204	
Rates of Valuation, per ounce	£ s. d. 3 17 10½	£ s. d. 3 16 3	£ s. d. 3 15 2	...	s. d. 5 0½	s. d. 5 0½	s. d. 5 5½	

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

Office of the Inspector-General of Imports and Exports,
Custom-House, London, 17th November 1864.

PAISLEY AND PARTICK RAILWAY.

Incorporation of Company ; Construction of Railway from Paisley to Partick ; Powers to Caledonian, Glasgow and South-Western, Edinburgh and Glasgow, and North British Railway Companies to Subscribe to, and Maintain and Work, Proposed Undertaking, and to Raise Money ; Power to Use Portions of Lines and Stations belonging to Caledonian, Glasgow and South-Western, and Edinburgh and Glasgow Railway Companies ; Arrangements between the Five Companies aforesaid, and the City of Glasgow Union Railway Company or some of them, and Mutual Running Powers and Facilities ; Amendment of Acts.

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to incorporate a Company, with powers to make and maintain the following Railway, or part thereof, and all proper Stations, Approaches, Roads of Access, and other Works and Conveniences connected therewith, viz.—A Railway commencing by a Junction with the line of Railway between Glasgow and Paisley, belonging jointly to the Caledonian Railway Company and the Glasgow and South-Western Railway Company, and hereinafter called the “Joint Line,” and with the Branch Railway authorised to be formed by the Glasgow and South-Western Railway Company from the Joint Line to the Paisley and Renfrew Railway, at or near the point in the Abbey Parish of Paisley where the said Branch Railway is intended to diverge from the Joint Line, about eight chains south-eastward from the Farm Steading of South Gallowhill, and passing under the River Clyde by a tunnel, and terminating by a Junction with the authorised line of Railway thirdly described in “The Edinburgh and Glasgow Railway (Extensions) Act, 1864,” and therein described as “a Railway diverging out of the line of the Glasgow, Dumbarton, and Helensburgh Railway near the point where the said Railway crosses under the Forth and Clyde Canal, and terminating at a point near Stobcross House,” at or near the point on the said authorised line where the same is proposed to be carried across Merkland Street in the Burgh of Partick, near the junction of Hozier Street with that street ; which proposed Railway and Works connected therewith, and the Lands, Houses, and other Property which may be taken for the purposes thereof will be and are situate in the places following, or some of them, that is to say :—the Abbey Parish of Paisley, the Parish of Renfrew, the Town of Paisley, and the Royal Burgh of Renfrew, all in the County of Renfrew, and the Parish of Govan, and the Burgh of Partick, 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 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, or 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

property ; and a published Map with the Line of the proposed Railway delineated thereon, so as to show its general course and direction, and a copy of this Notice as published in the *London and Edinburgh Gazettes*, will on or before the 30th day of the present month of November, be deposited for public inspection in the Office at Paisley, of the principal Sheriff Clerk of the County of Renfrew, and in the Office at Glasgow of the principal Sheriff Clerk of the County of Lanark ; and that a Copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the Parishes before specified and to the Royal Burgh of Renfrew respectively, with a Copy of this Notice as published in the *London and Edinburgh Gazettes*, will also on or before the said 30th day of the present month of November, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session Clerk of each such Parish, at the usual place of abode of such Schoolmaster or Session Clerk, and with the Town Clerk of the said Royal Burgh, at his office in Renfrew.

And Notice is Further Given, That it is intended by the said Bill to apply for power to deviate, in the construction of the said proposed 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, and to alter the lines, levels, and inclinations of Highways, Turnpike, and other Roads, Railways, Bridges, Streets, Paths, Passages, Rivers, Canals, Streams, Sewers, Watercourses, 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 proposed Railway, or any part thereof, or any of the Works and Conveniences connected therewith.

And it is further intended by the said Bill to empower the Company so to be incorporated, to purchase compulsorily and otherwise, the Lands, Houses, and other Property required for the purposes aforesaid ; to raise money by the Creation and Issue of Shares, or Stock, and by borrowing upon 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 ; to convey Passengers, Goods, and other Traffic on the said intended Railway and the Railways communicating therewith ; to levy Tolls, Rates, and Charges for the use of the said intended 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 Company proposed to be incorporated as aforesaid, and the owners of and other parties interested in the Lands required for the said intended Railway and Works, and any other Companies, Corporations, Commissioners, Trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the said Company of such lands, in property, feu, lease in perpetuity, or otherwise, at such price, and subject to such feu duty, ground annual or rent, or for such consideration in shares, mortgages, or bonds of the said Company, or otherwise, as may be fixed upon ; and for the acquisition, purchase, lease, commutation, or extinction of any customs, or other duties, pontages, rights and privileges which may affect

or be affected by the construction, maintenance, or use of the said intended Railway and relative Works; and to execute all agreements, conveyances, contracts of feu and of ground annual, leases, and other deeds necessary for these purposes.

And it is further intended by the said Bill to empower the Company to be incorporated as aforesaid, and all other Companies and Persons working or lawfully using, or intending to use, the said proposed Railway, to run over and use with their Engines and Carriages of every description; and to use with their Clerks, Officers, and Servants, that portion of the said Joint-Line which lies between the Junction therewith of the said proposed Railway and the Station at Paisley of the said Joint-Line; and also those portions of the said Branch Railway authorized to be formed by the Glasgow and South-Western Railway Company, from the Joint-Line to the Paisley and Renfrew Railway, and of the relative Works which will connect the Joint-Line with the proposed Goods Station at Greenlaw Gardens; together with the said Stations and the Booking-Offices thereof, and other Works and Conveniences connected therewith, and with the said portions of Railway; and also the several Railways and Tramway authorized by "The Edinburgh and Glasgow Railway (Extensions) Act, 1864," and those portions of the Railways belonging to the Edinburgh and Glasgow Railway Company which will connect the said Railway, thirdly described in that Act, with the Glasgow, Garnkirk, and Coatbridge Extension Railway, belonging to the Caledonian Railway Company, near Sighthill, together with the Stations, Booking-Offices, and other Works and Conveniences connected with the said authorized Railways and Tramway, and with the said portions of Railways; all upon such Terms and Conditions, and on payment of such Tolls, Rates, and Charges, or other Consideration as may be agreed upon or settled by Arbitration, or defined by the said Bill; and to that effect to alter and confer exemptions from payment of the Tolls, Rates, and Charges leviable in respect of the use of the said several portions of Railways, Stations, authorized Railways and Tramway, and relative Works and Conveniences.

And it is further intended by the said Bill to empower the Company to be incorporated as aforesaid on the one hand, and the Caledonian Railway Company, the Glasgow and South-Western Railway Company, the Edinburgh and Glasgow Railway Company, the North British Railway Company, and the City of Glasgow Union Railway Company, or any one or more of the five last named Companies respectively on the other hand, to enter into arrangements and execute agreements with each other in respect to the running over with their respective Engines and Carriages, and the use by their respective Clerks, Officers, and Servants, of the Railways and Works belonging to and held in lease by the said Companies respectively, or any part thereof, and in respect to the interchange, forwarding, working, and conducting of traffic between, over, and upon the said Railways and Works respectively, or any part thereof; and to confirm any agreements which may have been or may be entered into between the said Companies respectively, in relation to the said matters or any of them; or to make direct provision with respect to these matters or any of them in the said Bill, and to that effect to alter and confer exemptions from payment of the Tolls, Rates, and Charges leviable in respect of the use of the

said several Railways and Works, and the conveyance of traffic thereon.

And it is further intended by the said Bill to empower the Caledonian Railway Company, the Glasgow and South-Western Railway Company, the Edinburgh and Glasgow Railway Company, and the North British Railway Company, or any one or more of these four Companies respectively by themselves, or others on their behalf, to subscribe and contribute money towards the expense of the construction, maintenance, and working of the said proposed Railway and relative Works, and to take, purchase, and hold shares in the Company to be incorporated as aforesaid, and in respect of such contributions or shares to appoint Directors of the last mentioned Company, and to vote at meetings of that Company, and for these purposes to empower the said four Companies last above named, or any one or more of them respectively, to raise money by the creation and issue of new shares or stock in their respective undertakings, on such terms and conditions, with such guarantee or priority of dividend and other privileges (if any), *inter se*, and in respect to the other shares and stock in their respective undertakings, 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 Bill or otherwise) as may be thought expedient, and by borrowing or mortgage or bond, or by one or other of these means, and to fund or issue debenture stock in lieu of the amount so borrowed or authorized to be borrowed.

And it is further intended by the said Bill to empower the said Four Companies last-above-named, or any one or more of them respectively on the one hand, and the said intended Company on the other hand, to enter into agreements in relation to the maintenance and management by the said Four Companies last-above-named, or any one or more of them respectively, of the said proposed Railway and Works, or any part thereof, the use thereof and working of traffic thereon, the fixing, alteration, collection, and apportionment of the Tolls, Rates, and Charges to be levied in respect of such use and working, and the appointment of a Joint Committee of Directors for managing the aforesaid matters, or any of them; and to confirm any Agreements which may have been or may be entered into for effecting the objects aforesaid, or otherwise in relation thereto; as also, directly to provide for and regulate the aforesaid matters, or some of them, by the said Bill.

And it is further intended by the said Bill to vary or extinguish all such Customs or other Duties, Pontages, Rights, and Privileges as aforesaid, and all other existing Rights, 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, so far as necessary for the foresaid purposes, it is intended by the said Bill to alter and amend the Powers and Provisions of the several Acts aftermentioned, or some of them:—that is to say, "The Caledonian Railway Act, 1845," and the several Acts relating to the Caledonian Railway Company, and the undertakings belonging to and held in lease by them, passed in the Sessions of Parliament, held respectively in the 9th and 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, the 26th and 27th, and the 27th and 28th years of the reign of Her present Majesty and any other Acts relating to the Caledonian Railway Company, and the undertakings belonging to and held in lease by them; as also, "The Glasgow and South-Western Railway Consolidation Act, 1855," and the Acts therein recited, and the several Acts relating to the Glasgow and South-Western Railway Company, and the undertakings belonging to and held in lease by them, passed in the Sessions of Parliament held 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, the 26th and 27th, and the 27th and 28th years of the reign of Her present Majesty, and any other Acts relating to the Glasgow and South-Western Railway Company, and the undertakings belonging to and held in lease by them; as also the Acts (Local) 1 Vict., chapters 116 and 117; 3 Vict., chapter 53; 3 and 4 Vict., chapter 107; 5 Vict. (Sess. 2), chapter 29; 8 and 9 Vict., chapter 95; 9 Vict., chapter 60; 10 and 11 Vict., chapter 169; 11 and 12 Vict., chapter 84; and 27 and 28 Vict., chapter 132; and any other Acts relating to the said Joint Line; as also, "The Edinburgh and Glasgow Railway Consolidation Act, 1852," and the Acts therein recited, and the several Acts relating to the Edinburgh and Glasgow Railway Company, and the undertakings belonging to and held in lease by them, passed in the Sessions of Parliament held respectively in the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 16th and 17th, the 18th and 19th, the 19th and 20th, the 21st and 22d, the 24th and 25th, the 25th and 26th, the 26th and 27th, and the 27th and 28th years of the reign of Her present Majesty, and any other Acts relating to the Edinburgh and Glasgow Railway Company, and the undertakings belonging to and held in lease by them; as also, the "City of Glasgow Union Railway Act, 1864;" as also, "The North British, Edinburgh, Perth, and Dundee and West of Fife Railways Amalgamation Act, 1862," and the Acts therein recited, and the several Acts relating to the North British Railway Company, and the undertakings belonging to and held in lease by them, passed in the Sessions of Parliament held respectively in the 14th and 15th, the 16th and 17th, the 18th and 19th, 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, the 26th and 27th, and the 27th and 28th years of the reign of Her present Majesty, and any other Acts relating to the North British Railway Company, and the undertakings belonging to and held in lease by them.

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-four.

MONCRIEFF, PATERSON, FORBES, & BARR,
45, West George Street, Glasgow.

GLASGOW CORPORATION WATER WORKS.

Alteration of Works; Additional Powers for Supplying Water to Dwelling Houses, and Regulating Supply; Alteration, Equalisation, and Extension 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 for effecting the objects hereinafter mentioned, or some of them, that is to say:—

To authorise the Commissioners appointed and acting under "The Glasgow Corporation Water Works Act, 1855," to make and maintain a Bridge over the River Endrick, at or near a point three hundred and fifty yards, or thereby, south of the Farm House and Steading of Ballochruin, and twenty yards, or thereby east of or above the existing Wooden Foot Bridge over the said River, erected by the said Commissioners, in the Parish of Killearn, and in the line of the Aqueduct from Loch Katrine to the City of Glasgow belonging to the said Commissioners, and to carry the said Aqueduct over the said River by means of the said intended Bridge; to alter and divert the said Aqueduct so far as may be necessary for that purpose; and to make and maintain Overflows and Discharge Pipes from the said Aqueduct into the said River; which intended Bridge and other Works will be wholly situate in the said Parish of Killearn and County of Stirling; and to deviate in the construction of the said intended Bridge and Works, from the lines and levels defined on the plans to be deposited as hereinafter mentioned, to the extent shown on the said plans or provided by the said Bill.

To take powers for the compulsory purchase of the lands, houses, and other property which will or may be required to be taken for the purposes of the said intended Bridge and other Works; and to vary or extinguish all rights and privileges connected with such lands, houses and property which would interfere with or prevent the construction of the said intended Bridge and Works.

To authorise the said Commissioners to require the Owners of dwelling houses and tenements within the limits of the said Act, or within the limits for compulsory supply, as therein respectively defined, into which Water is not at present introduced, to take supplies of Water for such dwelling houses and tenements, and to provide, lay, and maintain service pipes, cisterns, and other necessary apparatus for that purpose; and in the event of refusal or delay on the part of such Owners to comply with such requisition, to authorise the said Commissioners to enter such dwelling houses and tenements, and to provide, lay, and maintain such service pipes, cisterns, and other apparatus, and to charge and recover the expense thereof from the Owners and Occupiers, or either of them, of such dwelling houses and tenements.

To alter the Rate by the said Act authorised to be levied for the Supply of Water for domestic purposes, as defined in the said Act, and therein termed the Domestic Water Rate, or to repeal the same and to levy new or additional Rates for the Supply of Water for domestic purposes as defined in the said Act, or to be defined in the said Bill, and to provide that the Rates authorised to be levied by the said Act or by the said Bill for the Supply of Water for domestic purposes shall be imposed and levied equally and at a uniform rate on and from the Owners or Occupiers, or either of

them, of all dwelling houses and of such parts or portions of all shops and buildings as may be used as dwelling houses within the Limits for Compulsory Supply and within the limits of the said Act, as therein respectively described and defined; and to repeal vary or extinguish all exemptions from or restrictions of the said Domestic Water Rate, conferred by, or claimed under the provisions of the said Act.

To authorise the said Commissioners to extend to and assess and levy on and from the Owners of all lands, houses, and other heritages within the limits of the said Act, or within any portion of such limits to which the benefit of Water Supply has been or may be extended, the Rate termed in the said Act the Public Water Rate, and thereby authorised to be levied on lands, houses and other heritages within the limits for compulsory supply.

To extend to the said Commissioners and to the Public Water Rate and Domestic Water Rate authorised to be levied by "The Glasgow Corporation Water Works Act, 1855," or the said Bill, all the Rights and Privileges of the Company of Proprietors of the Glasgow Water Works and of the Gorbals Gravitation Water Company with respect to the recovery of rates, which are contained in the Acts relating to the respective undertakings of the said Companies, and to make further provision for the recovery of the said Public Water Rate and Domestic Water Rate, and to confer, vary, or extinguish exemptions from payment of the several rates authorised to be levied by the said Act or the said Bill.

To provide for the exemption, in whole or in part, of the Water Works, mains, pipes, water, lands, buildings, property, rates, and revenues belonging to, held by, or vested in the said Commissioners, from the several rates or assessments leviable under "The Glasgow Public Parks Act, 1859," and "The Glasgow Police Act, 1862."

To provide for the regulation of the supply of Water within the limits of the said Act as therein described and defined, and the prevention of waste, misuse and undue consumption of water; to authorise the said Commissioners to make Bye-Laws for these purposes; and to exempt them from any obligation to supply water to houses and buildings or any part of houses and buildings situate at high levels.

To make further provision with respect to the granting and discharging of mortgages; to incorporate the said Commissioners; and to confer on them all powers, rights, and privileges necessary for the execution of the purposes of the several Acts hereinafter mentioned relating to the said Water Works and of the said Bill.

To amend, or repeal, so far as may be necessary for carrying into execution the objects above mentioned, and the several other purposes of the said Act and the said Bill, "The Glasgow Corporation Water Works Act, 1855;" "The Glasgow Corporation Water Works Amendment Act, 1859;" "The Glasgow Corporation Water Works Amendment Act, 1860;" "The Glasgow Public Parks Act, 1859;" and "The Glasgow Police Act, 1862;" to vary or extinguish all rights and privileges which would interfere with or prevent the execution of the several objects of the said Bill, and to confer all powers, rights, and privileges which may be necessary for carrying the same into effect.

Plans and Sections of the said intended Bridge and other Works, and the lands, houses, and other property which may be required or taken for the purposes thereof, with a Book of Reference to such

Plans, containing the names of the Owners or reputed Owners, Lessees or reputed Lessees and Occupiers of such lands, 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, 1864, be deposited for public inspection in the Office at 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 Killearn, at his residence. And 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, 1864.

JOHN BURNET, Glasgow.

LOCH & MACLAURIN, 8 Great George Street, Westminster.

Glasgow, November 9th, 1864.

CRIEFF AND COMRIE RAILWAY.

Construction of Railway from Crieff to Comrie, and of connecting Railway between said Railway and the authorised Crieff and Methven Junction Railway; Incorporation of Company; Working Arrangements with Scottish North-Eastern, and Scottish Central Railway Companies, or either of them; Running Powers to the Scottish North-Eastern, and Scottish Central Railway Companies, or either of them, over proposed Railways; Power to Scottish North-Eastern, Scottish Central, and Crieff and Methven Junction Railway Companies to subscribe, and raise Capital; 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 the following Railways, with all necessary Stations, Approaches, Roads, Accesses, and other Works and Conveniences connected therewith, respectively; that is to say:—

First, A Railway (hereinafter referred to as Railway No. 1) commencing by a Junction with the Crieff Junction Railway, at a point thereon in the Parish of Crieff, and County of Perth, three hundred and twenty-five yards, or thereabouts, to the South-eastward of the Passenger Booking Office, at the Crieff Station, of the Crieff Junction Railway Company, and terminating at or near the east-end of the Village of Comrie, at a point in the United Parishes of Monzievaird and Strowan, and County of Perth, in a field belonging to David Robertson Williamson of Lawers, said point being thirty yards, or thereabouts, to the South-east of the East end of the South parapet wall of the Bridge carrying the Turnpike Road over the River Lednock, at the East end of the Village of Comrie.

And, *Second*, A Railway (hereinafter referred to as Railway No. 2) commencing by a Junction with Railway No. 1 at a point thereon, in the Parish of Crieff, and County of Perth, in a field, occupied by John Wilson, Isabella Wilson, and Christian Wilson, all residing in Crieff, or one, or more of them, said point being sixty-five yards, or thereabouts, Northwards of the Northernmost part of the Goods Shed, at the Crieff Station, of the Crieff Junction Railway Company, and terminating by a Junction with the Line of the authorised Crieff and Methven Junction Rail-

way, at a point in the Parish of Crieff, and County of Perth, in a field belonging to Alexander Monteath of Broich, and presently occupied by Duncan Forbes, flesher, Crieff, the said point being three hundred and twenty five yards, or thereabouts, South-eastward of the Passenger Booking Office, at the Crieff Station, of the Crieff Junction Railway Company.

Which intended Railway No. 1, and Works, will be situate in, or pass from, in, through, or into, the following Parishes, namely, the Parish of Crieff, the *quoad sacra* Parish of the West Church of Crieff, the United Parishes of Monzievaird and Strowan, and the Parish of Comrie, or the United Parishes of Comrie, Dundurn, and Tullichetal, or some of them, all in the County of Perth, and which intended Railway No. 2, and Works, will be wholly situate in the Parish of Crieff, and County of Perth.

And Notice is also Given, That duplicate Plans and Sections describing the Lines and Levels of the intended Railways and Works, and the Lands, Houses, and other Heritages which may be required to be taken for the purposes thereof, together with Books of Reference to such Plans, containing the names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of such Lands, Houses, and other Heritages respectively, and a Published Map, showing thereon the general course and direction of the said proposed Railways, 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 November, 1864, 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 said 30th day of November, 1864, 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 make such openings in, and alterations of, the Crieff Junction Railway, and Crieff and Methven Junction Railway, and the works thereof, as may be necessary for the purposes of the Act, as also to cross on the level, or under, or over, and to 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, Waters, Water-courses, Water Works, Aqueducts, Sewers, Drains, Telegraphic Apparatus, and Gas and Water Pipes, temporarily, or permanently, so far as may be necessary, or expedient, for the purpose of Making, Maintaining, Working, and Using the said intended Railways and other Works, or any part thereof; as also to deviate, in constructing the said intended Railways and other Works, from the Lines and Levels thereof, laid down on the said Plans and Sections, to such extent as will be defined on the said Plans, or be 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 Railways 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 Railways and Works. As also, to authorise and empower all Owners and other parties interested in any such Lands, Houses, or other Heritages, whether capacitated or incapacitated, to sell, convey, and dispose of the same to the said intended Company, as also to vary, repeal, or extinguish all existing Rights or Privileges in any manner 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 Railways 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 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, Duties, and Charges, and to confer, vary, or extinguish 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 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 Scottish North-Eastern Railway Company, and the Scottish Central Railway Company, jointly, or the proposed Company and either, or both of the said Companies, separately, to enter into, and carry out, agreements with each other for, and with respect to, the Maintenance, Management, Working, and Use by the said Scottish North-Eastern Railway Company, and the Scottish Central Railway Company jointly, or by either, or both of them, separately, of the said proposed Railways and other Works, and Stations, and other accommodations connected therewith, or any part or parts thereof, the Working and Management of the Traffic thereon, and the Fixing, Collection, Apportionment and Division of the Tolls, Rates, Duties, and Charges levied or derived upon, or from, the said intended Railways and Stations, and other Works, or any parts thereof, and Traffic thereon, 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, and the Scottish Central Railway Company jointly, or either, or both of them, separately, 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 Scottish North-Eastern Railway Company, and the Scottish Central Railway Company, respectively, or either of them, 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 arbitration, the intended Railways 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, and the Scottish Central Railway Company, and the Crieff and Methven Junction Railway Company, respectively, or any of them, 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 or Stock, 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 Company, and of the Scottish Central Railway Company, and Crieff and Methven Junction Railway Company, respectively, 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, and the Scottish Central Railway Company, and Crieff and Methven Junction Railway Company, respectively, or any of them, 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 to vary, repeal, 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, all or some of the powers and provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation (Scotland) Act, 1845," "The Railways Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Act, 1863," and "The Companies Clauses Act, 1863," and of 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, amend, extend, and enlarge the Powers and Provisions of the several Local and Personal Acts after-mentioned, or some of them, or parts thereof; that is to say:—The 26 and 27 Victoria, cap. 231, and the 27 and 28 Victoria, caps. 82, 83, 111, 115, and 173, relating to the Scottish North-Eastern Railway Company; the 22 and 23 Victoria, cap. 83, the 26 and 27 Victoria, caps. 149 and 223, and the 27 and 28 Victoria, caps. 100, 214, and 292, relating to the Scottish Central Railway Company;

and the 27 and 28 Victoria, cap. 189, relating to the Crieff and Methven Junction Railway Company, and all, or any, of the several Acts recited in the said several Acts, or unrepealed provisions thereof, and all other Acts relating to the said Companies, or any of them.

And Notice is Further Given, that Printed Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23d day of December, 1864.

Dated this 9th day of November, 1864.

JOHN IRONSIDE, Crieff, } Solicitors for
ALEXANDER GRAHAM, Crieff, } the Bill.
WILLIAM ROBERTSON,
3 Little Queen Street, Westminster,
Parliamentary Agent.

CRIEFF JUNCTION AND SCOTTISH CENTRAL RAILWAY COMPANIES.

Amalgamation, or Purchase, or Lease of the Undertaking of the Crieff Junction Railway Company by the Scottish Central Railway Company; Power to the Scottish Central Railway Company to form a Connecting Branch from the Scottish Central Railway to the Crieff Junction Railway near Easter Greenwells; and to stop up Surface Crossing, and Construct New Road at Baldovan; Additional 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 bring in a Bill to effect the following objects, or some of them, viz. :—

To vest in the Scottish Central Railway Company, or to authorise or provide for the vesting in that Company, by Amalgamation, Purchase, or Lease, from and after such date, and 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 Crieff Junction Railway Company, together with the Lands, Works, Property, Monies, and Effects, and Powers, Rights, and Privileges of the Crieff Junction 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 have been or shall be vested in, or held or enjoyed by the Crieff Junction Railway Company at the time of the said Amalgamation, Purchase, or Lease.

To provide, if thought expedient, for the Disolution of the Crieff Junction Railway Company, and for the Incorporation of the Shareholders therein (or some of them) with the Scottish Central 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 Scottish Central Railway Company, and the Rights, Privileges, Preferences, and Priorities in and against the Scottish Central 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 Scottish Central Railway Company of all or some of the Obligations entered into, and Debts and Liabilities incurred, by the Crieff Junction Railway Company.

To authorise the Scottish Central Railway Company to redeem the Shares which have been issued by the Crieff Junction Railway Company, by payment of such price, or substitution of such Shares or Stock (Ordinary, Preference, or Guaranteed), in the Scottish Central Railway Company, as have been or may be agreed upon, or as may be provided by the said Bill; and to authorise the Scottish Central Railway Company to Guarantee a Fixed or Fluctuating Dividend upon the said Shares in the Crieff Junction Railway Company; and to create and issue new Stock or Shares in the Scottish Central Railway Company, with or without preference or guarantee of Dividend, and to borrow additional money on Mortgage 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 Crieff Junction 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 make provision for cancelling forfeited and unissued Shares in each of the said Companies; 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, or in relation thereto; 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.

To enable the Scottish Central Railway Company to make and maintain a connecting Branch Railway, and all proper Works and Conveniences connected therewith, commencing by a Junction with the Main Line of the Scottish Central Railway at or near a point about twelve chains to the eastward of the mile post on that Main Line indicating a distance of fifteen miles from Perth, and terminating by a Junction with the Crieff Junction Railway at or near a point about 9½ chains to the north-eastward of Easter Greenwells farmstead; which connecting Branch Railway, and the Works connected therewith, and the Lands and Houses which may be taken for the purposes thereof, will be and are wholly situate in the Parish of Blackford, in the County of Perth.

To enable the Scottish Central Railway Company to stop up and appropriate the site of the Turnpike Road leading from the Hill of Dundee to Strathmartine, at and adjoining the point where it crosses the Dundee and Newtyle Railway (held in lease by the Scottish Central Railway Company), on the level at Baldovan Station of that Railway; and to discontinue the said Level Crossing, on making and tendering to the Trustees, or other parties in charge of such Road, a new Road diverging out of the present line of such road on the east side thereof, at or near a point about twelve chains to the northward of the Station-house at

Baldovan Station, and passing over the said Dundee and Newtyle Railway by a bridge, and terminating by a junction with the present line of the said existing road, at or near a point about two chains to the northward of Downfield Tavern; and to enable the Scottish Central Railway Company to make such new Road, and all proper Works and Conveniences connected therewith; which Level Crossing, proposed new Road, and Works connected therewith, and Lands and Houses which may be taken for the purposes thereof, and site of road to be stopped up and appropriated as aforesaid, are and will be situate in the united parishes of Mains and Strathmartine, in the County of Forfar.

To vest the management and maintenance of the proposed new road hereinbefore described, in the Turnpike Road Trustees, or other parties to whom the same shall be tendered as aforesaid, and to enable such Turnpike Road Trustees to levy Tolls on and for the use of the said road so vested in them.

To enable the Scottish Central Railway Company to deviate, in the construction of the proposed connecting Branch Railway and Road, from the lines and levels delineated on the Plans and Sections to be deposited, as hereinafter mentioned, to such an extent as shall be defined on the said Plans and provided by the said Bill; and so far as necessary or convenient in the construction, or for the purposes thereof, to cross, alter, divert, or stop up streams, roads, railways, tramways, and other works.

To enable the Scottish Central Railway Company, compulsorily and otherwise, to purchase, feu, and otherwise acquire Lands and Houses for the purposes of the proposed works.

To enable the Scottish Central Railway Company to levy Tolls, Rates, and Charges, on the said proposed connecting Branch Railway, in respect of the use thereof, and the conveyance of traffic thereon; and to confer, vary, and extinguish exemptions from the payment of such Tolls, Rates, and Charges.

To enable the Scottish Central Railway Company to raise, by the creation and issue of new Shares or Stock, either Ordinary, Guaranteed, or Preferential, and on Mortgage or Bond, such additional Capital as may be necessary for the purposes hereinbefore mentioned, and for the general purposes of their undertaking; and to fund or issue Debenture Stock in lieu of the Capital so raised or authorised to be raised on Mortgage or Bond.

To vary or extinguish all existing Rights and Privileges which might in any manner 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.

To amend some of the Powers and Provisions of "The Scottish Central Railway Consolidation Act, 1859," and the several other Acts relating to the Scottish Central Railway Company and their undertaking, and to the General Station at Perth, passed in the Sessions of Parliament held respectively in the 24th and 25th, the 25th and 26th, the 26th and 27th, and the 27th and 28th years of the reign of Her present Majesty, and the Acts therein recited; and also, the Act (local) 1 and 2 William IV., cap. 61; and also to amend, or wholly or partially to repeal, "The Crieff Junction Railway Act, 1853."

Plans and Sections describing the Lines and Levels of the proposed connecting Branch Railway

and Road, and the Lands and Houses which may be taken for the purposes thereof, and of the Works connected therewith, together with a Book of Reference to such Plans, containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of such Lands and Houses; and a published Map with the line of the said proposed connecting Branch Railway delineated thereon, so as to show its general course and direction; and a Copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection on or before the 30th day of November, 1864, in the Office at Perth of the Principal Sheriff-Clerk of the County of Perth; and in the Office at Dundee of the principal Sheriff-Clerk of the County of Forfar; and a Copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the Parishes before specified, together with a like Copy of this Notice, will, on or before the said date, be deposited for public inspection with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of each such Parish respectively, at the usual Place of Abode of such Schoolmaster or Session-Clerk.

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, 1864.

MITCHELL, ALLARDICE, & MITCHELL,
160 West George Street, Glasgow.

GRAHAMES & WARDLAW,
30 Great George Street, Westminster,
Solicitors for the Bill.

Glasgow, 11th November 1864.

PERTH GENERAL RAILWAY STATION.

Construction of Railways in and near General Station at Perth; Improvement and Extension of that Station, and Alteration and Re-arrangement of Rights of Companies Interested therein; Erection of Station Hotel; Power to those Companies to raise Additional Capital; Amendment of Acts.

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to effect the following objects, or some of them, that is to say:—

To enable the Scottish Central Railway Company to make and maintain the following Railways, or some, or one of them, or part thereof, and all proper Works and Conveniences in connection therewith respectively, viz.:—

First, A Railway (hereinafter called Railway No. 1), commencing by a Junction with the Main Line of the Scottish Central Railway, near the south face of the Bridge called the Glasgow Road Bridge, by which the Perth and Auchterarder Turnpike Road is carried over the Scottish North-Eastern Railway at its Junction with the Scottish Central Railway, and terminating by a Junction with the said Main Line at or near a point about six chains southward from the south abutment of the Bridge called Craigie Burn Bridge, or Craigie Road Bridge, by which the said Main Line is carried over the Craigie Burn and Roads.

Secondly, A Railway (hereinafter called Railway No. 2), commencing by a Junction with Railway No. 1, at or near the commencement thereof above described, and terminating by a Junction with Railway No. 1, at or near a point in the General Station at Perth about two and a half chains

northward from the westmost pier of the Bridge called Saint Leonard's Bridge, by which the road from Perth by Carr's Croft towards Craigie is carried over the Scottish Central Railway.

Thirdly, A Railway (hereinafter called Railway No. 3), commencing by a Junction with Railway No. 2, at or near a point in the General Station at Perth about half a chain westward from the western side of the carriage shed immediately to the north of the Office occupied by the Engineer of the Scottish Central Railway Company, on the western side of the Scottish Central Railway, and about three and a half chains southward from the north-west corner of the said carriage shed, and terminating in the property of the Scottish Central Railway Company, at or near a point about five and a half chains northward from the said north-west corner of the said carriage shed.

Fourthly, A Railway (hereinafter called Railway No. 4), commencing by a Junction with Railway No. 1, at or near a point about one and a half chains to the northward of the north abutment of the said Bridge, called Craigie Burn Bridge, or Craigie Road Bridge, and terminating by a Junction with the Siding (on the west side of the Main Line of the Scottish Central Railway) belonging to the Scottish Central Railway Company and the North British Railway Company, or one of them, and formed under the authority of "The Edinburgh, Perth, and Dundee Railway Act, 1861," at or near a point about two chains to the southward of the south abutment of the last-mentioned Bridge.

Which proposed Railways, No. 1, No. 2, No. 3, and No. 4, and the Works and Conveniences connected therewith, and the Lands and Houses which may be taken for the purposes thereof, will be and are situate in, and the said Railways, Works, and Conveniences will pass from, through, or into the places following, or some of them—viz., The East Church Parish of Perth, the West Church Parish of Perth, and the Parish, City, and Royal Burgh of Perth, all in the County of Perth.

To enable the said Company to deviate in the construction of the proposed Railways from the Lines and Levels delineated on the Plans and Sections to be deposited as hereinafter mentioned, to such an extent as shall be defined on the said Plans, and provided by the said Bill; and, so far as necessary or convenient in the construction, or for the purposes of the said proposed Railways and Works and Conveniences, to cross, alter, divert, and stop up Streams, Roads, Railways, Tramways, and other Works.

To enable the said Company, compulsorily and otherwise, to purchase, feu, and otherwise acquire Lands and Houses for the purposes of the said proposed Railways, Works, and Conveniences.

To authorise the levying of Tolls, Rates, and Charges, on the proposed Railways and Works and Conveniences, in respect of the use thereof and of the conveyance of Traffic thereon, and to confer, vary, and extinguish exemptions from the payment of such Tolls, Rates, and Charges.

To enable the Scottish Central Railway Company to raise, by the creation and issue of new Shares or Stock, either Ordinary, Guaranteed, or Preferential, and on Mortgage or Bond, such additional Capital as may be necessary for the purposes hereinbefore mentioned, and for the general purposes of their undertaking, and to fund or issue Debenture Stock, in lieu of the Capital so raised or authorised to be raised, on Mortgage or Bond.

To provide for conferring and imposing on the Scottish Central Railway Company, the Scottish North-Eastern Railway Company, the North British Railway Company, and the Inverness and Perth Junction Railway Company, and on the Joint Committee for managing the General Station at Perth, or some of them, with respect to that portion of Railway No. 1 which will be situate within the limits of the said General Station, as defined in Section 61 of "The Scottish Central Railway Consolidation Act, 1859," or as extended under the powers of the said Bill, all or some of the powers, rights, and privileges, obligations and liabilities, which they respectively now have and are subject to, with respect to the portion of the Main Line of the Scottish Central Railway which is situate within the limits of the said General Station, defined as aforesaid; and for conferring and imposing on the said several Companies, or some of them, with respect to that portion of Railway No. 1 which will be situate to the northward of the limits of the said General Station, as defined or as extended as aforesaid, all or some of the powers, rights and privileges, obligations and liabilities, which they respectively now have and are subject to, with respect to that portion of the said Main Line which is situate between the point of commencement hereinbefore defined of Railway No. 1, and the northern limit of the said General Station, defined as aforesaid; and for conferring and imposing on the said several Companies, or some of them, with respect to that portion of Railway No. 1 which will be situate to the southward of the limits of the said General Station, as defined or as extended as aforesaid, all or some of the powers, rights, and privileges, obligations and liabilities, which they respectively now have and are subject to, with respect to that portion of the said Main Line which is situate between the southern limit of the said General Station, defined as aforesaid, and the point of termination hereinbefore defined of Railway No. 1; and for conferring and imposing on the said several Companies, and on the said Joint Committee, or on some of them, with respect to that portion of the said Main Line which is situate within the limits of the said General Station, as defined or as extended as aforesaid, all or some of the powers, rights, and privileges, obligations and liabilities, which they respectively now have and are subject to, with respect to the other Lines of Railway and Works within the limits of the said General Station, defined as aforesaid.

To provide for the exclusive use by the Scottish Central Railway Company, of Railway No. 2 and Railway No. 3, and to provide for the joint use, by the Scottish Central Railway Company and the North British Railway Company, of Railway No. 4.

To provide for the extension of the limits of the said General Station, and of the powers, rights and privileges, obligations and liabilities of the said several Companies, and of the said Joint Committee, or of some of them, over a portion of the Main Line, and certain of the other Lines of the Scottish Central Railway Company adjoining to the said Station, and extending northward for about forty yards from the present northern limit of the said Station, defined as aforesaid.

To authorise and provide for the extension of the said General Station, and of all or some of the powers, rights, and privileges, obligations and liabilities, of the Scottish Central Railway Company, the Scottish North-Eastern Railway Company, the North British Railway Company, and the Inver-

ness and Perth Junction Railway Company, and of the said Joint Committee, or of some of them, over those portions of Railway No. 1, and of the existing Main Line of the Scottish Central Railway which will be and are situate within the limits of the said General Station, and over such of the Lands, Lines of Railway, and other Works adjoining to and connected with the said General Station (including a portion of the said Main Line, and the Lands, Lines, and Works which may be authorised to be acquired and constructed as aforesaid under the powers of the said Bill), as may be agreed on with the Owners of and other parties interested in such Main Line, Lands, Lines, and Works, or provided by the said Bill; and to vary and re-arrange the powers, rights and privileges, obligations and liabilities, of the said several Companies, and of the said Joint Committee, or of some of them, over, in, and with respect to the said General Station, and the said portions of Main Line and Lands, Lines, and Works, or some parts thereof, or to extinguish some of such powers, rights, and privileges, and to confer other powers, rights, and privileges.

To provide for and regulate the use by the said several Companies, or some or one of them, jointly or separately, of any portion or portions of the said General Station, and of the portions of the said Main Line and Lands, Lines, and Works therein and adjoining thereto and connected therewith, including the Lands, Lines, and Works authorised to be acquired and constructed as aforesaid under the powers of the said Bill.

To determine, or provide for determining the amount, whether annual or in gross, to be paid by each of the said Companies in consideration of the additional accommodation which they will respectively receive by the proposed extension of the General Station, and by the Lines and Works to be constructed under the powers of the said Bill.

To authorise and provide for the erection, maintenance, and letting or management by the said Companies, or some or one of them, or by the said Joint Committee, of a Hotel, with refreshment rooms and other conveniences, within or adjoining to the said General Station.

To empower the said several Companies respectively, or some or one of them, to raise, for any of the purposes hereinbefore specified, additional Capital by all or any of the modes hereinbefore mentioned in respect to the raising of additional Capital by the Scottish Central Railway Company.

To alter the Tolls, Rates, and Charges now leviable by the said several Companies respectively, or by some or one of them, and to confer, vary, and extinguish exemptions from payment of the Tolls, Rates, and Charges which are or shall be leviable by them respectively; and to authorise the said several Companies respectively, or some or one of them, to levy Tolls, Rates, and Charges.

To vary or extinguish all existing rights and privileges which might in any manner 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.

To amend or repeal some of the powers and provisions of the following Acts, that is to say:—"The Scottish Central Railway Consolidation Act, 1859;" and the Acts (local) 26 and 27 Vict., caps. 149 and 223; and 27 and 28 Vict., caps. 214 and 292; and the Acts recited in those Acts, and any other Acts relating to the Scottish Central Railway Company and their undertaking; "The Scottish North-Eastern Railway Company's Act, 1856;"

and the Acts (Local) 25 and 26 Vict., cap. 64 ; 26 and 27 Vict., cap. 231 ; and 27 and 28 Vict., caps. 82, 83, 111, 115, and 173 ; and the Acts recited in those Acts, and any other Acts relating to the Scottish North-Eastern Railway Company and their undertaking ; "The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways "Amalgamation Act, 1862 ;" and the Acts (Local) 14 and 15 Vict., cap. 55 ; 16 and 17 Vict., cap. 152 ; 18 and 19 Vict., cap. 127 ; 19 and 20 Vict., cap. 98 ; 20 and 21 Vict., caps. 91, 124, and 129 ; 21 and 22 Vict., caps. 65 and 109 ; 22 and 23 Vict., caps. 14, 24, and 96 ; 23 and 24 Vict., caps. 140, 145, 159, and 195 ; 24 and 25 Vict., caps. 102, 114, 131, 177, 214, and 226 ; 25 and 26 Vict., caps. 47, 48, 49, 142, and 181 ; 26 and 27 Vict., caps. 194, 213, and 226 ; and 27 and 28 Vict., caps. 84 and 100 ; and the Acts recited in those Acts, and any other Acts relating to the North British Railway Company and their undertaking ; "The Inverness and Perth Junction Railway Act, 1861 ;" and the Acts (Local) 26 and 27 Vict., caps. 58 and 61 ; and the Acts recited in those Acts, and any other Acts relating to the Inverness and Perth Junction Railway Company and their undertaking, and also any Acts otherwise relating to the said General Station.

Plans and Sections describing the Lines and Levels of the proposed Railways, and the Lands and Houses which may be taken for the purposes thereof, together with a Book of Reference to such Plans, containing the Names of the Owners or Reputed Owners, Lessees or Reputed Lessees, and Occupiers of such Lands and Houses, together with a published Map having the Lines of the said proposed Railways delineated thereon, so as to show their general course and direction ; and a copy of this Notice, as published in the London and Edinburgh *Gazettes*, will, on or before the 30th day of November, 1864, be deposited for public inspection in the Office at Perth of the Principal Sheriff-Clerk of the County of Perth ; and a Copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the several Parishes before specified, and to the Royal Burgh of Perth, together with a like Copy of this Notice, will, on or before the said date, be deposited for public inspection with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of each such Parish respectively, 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 Perth.

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, 1864.

MITCHELL, ALLARDICE, & MITCHELL,
160 West George Street, Glasgow.
GRAHAMES & WARDLAW,
30 Great George Street, Westminster,
Solicitors for the Bill.

Glasgow, 9th November, 1864.

EDINBURGH AND GLASGOW AND MONKLAND RAILWAY COMPANIES.

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

To authorise the Monkland Railways Company to sell and transfer, or to lease the Monkland Railways, and their whole Undertaking, Works, Plant, Lands, Leases, Property, and Effects, to the Edinburgh and Glasgow Railway Company ; and to authorise the Edinburgh and Glasgow Railway Company to purchase and take the transfer, or accept the lease of the said Railways and Undertaking, Works, Plant, Lands, Leases, Property, and Effects, for such price or rent, or other consideration, and on such terms and conditions, as have been or may be agreed on by and between the said Companies, or as may be fixed and provided by the said Bill ; or to amalgamate the Undertaking of the Monkland Railways Company with the Undertaking of the Edinburgh and Glasgow Railway Company, in such manner, and on such terms and conditions, as have been or may be agreed on by and between the said Companies, or as may be fixed and provided by the said Bill.

To transfer to the Edinburgh and Glasgow Railway Company all or some of the Rights, Powers, Privileges, Authorities, Contracts, Liabilities, and Obligations which, at the time of effecting such sale, or lease, or amalgamation, may be vested in, or held, or enjoyed by the Monkland Railways Company, in reference to their Undertaking, or to which they may be subject or liable, under and in virtue of the Acts relating thereto, or otherwise.

To authorise the Edinburgh and Glasgow Railway Company to provide for the payment of the said price, or rent, or other consideration, and the fulfilment of the said terms and conditions, and to create and issue Ordinary, Preferential or Guaranteed Shares or Stock in their Undertaking, and to appropriate and assign such Shares or Stock to and among the holders of Guaranteed or Preferential or Ordinary Shares or Stock in the Undertaking of the Monkland Railways Company, in such manner and proportions, and with such dividends and security as have been or may be agreed on by and between the said Companies, or as may be provided by the said Bill.

To authorise the conversion of any portion of the Guaranteed or Preferential Shares or Stock in the Undertaking of the Monkland Railways Company, or of the Shares or Stock in the Undertaking of the Edinburgh and Glasgow Railway Company which may be appropriated and assigned in lieu thereof, into Guaranteed or Preferential Shares or Stock in the Undertaking of the Edinburgh and Glasgow Railway Company, of such amount and with such priorities and dividends as may be agreed on or provided by the said Bill.

To provide for the dissolution of the Monkland Railways Company, the payment and fulfilment of their Bonds, Mortgages, and Debentures, and other Debts, Liabilities, and Obligations ; and to authorise the Edinburgh and Glasgow Railway Company to raise Money for these purposes by the creation and issue of Ordinary, Preferential, or Guaranteed Shares or Stock, in their Undertaking, or by borrowing on Bond, or Mortgage, or Debenture Stock, and to fund the Money so to be borrowed ; and to provide for the cancelling or otherwise disposing of any forfeited or unissued Shares or Stock of the Monkland Railways Company, and the winding up of their affairs, and division of their unappropriated Funds among the holders of Shares or Stock in their Undertaking.

To confirm and give effect to any Agreement made between or on behalf of the Monkland Railways Company and the Edinburgh and Glasgow Railway Company with reference to all or any of the matters aforesaid ; and to authorise the Monkland Railways Company and the Edinburgh and

Glasgow Railway Company to make and carry into effect all such other Agreements as they may think fit with reference thereto.

To amend or repeal, so far as may be necessary for carrying into effect the purposes of the said Bill, the following Acts relating to the Edinburgh and Glasgow Railway Company, or some of them, viz. :—(Local and Personal) 57 Geo. III., cap. 56 ; 59 Geo. III., cap. 29 ; 1 & 2 Geo. IV., cap. 122 ; 4 Geo. IV., cap. 18 ; 7 Geo. IV., cap. 45 ; 4 & 5 Vict., cap. 59 ; 6 & 7 Vict., cap. 55 ; 8 & 9 Vict., cap. 148 ; 9 & 10 Vict., caps. 81, 202, and 332 ; 10 & 11 Vict., caps. 83 and 246 ; 11 & 12 Vict., caps. 116, 118, 127, and 160 ; 12 & 13 Vict., caps. 39 and 86 ; 15 Vict., cap. 109 ; 16 & 17 Vict., cap. 151 ; 18 & 19 Vict., caps. 158 and 190 ; 19 & 20 Vict., cap. 106 ; 21 & 22 Vict., cap. 64 ; 24 & 25 Vict., caps. 84, 195, 198, and 248 ; 25 & 26 Vict., caps. 135 and 138 ; 26 & 27 Vict., cap. 237 ; and 27 & 28 Vict., caps. 81 and 279 ; and the following Acts relating to the Monkland Railways Company, or some of them, viz. :—(Local and Personal) 9 & 10 Vict., cap. 107 ; 11 & 12 Vict., cap. 134 ; 14 & 15 Vict., cap. 62 ; 16 & 17 Vict., cap. 90 ; 20 & 21 Vict., cap. 78 ; and 23 & 24 Vict., cap. 178 ; and also the following Acts, so far as the same, or any of them, relate to the said Companies, or either of them, or their respective Undertakings, viz. :—(Local and Personal) 7 & 8 Vict., caps. 87 and 98 ; 8 & 9 Vict., cap. 162 ; 9 & 10 Vict., caps. 206, 229, 263, 329, and 377 ; 10 & 11 Vict., caps. 82, 237, and 245 ; 11 & 12 Vict., cap. 44 ; 12 & 13 Vict., cap. 67 ; 14 & 15 Vict., cap. 55 ; 16 & 17 Vict., cap. 125 ; 17 & 18 Vict., cap. 155 ; 19 & 20 Vict., cap. 98 ; 20 & 21 Vict., cap. 123 ; 21 & 22 Vict., caps. 109 and 122 ; 22 & 23 Vict., cap. 83 ; 24 & 25 Vict., caps. 186, 202, and 230 ; 25 & 26 Vict., cap. 189 ; 26 Vict., caps. 10 and 61 ; 26 & 27 Vict., caps. 124, 187, and 213 ; 27 & 28 Vict., caps. 248, 271, and 286 ; and any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the said Companies, or either of them, or their respective Undertakings.

To authorise the Edinburgh and Glasgow Railway Company to levy the existing Tolls, Rates, and Charges on and for the use of the said Monkland Railways and Works connected therewith, and the conveyance of traffic thereon, authorised to be levied by the said Acts relating to the Monkland Railways Company, or some of them ; or to alter such existing Tolls, Rates, and Charges ; or to repeal the same, and to levy new or additional Tolls, Rates, and Charges, on and for the use of the said Monkland Railways and Works connected therewith, and the conveyance of traffic thereon ; and to confer, vary, or extinguish exemptions from payment of such several Tolls, Rates, and Charges.

To vary or extinguish all rights and privileges of the holders of Shares or Stock in the Undertakings of either of the said two Companies, and all other rights and privileges which would interfere with or prevent the execution of the several objects of the said Bill ; and to confer all such powers, rights, and privileges as may be necessary for carrying the same into effect.

Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23d day of December, 1864.

MITCHELL, ALLARDICE, & MITCHELL,
Glasgow.

LOCH & MACLAURIN,
8 Great George Street, Westminster.

Glasgow, 15th November, 1864.

EDINBURGH AND GLASGOW.

No. 2.

Construction of Railway between Glasgow and Coatbridge, and Branch ; New Street, or Diversion of Hunter Street ; 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, hereinafter called the Company, to make and maintain the Railways and Street hereinafter described, with all proper Stations, Approaches, Works, and Conveniences connected therewith, that is to say :—

First, A Railway (hereafter called Railway No. 1) commencing on the East side of High Street, in the City or Royal Burgh of Glasgow, at a point fifty yards or thereby, measured along High Street, south of the point where the New Vennel joins High Street, and terminating by a Junction with the Monkland Railways at or near the point in the Parish of Old Monkland where the portion of the undertaking of the Monkland Railways Company, constructed under the authority of "The Monkland Railways Branches Act, 1857," joins the portion of their undertaking formerly called the Monkland and Kirkintilloch Railway, and eighty-six yards or thereby eastward from the point where the road leading from Coatbridge to New Monkland Church is carried over the said Monkland Railways, by a bridge called the Red Bridge : Which intended Railway and Works, and the Lands, Houses, and other Property which may be taken for the purposes thereof, are or will be situate in, or will pass from, through, or into the City and Parish of Glasgow, the Barony Parish of Glasgow, and the Parishes of Shettleston, Old Monkland, and New Monkland, or some of them, all in the County of Lanark.

Second, A Railway (hereafter called Railway No. 2) diverging out of Railway No. 1 at a point where Railway No. 1 will pass under Hill Street, one hundred and fifty yards or thereby, measuring along the said street, south of the junction of Hill Street with Duke Street, and terminating by a Junction with the authorised Line of the City of Glasgow Union Railway No. 1, at or near the Junction of Great Dovehill Street with Græme Street : Which intended Railway and Works, and the Lands, Houses, and other Property which may be taken for the purposes thereof, are or will be wholly situate in the City and Parish of Glasgow, in the County of Lanark.

Third, A new street, or diversion of the street called Hunter Street, in the City or Royal Burgh of Glasgow, commencing at a point in that street one hundred and three yards or thereby northwards of the junction of Græme Street with Hunter Street, and terminating at a point in Duke Street sixty yards or thereby eastward of the junction of Duke Street with Hunter Street, which street called Hunter Street will be stopped up, and which new street or diversion, and the Lands, Houses, and other Property which may be taken for the purposes thereof, are or will be wholly situate in the City and Parish of Glasgow and County of Lanark.



To take power to deviate, in the construction of the said intended Railways, Street, and Works, from the Lines and Levels delineated on the Plans and Sections to be deposited as aftermentioned, to such extent as may be defined on the said Plans and Sections, or provided by the said Bill; and to cross, stop up, alter, or divert, temporarily or permanently, the Highways, Turnpike and other Roads, Public and Private Railways, Bridges, Streets, Paths, Passages, Rivers, Canals, Brooks, Streams, Sewers, Water, Water Courses, Telegraphic Apparatus, and Gas and Water Pipes, which are described on the said Plans and Sections as proposed to be crossed, stopped up, altered or diverted, or which it may be necessary or expedient to cross, stop up, alter, or divert, for the purpose of making, maintaining, or using the said intended Railways, Street, and Works.

To take power to purchase compulsorily Lands, Houses, and other Property, for the purposes of the said intended Railways, Street, and Works; 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 Railways, Street, and Works; to authorise the Company to convey Passengers, Animals, Goods, and other Traffic on the said intended Railways and Works; to levy Tolls, Rates, and Charges on and for the use of the said intended Railways and Works, and the conveyance of Traffic thereon; to alter the existing Tolls, Rates, and Charges leviable on and for the use of the several Railways and Branch Railways belonging to the Company, under and in virtue of the several Acts relating to the undertaking of the Company, or any of them; and to confer, vary, or extinguish exemptions from the payment of such existing or new Tolls, Rates, and Charges.

To authorise the Company and the Owners of, and other Parties interested in the said Lands, Houses, and other Property, 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 of such Lands, Houses, and other Property by the Company, 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 agreed on; and also for and in relation to the use of the said intended Railways and Works, and of the Railways, public and private, communicating therewith, and the Conveyance of Traffic on the said intended Railways 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; and to confirm any Agreements and other Deeds which may have been, or may be entered into in relation thereto.

To authorise the Company to raise, by the creation and issue of new Shares or Stock in their undertaking, either Ordinary, Guaranteed, or Preferential, or on Mortgage, or Bond, or Debenture Stock, 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 amend or repeal the following Acts relating to the Company, or some of them, viz.—The Acts (local and personal), 57 Geo. III., cap. 56; 59 Geo.

III., cap. 29; 1 and 2 Geo. IV., cap. 122; 4 Geo. IV., cap. 18; 7 Geo. IV., cap. 45; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 8 and 9 Vict., cap. 148; 9 and 10 Vict., caps. 81, 202, 263, 332, and 377; 10 and 11 Vict., caps. 83, 245, and 246; 11 and 12 Vict., caps. 116, 118, 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., caps. 98 and 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; 26 and 27 Vict., caps. 187, 213, and 237; and 27 and 28 Vict., caps. 81, 248, 271, and 279; “The Glasgow Police Act, 1862,” and “The City of Glasgow Union Railway Act, 1864;” and any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the Company or their Undertaking.

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, Situation, and Levels of the said intended Railways, Street, and Works, and the Lands, Houses, and Property intended to be taken for the purposes thereof, with a Book of Reference to such Plans, containing the names of the Owners or reputed Owner-, Lessees or reputed Lessees, and Occupiers of such Lands, Houses, and Property, and a published Map, with the Lines of the intended Railways 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, 1864, in the Offices at Glasgow, Hamilton, and Airdrie, of the principal Sheriff-Clerk of the County of Lanark; and a Copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the said Parishes and City or Royal Burgh in or through which the said intended Railways, Street, and Works are to be made, 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 said City or Royal Burgh, 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, 1864.

MITCHELL, ALLARDICE, & MITCHELL,
160 West George Street, Glasgow.

LOCH & MACLAURIN,
8 Great George Street, Westminster.

Glasgow, 15th November, 1864.

EDINBURGH AND GLASGOW RAILWAY.

No. 3.

Construction of Railway between the Wilsontown, Morningside, and Coltness Railway, and the Lesmahagow Branch of the Caledonian Railway, 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, hereinafter called the Company, to make and maintain a Railway, with all proper Stations, Approaches, Works, and Conveniences connected therewith, the eastern terminus of which Railway will join the Wilsontown, Morningside, and Coltness Railway, belonging to the Company, 250 yards or thereby, north-westward of the northernmost part of the Farm Steading of Watsonfoot, in the Parish of Cambusnethan; and the western terminus of which Railway will join the Lesmahagow Branch of the Caledonian Railway at or near the Station Master's house attached to the Larkhall Station, on the said Branch, in the Parish of Dalsersf: Which intended Railway and Works, and the Lands, Houses, and other Property which may be taken for the purposes thereof, are or will be situate in, or will pass from, through, or into the said Parishes of Cambusnethan and Dalsersf, and the Parish of Carluke, or some of them, all in the County of Lanark.

To take power to deviate, in the construction of the said intended Railway and Works, from the lines and levels delineated on the Plans and Sections to be deposited as after mentioned, to such extent as may be defined on the said Plans and Sections, or provided by the said Bill; and to cross, stop up, alter, and divert, temporarily or permanently, such Highways, Turnpike and other Roads, Public and Private Railways, Bridges, Streets, Paths, Passages, Rivers, Canals, Brooks, Streams, Sewers, Water, 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 intended Railway and Works.

To take power to purchase compulsorily Lands, Houses, and other Property for the purposes of the said intended Railway and other Works; to vary or extinguish all existing Rights or Privileges connected with such Lands, Houses, and other Property, which would in any way interfere with or prevent the construction, maintenance, or use of the said intended Railway and Works; to authorise the Company to convey Passengers, Animals, Goods, and other Traffic on the said intended Railway and Works; to levy Tolls, Rates, and Charges on and for the use of the said intended Railway and Works, and the Conveyance of Traffic thereon; to alter the existing Tolls, Rates, and Charges leviable on and for the use of the several Railways and Branch Railways belonging to the Company, under and in virtue of the several Acts relating to the undertaking of the Company, or any of them; and to confer, vary, or extinguish Exemptions from the Payment of such existing or new Tolls, Rates, and Charges.

To authorise the Company and the Owners of, and other Parties interested in, the said Lands, Houses, and other Property, 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 of such Lands, Houses, and other Property by the Company, 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 agreed on, and also for and in relation to the use of the said intended Railway and Works, and of the Railways, public and private, communicating therewith, and the Conveyance of Traffic on the said intended

Railway 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, and to confirm any Agreements and other Deeds which may have been or may be entered into in relation thereto.

To authorise the Company to raise, by the creation and issue of new Shares or Stock in their undertaking, either Ordinary, Guaranteed, or Preferential, or on Mortgage or Bond or Debenture Stock, 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 amend or repeal the following Acts relating to the Company, or some of them, viz.—The Acts (local and personal) 57 Geo. III., c. 56; 59 Geo. III., c. 29; 1 and 2 Geo. IV., c. 122; 4 Geo. IV., c. 18; 7 Geo. IV., c. 45; 4 and 5 Vict., c. 59; 6 and 7 Vict., c. 55; 8 and 9 Vict., c. 148; 9 and 10 Vict., c. 81, 202, 263, 332, and 377; 10 and 11 Vict., c. 83, 245, and 246; 11 and 12 Vict., c. 116, 118, 127, and 160; 12 and 13 Vict., c. 39 and 86; 15 Vict., c. 109; 16 and 17 Vict., c. 151; 18 and 19 Vict., c. 158 and 190; 19 and 20 Vict., c. 98 and 106; 21 and 22 Vict., c. 64; 24 and 25 Vict., c. 84, 195, 198, and 248; 25 and 26 Vict., c. 135 and 138; 26 and 27 Vict., c. 187, 213, and 237; and 27 and 28 Vict., c. 81, 248, 271, 279, and 286; and any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the Company or their undertaking.

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, situation, and levels of the said intended Railway and Works, and the Lands, Houses, and Property intended to be taken for the purposes thereof, with a Book of Reference to such Plans, containing the names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of such Lands, Houses, and Property, and a published Map with the Line of the intended 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, 1864, in the Offices at Glasgow, Lanark, and Hamilton, of the Principal Sheriff-Clerk of the County of Lanark; and a copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the said Parishes in or through which the said intended Railway and Works are to be made, with a copy of this Notice, will be deposited, on or before the same date, with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk, of each such Parish at his residence.

Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23d day of December, 1864.

MITCHELL, ALLARDICE, & MITCHELL,
160 West George Street, Glasgow;

LOCH & MACLAURIN,
8 Great George Street, Westminster.

Glasgow, 15th November 1864.

CALLANDER AND OBAN RAILWAY.

(Construction of Railway from Oban to Callander, with Tramway to Oban Pier; Incorporation of Company; Power to Scottish Central Railway Company to Subscribe to and Maintain and Work Proposed Undertaking, and to Raise Money; Arrangements with that Company; Running Powers over Dunblane, Doune, and Callander Railway; Alteration of Tolls on that Railway; 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 Railway and Tramway, or one of them, or part thereof, with all proper Stations, Approaches, and other Works and Conveniences connected therewith, viz. :—

First, A Railway commencing at or near a point about two furlongs south-westward from the School-house in the Town of Oban, called the Oban Industrial School, and terminating by a Junction with the Dunblane, Doune, and Callander Railway at or near a point about one and a-half furlongs eastward from the Booking Office attached to the Callander Station of the said Dunblane, Doune, and Callander Railway.

Secondly, A Tramway commencing by a Junction with the proposed Railway above described, at or near a point about one furlong south-westward from the said School-house, and terminating on the Pier on the east side of the Harbour of the said Town of Oban at or near a point about two chains eastward from the south-western end of the said Pier.

Which Railway and Tramway and Works, and the lands, houses, and other heritages which may be taken for the purposes thereof will be, and are situate in, and will pass from, through, or into the following places, or some of them—that is to say, the Town of Oban, the united Parishes of Kilmore and Kilbride, the united Parishes of Ardchattan and Muckairn, and the united parishes of Glenorchy and Inishail, all in the County of Argyle, and the Parishes of Killin, Balquhiddy, and Callander, all in the County of Perth.

And Notice is also Given, That Duplicate Plans and Sections, describing the lines, situation, and levels of the said intended Railway and Tramway, 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 Tramway, and also a Copy of this Notice, as it will be published in the *Edinburgh Gazette*, will be deposited for public inspection on or before the 30th day of the present month of November, in the Office, at Inverary, of the principal Sheriff-Clerk of the County of Argyle, and in the Offices at Dunblane and Perth respectively, of the principal Sheriff-Clerk of the County of Perth; and that a Copy of so much of the said plans, sections, and Book of Reference as relates to each of the said Parishes, with a copy of this Notice as aforesaid, will, on or before the said 30th 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 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, 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, Tramway, and other Works, or any part thereof; as also to deviate, in constructing the said Railway, Tramway, and other works, from the lines and levels, gradients and curves, laid down or specified 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, Tramway, and other Works, and for conveying passengers, goods, and other traffic thereon, and on other Railways communicating therewith, and for other purposes, with power to raise money by the creation and issue of Shares or Stock, 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, Tramway, and other works, and also water from streams or brooks adjoining or near to the said Railway, Tramway, and other works, for the purposes thereof and of the engines to be used thereon; as also to 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 or 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, Tramway, 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, Tramway, and other works, and for the conveyance of passengers, goods, and other traffic, 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, working, and using of the said intended Railway, Tramway, 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 Central Railway Company, to enter into an agreement or agreements with each other for and with respect to the maintenance, working, and use, by the Scottish Central Railway Company of the said proposed Railway, Tramway, and other works, and the traffic thereon, and the use, reciprocally or otherwise, by the said Companies, with their re-

spective engines and carriages, clerks, officers, and servants, of the lines of Railway and Tramway belonging to or leased by the said Companies respectively, and the Stations or other Accommodations connected therewith, or any parts thereof, and the fixing, collecting, apportionment, and division of the tolls, rates, charges, and profits levied or derived upon or from the said respective lines of Railway and Tramway, and Stations and other works, or any parts thereof, upon such terms and conditions, and in perpetuity or 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; or to provide for and regulate the said several matters, or some of them, directly by the said Bill; and to empower the Scottish Central Railway Company to exercise the powers of the said proposed Company in relation to the said several matters, or some of them; and to provide, if need be, for the appointment of a Joint Committee, or Joint Committees, of the Directors of the proposed Company and the Scottish Central Railway Company, and to confer upon such Committee or Committees all necessary powers for carrying into effect any such agreement or agreements entered or to be entered into, as aforesaid.

And it is Further Intended by the said Bill to empower the Scottish Central 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 for that purpose to raise additional capital in their own undertaking 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 of that 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, 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 such number of the Directors of the proposed Company as may have been or may be agreed on, or as may be fixed by the said Bill.

And it is also 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 Scottish Central Railway Company, in relation to the objects aforesaid or any of them.

And it is also Intended by the said Bill to empower the said proposed Company and the Scottish Central Railway Company, or either of them, and all companies and persons lawfully using or working the said intended Railway, or any part thereof, to run into and over, and to use with their Engines and Carriages, and to use with their Clerks, Officers, and Servants, for the purposes of their traffic, and upon such terms and conditions, and on payment of such tolls, rates, and charges, or other consideration as (in default of Agreement) shall be determined by arbitration, or as shall be defined by the said Bill, the Dunblane, Doune, and Callander Railway, and the Stations, Booking Offices, Approaches, Water Supply, Water Engines, Watering Places, Sidings, Landing Places, Warehouses, Machinery, Works, and conveniences connected with that Railway.

And it is also Intended by the said Bill, so far as necessary or expedient, to alter the Tolls, Rates,

and Charges leviable in respect of the use of the Dunblane, Doune, and Callander Railway, and works connected therewith, or any part thereof, and of the conveyance of traffic thereon; and to empower the proposed Company and the Scottish Central Railway Company, or either of them, to levy Tolls, Rates, and Charges in respect of Passengers and other traffic conveyed, as aforesaid, over the Dunblane, Doune, and Callander Railway, and to confer, vary, and extinguish exemptions from payment of such Tolls, Rates, and Charges.

And it is also 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 amend the powers and provisions of the several Acts aftermentioned, relating to the Scottish Central Railway Company, and to the General Station at Perth, or some of them—that is to say: “The Scottish Central Railway Consolidation Act, 1859,” and the several other Acts relating to the Scottish Central Railway Company, and to the said General Station, passed in the Sessions of Parliament held respectively in the 24th and 25th, the 25th and 26th, the 26th and 27th, and the 27th and 28th years of the reign of Her present Majesty, and the several Acts recited in these Acts; as also “The Dunblane, Doune, and Callander Railway Act, 1856;” and “The Dunblane, Doune, and Callander Railway (Amendment) Act, 1861.”

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 7th day of November, 1864.

MITCHELL, ALLARDICE, & MITCHELL,
Glasgow.

MACRAE & ROSS, W.S., Edinburgh.

ANGUS GREGORSON, Oban.

GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

DUNBLANE, DOUNE, AND CALLANDER
AND SCOTTISH CENTRAL 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 Scottish Central Railway Company, or to authorise or provide for the vesting in that Company, by Amalgamation, Purchase, or Lease, from and after such date, and 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 Dunblane, Doune, and Callander Railway Company; together with the Lands, Works, Property, Monies, and Effects, and powers, rights, and privileges of the Dunblane, Doune, and Callander 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 have been or shall be vested in, or held

or enjoyed by the Dunblane, Doune, and Callander 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 Dunblane, Doune, and Callander Railway Company, and for the incorporation of the Shareholders therein, or some of them, with the Scottish Central 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 Scottish Central Railway Company, and the rights, privileges, preferences, and priorities in and against the Scottish Central 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 Scottish Central Railway Company of all or some of the Obligations entered into, and Debts and Liabilities incurred by the Dunblane, Doune, and Callander Railway Company.

And it is intended by the said Bill to authorise the Scottish Central Railway Company to redeem the Preference and Ordinary Shares which have been issued by the Dunblane, Doune, and Callander Railway Company, by payment of such price, or substitution of such Shares or Stock (Ordinary, Preference, or Guaranteed), in the Scottish Central Railway Company, as have been or may be agreed upon, or as may be provided by the said Bill; and to authorise the Scottish Central Railway Company to guarantee a fixed or fluctuating dividend upon each of the said classes of Shares in the Dunblane, Doune, and Callander Railway Company; and to create and issue New Stock or Shares in the Scottish Central Railway Company, with or without Preference or Guarantee of Dividend; and to borrow additional Money on Mortgage, or on Bond or Cash Credit; and to create and issue Debenture Stock in lieu of the sums so borrowed, or authorized to be borrowed; as also to levy Tolls, Rates, and Charges in respect of the use of the Dunblane, Doune, and Callander 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 make provision for cancelling forfeited and unissued Shares in each of the said Companies; 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, or in relation thereto; 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 Scottish Central Railway Consolidation Act, 1859;" and the several other Acts relating to the Scottish Central Railway Company and their undertaking; and to the General Station at Perth, passed in the Sessions of Parliament held respectively in the 24th and 25th, the 25th and 26th, the 26th and 27th, and the 27th and 28th years of the reign of Her present Majesty, and the Acts therein recited: and also to amend, or wholly or partially to repeal,

"The Dunblane, Doune, and Callander Railway Act, 1856," and "The Dunblane, Doune, and Callander Railway (Amendment) Act, 1861."

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 11th day of November, 1864.

MITCHELL, ALLARDICE, & MITCHELL,
160 West George Street, Glasgow.

GRAHAMES & WARDLAW,
30 Great George Street, Westminster,
Solicitors for the Bill.

MONKLAND RAILWAYS.

Construction of Railways from near Airdrie to the Shotts Branch, to Gartlee Spade Forge, to Roughrigg Coal Pit, to the Slamannan Railway, and to near Langdales; 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 Monkland Railways Company, hereinafter called the Company, to make and maintain the following Railways, with all proper Stations, Approaches, Works, and Conveniences connected therewith, viz:—

First, A Railway (hereafter called Railway No. 1), commencing by a Junction with the line of Railway from Bathgate to Airdrie, belonging to the Company, and formed under the authority of "The Monkland Railways Branches Act, 1857," in the Parish of New Monkland, at or near the point where the said line crosses under the Calderbank Branch of the Monkland Railways, and terminating by a Junction with the Shotts Branch of the Monkland Railways, in the Parish of Shotts, about four chains south-eastward of the point where the Private Mineral Railway belonging to the Shotts Iron Company, leading from the said Shotts Branch to the lands of Graystonelee, leaves the said Shotts Branch: Which intended Railway and Works, and the Lands, Houses, and other Property to be taken for the purposes thereof, are or will be situate in, or will pass from, through, or into the Parishes of Shotts, Bothwell, and New Monkland, and the Town of Airdrie, or some of them, all in the County of Lanark.

Second, A Railway (hereafter called Railway No. 2), diverging from Railway No. 1 at a point in the Parish of New Monkland about five chains south-westward from the farm steading of West Craignesk, and terminating at a point in the said Parish about one chain southward from the Gartlee Spade Forge, by a Junction with a private Mineral Railway, belonging to or used by the Monkland Iron and Steel Company, leading from a point near the said Forge to the Monkland Iron and Steel Works: Which intended Railway and Works, and the Lands, Houses, and other Property to be taken for the purposes thereof, are or will be wholly situate in the Parish of New Monkland and County of Lanark.

Third, A Railway (hereafter called Railway No. 3), commencing by a Junction with the line of Railway belonging to the Company, formerly called the Slamannan Railway, at or near a point in the Parish of New Monkland, about 19½ chains, measuring along the said Slamannan Railway, west

from the mile-post on the said Slamannan Railway indicating 15 miles from Kirkintilloch, and terminating in the same Parish at or near a point about 4 chains south-east from the Pit Number 1, in the Lands of Roughrigg, now or lately belonging to or worked by the Roughrigg Coal Company: Which intended Railway and Works, and the Lands, Houses, and other Property to be taken for the purposes thereof, are or will be wholly situate in the Parish of New Monkland and County of Lanark.

Fourth, A Railway (hereafter called Railway No. 4), commencing in the Parish of New Monkland, by a Junction with the Dykehead Branch of that portion of the undertaking of the Company formerly called the Ballochney Railway, at or near a point in the Parish of New Monkland, about 10 chains north-westward from the farm steading of Gray-rig, and terminating in the same Parish, by a Junction with the said Slamannan Railway, at or near a point about 36 chains, measuring along the said Slamannan Railway, east from the said mile post indicating 15 miles from Kirkintilloch: Which intended Railway and Works, and the Lands, Houses, and other Property, to be taken for the purposes thereof, are or will be wholly situate in the Parish of New Monkland and County of Lanark.

Fifth, A Railway (hereafter called Railway No. 5), diverging from Railway No. 4, at a point in the Parish of New Monkland about 27 chains north-westward from the farm steading of Brownrig, and terminating at a point in the same Parish about 25 chains north-westward from the farm steading of Langdales: Which intended Railway and Works, and the Lands, Houses, and other Property to be taken for the purposes thereof, are or will be wholly situate in the Parish of New Monkland and County of Lanark.

To take power to deviate, in the construction of the said intended Railways and Works, from the Lines and Levels delineated on the Plans and Sections to be deposited as aftermentioned, to such extent as may be defined on the said Plans and Sections, or provided by the said Bill; and to cross, stop up, alter, or divert, temporarily or permanently, such Highways, Turnpike and other Roads, Public and Private Railways, Bridges, Streets, Paths, Passages, Rivers, Canals, Brooks, Streams, Sewers, Water, 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 intended Railways and Works.

To take power to purchase compulsorily Lands, Houses, and other Property, for the purposes of the said intended Railways and Works; 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 Railways and Works; to authorise the Company to convey Passengers, Animals, Goods, and other Traffic on the said intended Railways and Works; to levy Tolls, Rates, and Charges on and for the use of the said intended Railways and Works, and the conveyance of Traffic thereon; to alter the existing Tolls, Rates, and Charges leviable on and for the use of the several Railways and Branch Railways belonging to the Company, under and in virtue of the several Acts relating to their Undertaking, or any of them; and to confer, vary, or extinguish exemptions from the payment of such existing or new Tolls, Rates, and Charges.

To authorise the Company and the Owners of, and other Parties interested in, the said Lands, Houses, and other Property, 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 of such Lands, Houses, and other Property by the Company, 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 agreed on, and also for and in relation to the use of the said intended Railways and Works, and of the Railways, public and private, communicating therewith, and the Conveyance of Traffic on the said intended Railways 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; and to confirm any Agreements and other Deeds which may have been or may be entered into in relation thereto.

To authorise the Company to raise, by the creation and issue of New Shares or Stock in their Undertaking, either Ordinary, Guaranteed, or Preferential, or on Mortgage or Bond, or Debenture Stock, 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 amend or repeal the following Acts relating to the Company, or some of them, viz.—“The Slamannan and Borrowstouness Railway Act, 1846;” “The Monkland Railways Act, 1848;” “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 any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the Company or their Undertaking.

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, Situation, and Levels of the said intended Railways and Works, and the Lands, Houses, and other Property intended to be taken for the purposes thereof, with a Book of Reference to such Plans, containing the names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of such Lands, Houses, and other Property, and a published Map, with the Line of the intended Railways 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, 1864, in the Offices at Glasgow, Hamilton, and Airdrie, of the principal Sheriff-Clerk of the County of Lanark; and a Copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the said Parishes in or through which the said intended Railways and Works are to be made, with a Copy of this Notice, will be deposited, on or before the same date, with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of each such Parish at his residence.

Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23d day of December, 1864.

MITCHELL, ALLARDICE, & MITCHELL,
160 West George Street, Glasgow.

LOCH & MACLAURIN,
8 Great George Street, Westminster.

Glasgow, 15th November 1864.

GLASGOW NEW NORTH ROAD,
OR PARLIAMENTARY ROAD.

(Transfer of that Road to, and Maintenance and Management thereof, by Board of Police of Glasgow; Abolition of Tolls thereon; Arrangements as to, and Discharge of, Debt; Amendment of "The Glasgow Police Act, 1862;" Alteration of Rates, Additional Money; Power to Board of Police of Glasgow to Borrow, &c.; Repeal and Amendment of Acts; and other Purposes.)

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 amend, alter, extend, and enlarge, or to repeal all or some of the powers and provisions of the Local and Personal Act 6 George 4th, Cap. 107, intituled—"An Act for Establishing Additional Market Places in the City of Glasgow, for Opening certain Streets and Communications therein, and otherwise Improving the said City."

And it is Proposed by the Bill to apply for the following, or some of the following, among other powers; and to make provision for the following purposes, or some of them:—

To discharge and relieve the Magistrates and Council of the City of Glasgow (hereinafter referred to as the Magistrates and Council) from any obligation to maintain, uphold and manage the Road now known as and called the New North Road, or Parliamentary Road, commencing at the east side of Buchanan Street, opposite Sauchiehall Street, and running eastward to and terminating at Castle Street, at a point at or nearly opposite to the Basin of the Monkland Canal, and which road is situated within, and runs through, the City Parish of Glasgow, the Barony Parish of Glasgow, and the Royal Burgh of Glasgow, all in the County of Lanark.

To make provision for the transfer of the said Road, together with all Mortgages, Bonds, Debts, and other charges now due and owing in respect thereof, from the said Magistrates and Council to the Board of Police of Glasgow.

To abolish the Tolls, Rates, and Duties now authorised to be levied and collected on the said Road, and to prohibit the levying of Tolls thereon.

To sell, take down, remove, and dispose of the Toll-Houses, Bars, and Gates now existing on the said Road, and to sell or otherwise dispose of the sites thereof, and to make other provisions with reference to the same, and to the appropriation of the proceeds of such sale and disposition.

To declare the said Road to be a public street, within the meaning of "The Glasgow Police Act, 1862," and to authorise and require the Board of Police of Glasgow to repair, maintain, and manage the said Road, and to extend and make applicable thereto all the powers and provisions of that Act relating to the repair, maintenance, and management of public streets in Glasgow.

To pay off compound, reduce, vary, or extinguish, or make other arrangements with reference to the mortgages, bonds, debts, and other charges on the said Road and Tolls, and the interest thereof, or any part of the same, to vary and extinguish the rights, privileges, and remedies of the mortgagees, bondholders, and other creditors thereon.

To authorise and require the said Board of Police to pay off, satisfy, and discharge all mortgages, bonds, debts, and other charges now due and owing in respect of the said Road, in such manner and on such terms and conditions as may be prescribed in the Bill, and to enable the said Board of Police,

and the said Magistrates and Council, and any other persons, to make arrangements with reference to those mortgages, bonds, debts, and charges.

To authorise the said Board of Police to apply to the purposes aforesaid, or to any of the purposes of the Bill, the Statute Labour Assessment, and any other rates and assessments leviable, or to be levied by them under "The Glasgow Police Act, 1862," or under the Bill, and also any monies now belonging to them, or which they may have power to raise, and to enable them for such purposes to borrow money upon the credit of the said rates or assessments, or any of them.

To alter the existing rates and assessments under "The Glasgow Police Act, 1862," to levy new rates and assessments, and to confer, vary, or extinguish exemptions from payment of rates and assessments, and other rights and privileges.

To authorise the said Board of Police to continue on loan, and to raise further sums of money by mortgages, bonds, or assignments, and by cash account or cash accounts, and by granting annuities, beyond the amount they are already authorised to raise under "The Glasgow Police Act, 1862," sections 67 to 71, both inclusive, and to make applicable to such extended powers the said sections, and all other the powers and provisions of "The Glasgow Police Act, 1862," with reference to the borrowing powers of the said Board, and to provide for the payment of interest on the amount so borrowed, and for a sinking fund for the redemption of the said debt.

And it is Intended by the Bill to repeal, alter, vary, or extinguish all existing rights, privileges and exemptions which would impede or interfere with any of its objects and purposes, and to confer, vary, or extinguish other rights, privileges, and exemptions, and to amend, so far as necessary for the purposes of the Bill, "The Glasgow Police Act, 1862."

And Notice is Hereby also Given, That printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 23d day of December next, 1864.

Dated this Eleventh day of November, 1864.

ALEXANDER MONRO, S.S.C.,
Town-Clerk, Glasgow.

SIMSON & WAKEFORD,
22 Abingdon Street, Westminster,
Parliamentary Agents.

LANARKSHIRE COUNTY PRISON BOARD.

ENLARGEMENT OF NORTH PRISON OF
GLASGOW.

Power to Acquire Lands Compulsorily; to Alter and Levy Rates; to Raise Money; Repeal or Amendment of Acts, and other Purposes.

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for the following, or some of the following, among other objects and purposes:—

To authorise the County Prison Board for the County of Lanark (hereinafter called the Board) to acquire, by compulsory purchase or otherwise, certain Lands, Houses, Tenements, Heritages, and Property, situated within the City Parish of Glasgow, the Parish of Springburn, and Royal Burgh of Glasgow, all in the County of Lanark, and more particularly shown and described on the Plans hereinafter mentioned, and which Lands, Tenements,

Houses, Heritages, and Property are as follows ; that is to say—

First, An area of ground bounded on the east by John Knox Street, on the south by Duke Street, on the west by the property of the Board, and on the north by Drygate Street.

Second, An area of ground bounded on the north-east by Drygate Street, and on all the other boundaries by the property of the Board.

Third, An area of ground bounded by Duke Street on the south, by houses, workshops, and other property entering from No. 61 Duke Street, on the west, and by the property of the Board on the north and east.

Fourth, An area of ground bounded on the north by Drygate Street, on the west by property fronting High Street, and forming Nos. 324, 326, 328, 330, 338, 350, and 354 of that Street, and by the property of the Board on the east and south.

Fifth, An area of ground bounded by High Street on the north-west ; by a Lane or Passage, forming No. 320 High Street, on the north-east ; by property fronting High Street, and forming Nos. 290, 292, 298, and 300 of that Street, and by houses, yards, and other property entering from No. 43 Duke Street, on the south and south-west ; and by the property of the Board on the east.

To empower the Board to appropriate the said Lands, Tenements, Houses, Heritages, and Property, and the sites thereof, described on such Plans, for the purposes of enlarging, altering, re-building, and rendering more commodious the Prison for the County of Lanark, known as the North Prison of Glasgow, and situated in Duke Street of Glasgow, and otherwise as may be provided for in the said Bill, and to authorise and empower all owners of the said Lands, Tenements, Houses, Heritages, and other Property, whether persons or corporations, or others holding under entail or other legal disability to convey, to sell, or convey their Lands, Tenements, Houses, Heritages, and Property, or any part thereof, to the Board, for such annual feu-duty, ground annual, or rent charge, or for such consideration in mortgages or bonds of the Board as may be fixed or agreed on as the value of such Lands, Houses, Heritages, and Property, and to provide that such feu-duty, ground annual, or rent charge shall form a preferable lien and burden on the revenues and property of the Board, and to vary and extinguish all rights and privileges in any manner connected with such Lands, Houses, Heritages, and Property, or which would in any way impede or interfere with the purposes or objects of the said Bill.

To authorise and empower the Board to acquire and hold the said Lands, Houses, Tenements, Heritages, and Property, or some parts or portions thereof, and to re-sell and dispose of the same, or some part thereof, when so acquired by them, and to provide for the same vesting in the Board, and being held by the Board, notwithstanding any change in the constitution thereof, or in the individual members constituting the same, and to provide the mode in which the same shall be conveyed and disposed to them, and the form of the dispositions and conveyances thereof.

To authorise the Board to apply to the purposes aforesaid, or to any of the purposes of the Bill, the assessments and rates leviable, or to be levied, by them under the Act of Parliament, 23 and 24 Victoria, Cap. 105, being "The Prisons (Scotland) Administration Act, 1860," and also any moneys now belonging to the Board, or which the Board

may have power to raise, and to enable the Board to borrow money upon the credit of the said rates or assessments, or any of them, for, and to apply the same to, any of the purposes of the Bill.

To alter the existing rates and assessments under the before-mentioned Act, to levy new or additional rates and assessments, to borrow money on the credit thereof, and to confer, vary, or extinguish exemptions from payment of rates and assessments, and to confer, vary, and extinguish other rights and privileges.

To amend, so far as necessary for the purposes of the Bill, the Act of Parliament before-mentioned, namely, "The Prisons (Scotland) Administration Act, 1860."

To incorporate with the said Bill all or some of the powers and provisions of "The Lands Clauses Consolidation (Scotland) Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

Duplicate Plans describing the Lands, Houses, and Property which may be required to be taken compulsorily for the purposes of the Bill, 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 copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection on or before the 30th day of November, 1864, in the office of the Principal Sheriff-Clerk for the County of Lanark, at his Office at Glasgow ; and a copy of so much of the said Plans and Book of Reference as relates to each of the said several Parishes, and to the Royal Burgh before mentioned, together with a copy of the said *Gazette* Notice, will, on or before the 30th day of November, 1864, be deposited for public inspection with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of each of such Parishes, at the place of abode of such Schoolmaster or Session-Clerk, and also with the Town-Clerks of such Royal Burgh, at their Office therein.

On or before the 23d day of December next, 1864, Printed Copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this Eleventh day of November, 1864.

ALEXANDER MONRO, S.S.C.,
Town-Clerk, Glasgow.

SIMSON & WAKEFORD,
22 Abingdon Street, Westminster,
Parliamentary Agents.

GLASGOW MARKETS AND SLAUGHTER HOUSES.

Power to Provide, Maintain, and Regulate New Markets and Slaughter Houses, and Places for Holding Fairs ; to Sell Existing Markets and Slaughter Houses ; to take Rates, Tolls, Stallages, &c. ; to make Byo-Laws ; to Raise Money on Mortgage, &c. ; to Purchase Lands ; Repeal of Existing Rights and Privileges of Members of the Incorporation of Fleshers of Glasgow and Others ; Arrangements with these Members ; Repeal or Amendment of Acts, Sale to City of Glasgow Union Railway Company ; Power to that Company to Purchase existing Slaughter Houses, &c. ; also to Sell same, &c., and other Purposes.

NOTICE is Hereby Given, that an Act intended to be made to Parliament at the next Session thereof, by the Lord Provost, Magistrates, and Council of the City of Glasgow (hereinafter called the Trustees), the



ing and carrying into effect the Local and Personal Act 13th and 14th Victoria, Chapter 101, intituled "An Act for the extension and better regulation and management of the Markets and Slaughter Houses in the City of Glasgow" (hereinafter referred to as "The Glasgow Markets and Slaughter Houses Act, 1850"), for leave to bring in a Bill for the following, or some of the following, among other objects, powers, and purposes, that is to say:—

To authorise the Trustees to erect, establish, maintain, and regulate within the City and Royal Burgh of Glasgow, or one or both of them, new and suitable Markets, Market Places, and Market House or Houses, with Approaches and all suitable Buildings, Sheds, Cattle Pens, Courts, Passages, and other Conveniences, and Appurtenances, within or connected therewith, for the sale of Cattle, Horses, Sheep, Pigs, and other Animals, Fish, Butchers' Meat, Hides, and other Marketable Commodities; and to erect, establish, maintain, and regulate within the said City and Royal Burgh, or one or both or them, new and suitable Slaughter Houses, and other Buildings, Sheds, Accesses, and Appurtenances, and Conveniences connected with the said Markets and Slaughter Houses, and for Slaughtering and Dressing Animals of what kind soever, and Buildings and places for the Deposit and Manufacture of Offal, Blood, Tallow, Garbage, and other Products, &c.

To improve the existing Markets and Market Places, and to abolish and remove the existing Slaughter Houses, within the said City and Royal Burgh, and to provide additional, sufficient, and suitable places for holding Public Cattle, Horse, Sheep, Pig, Hide, Dead Meat, and Fish Markets and Fairs, and erecting and maintaining Slaughter Houses, with suitable Approaches, Buildings, Works, Conveniences, and Appurtenances, and to make Bye-Laws and Rules for the good government and regulation of the said Markets, Market Houses and Market Places, Slaughter Houses and other Houses, and Fairs and Fair-Grounds, and the Buildings, Erections, Works, and Conveniences connected therewith respectively, and of the Persons frequenting or using the same, and also of their Horses, Booths, Stalls, Standings, Carts, Waggons, and other Carriages, and for the Prevention and Removal of Nuisances and Annoyances, and to impose and recover Penalties for the breach or non observance of such Bye-Laws and Rules.

To regulate the holding of Fairs, and the placing and removing of Carts, Booths, Stalls, and Standings for the sale of marketable commodities, and for preventing the same and other causes of obstruction in the streets, roads, and other public passages and places within the said City and Royal Burgh.

To authorise the purchase of Lands, Houses, Market Places, and Houses or other Premises, and public and private rights in or with reference to Markets and Fairs, Market Houses and Slaughter Houses, or any Stallages, Tolls, or Dues in respect thereof, within the said City and Royal Burgh, by compulsion or agreement, for all or any of the purposes of the said Bill, and under the powers and provisions to be therein contained; and to make compensation for damage or injury occasioned by the exercise of the powers to be conferred by the said Bill; and to authorise and empower all owners of land, whether persons or corporations, or others holding under entail or other legal disability to convey, to sell, or convey their Lands and Heritages, or any part thereof required for the purposes of the said Bill, to the said Trustees for such annual Feu duty, Ground Annual, or Rent Charge, or for such other consideration, Mortgage, or Bond of the

said Trustees as may be fixed or agreed on as the value of such Lands and Heritages, and to provide that such Feu-duty, Ground Annual, or Rent Charge shall form a preferable lien and burden on the revenues and property of the said Trustees.

The Lands and Buildings so proposed to be purchased and taken, otherwise than by agreement, for the purpose of the said Markets, Market Place or Market Places, and Slaughter Houses, and other Buildings, and of the said Bill, are as follows, viz:—

No. 1. The Area of Ground bounded on the East by Bellgrove Street, on the West by the present Cattle Market belonging to the Trustees; on the North partly by Yards, Dwelling Houses, and other property fronting Duke Street, and being Nos. 260, 262, 264, 266, 268, 270, 272, 274, 276, 280, 282, and 286 in that Street; and partly by Yards, Houses, and other Buildings fronting Bellgrove Street, and being Nos. 83, 85, and 87 in that Street; and on the South by Yards, Dwelling Houses, and other Buildings facing Bellgrove Street, and being Nos. 23 and 25 in that Street.

No. 2. The Area of Ground bounded on the East by the present Cattle Market, belonging to the Trustees, on the North by a line drawn from the Western side of the said Cattle Market at a point 100 feet or thereabouts South of the South Side of Duke Street, and continuing thence parallel to that Street across Moore Street to the Eastern boundary of the Works, Houses, and other Buildings or Property fronting Hill Street, and being No. 82 in that Street, thence continuing in a Southwardly direction to the Northern boundary of the Iron Foundry in Hill Street, known as Hill Street Foundry, skirting that Northern boundary and continuing Eastward across Moore Street, and thence along the Eastern side of Moore Street for a distance of 50 yards or thereabout, and thence Eastward to the said Cattle Market.

No. 3. The Area of Ground bounded on the East by part of Graham Square, on the West partly by Moore Street, and partly by the Moore Street Slaughter House, on the North by the present Cattle Market, belonging to the Trustees, and Moore Street Slaughter House; and on the South partly by Buildings fronting Graham Square, now the Great Western Cooking Depot, partly by Yards, Houses, or other Buildings fronting Gallowgate, and being Nos. 419, 421, 423, 427, and 429 in that Street, and partly by Yards, Houses, and other Buildings fronting Moore Street, and being Nos. 10, 12, and 14 in that Street.

No. 4. The Area of Ground, bounded on the West by Houses and other Buildings fronting Saltmarket Street, and being Nos. 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 95, 97, 99, and 101 of that Street; on the North partly by St Andrew's Street, and partly by Houses and other Buildings fronting that Street, and forming Nos. 18, 20, 22, 24, and 28 in that Street; on the East by Low Green Street, and on the South by the Close known as Close No. 103 Saltmarket.

No. 5. The Area of Ground bounded on the North by the Poorhouse of the Parish of Govan, on the South by part of the Lilybank Road, on the East partly by Welleroff Street, partly by Yards, Houses, or other Buildings fronting the said Street, and being Nos. 5, 7, and 10 in that Street; and partly by Yards, Houses, or other Buildings fronting Eglinton Street, and being Nos. 240, 242, 244, 246, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, and 284 in that Street; and partly by Yards, Houses, or other Buildings fronting Lilybank Road, and being No. 26 of said Road; and on the West partly by

Property belonging to the Caledonian Railway Company, and partly by a Coal Depôt fronting Lilybank Road.

No. 6. The Area of Ground, part of the Lands of Overnewton bounded on the North and North-West by Kelvinhaugh Road, and on the South and East by Ground the property of William Stuart Stirling Crawford of Milton, Esquire.

To authorise the Trustees to erect or construct on the Lands, Houses, and Premises to be acquired by them, or on some part or parts thereof, Market Houses, Slaughter Houses, and other Market and Public Buildings, and Approaches, and other Buildings, Works, and Conveniences, or otherwise, to appropriate such Lands, Houses, and Premises or the Sites, or parts thereof, to the purposes of their undertaking and of the said Bill, or as they may think proper.

To stop up and abolish a part of the Street known as and called Moore Street, from a point in that Street where the Northern Boundary of the aforesaid Hill Street Foundry joins that Street, to a point in that Street one hundred feet or thereabouts Southward from the Junction of that Street with Duke Street, and to appropriate the site thereof to the purposes of the said Markets and Slaughter Houses, and of the said Bill.

To stop up, cross, alter, or divert temporarily or permanently Streets, Roads, Footpaths, Courts, Yards, Alleys, and Passages, and, if need be, to appropriate the sites thereof for all or any of the purposes of the said Markets, Market Houses, Slaughter Houses, Approaches, and other Works, and Conveniences, and of the said Bill.

To stop up, cross, alter, divert, or remove temporarily or permanently, all such Sewers, Drains, Aqueducts, Water Courses, Mains, Conduits, Plugs, Gas, Water, and other Pipes, and Telegraph Apparatus, both below and above the surface of the ground, as it may be expedient to stop up, alter, divert, or remove, for the purposes of the said Markets, Market Houses, Slaughter Houses, Approaches, and other Works and Conveniences, or any of the purposes before mentioned, or any of the purposes or objects of the Bill.

To authorise the taking of Tolls, Stallages, Rents, Rates, and Duties in respect of and for the use of the said Markets, Market, or Market Places, Market Houses, Slaughter Houses, and Fair Grounds, and other Buildings and Conveniences, to alter existing Tolls, Stallages, Rents, Rates, and Duties, and to confer exemptions from payment of Tolls, Stallages, Rates or Duties, and to levy, confer, vary, or extinguish other Tolls, Stallages, Rates, Duties, Rights, Privileges, and exemptions.

To prevent the Hawking and Selling of Cattle, and other Animals, Butcher's Meat, Fish, and other marketable commodities in the public streets, and other public places, within the said City and Royal Burgh, other than the Markets, Market Houses, Market Places, Slaughter Houses and other places, and the Fair Grounds to be established, provided, or regulated under the said Bill.

It is intended by the said Bill to empower the Trustees to carry the said several objects and purposes into effect, according to the provisions to be contained in the Bill, and to incorporate with the Bill and to confer on the Trustees all or some of the powers and provisions of "The Commissioners' Clauses Act, 1847," "The Lands Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation (Scotland) Act, 1845," and "The Markets and Fairs Clauses Act, 1847," or any one or more of those Acts.

To empower the Trustees to borrow and take up at interest or on cash credit monies for the purposes of the Bill, and for carrying out the said undertakings on mortgage or security of their Stallages, Tolls, Rents, Rates, and Duties, and the Lands, Houses, and Property so proposed to be purchased, or any of them, or of the rents or profits issuing or arising out of or from any estate or lands now or hereafter in the possession of the said Trustees, and to enable the Trustees to provide a sinking fund for the gradual extinction of the mortgages and other debts to be incurred by them in the execution of the powers of the Bill.

To sell and dispose of the existing Markets, Market Places, and Slaughter Houses, situate in Scott Street, Cowcaddens, and any Lands, Houses, and Property now or hereafter belonging to or in the possession of the Trustees, and to apply the money arising from such sale or sales for any of the purposes of the Bill.

To confer upon the Trustees all other powers necessary for the construction, establishment, maintenance, government, and regulation of the said Markets and Market Houses, Slaughter Houses, Buildings and Fairs, and Fair Grounds, and for the removal and abolition of the existing Markets and Fairs within the said City and Royal Burgh, or which are usually inserted in Bills of the like nature.

To enable the said Trustees to enter into and carry into effect arrangements with reference to any of the objects and purposes of the said Bill.

To extinguish all rights and privileges connected with the Lands, Houses, and Property proposed to be taken, or with the said existing Markets, Market Places, and Slaughter Houses, or which would in any manner impede or interfere with any of the purposes and objects of the said Bill; and to confer, vary, or extinguish other rights and privileges.

To prohibit and restrict the holding or use of any Markets, Market Places, Market Houses, or Fairs within three miles of the Cross of the said City of Glasgow, other than those of the Trustees; and to prohibit and restrict the sale, or hawking, or exposure for sale of live and dead stock, Fish, Hides, and other like commodities, in any public place or places, within three miles of the Cross of the said City of Glasgow, other than the places provided by the Bill, and to prohibit and restrict the slaughtering of Cattle or other animals; and the scalding or dressing of any carcase, or the cleaning the entrails or offal of any slaughtered Cattle or other animals, in any other place within the Parliamentary and Municipal limits and boundaries of the said City of Glasgow, than the Slaughter Houses, to be provided and maintained by the Trustees; and the slaughtering, scalding, dressing, or cleaning within the said limits, and within one mile beyond the same, of any cattle, carcase, entrails, or offal, for the purposes of Sale within said limits.

To repeal, alter, amend, or vary the provisions contained in Sections 35 and 36 of the said Glasgow Markets and Slaughter Houses Act, 1850, in favour of the Members of the Incorporation of Fleshers of Glasgow, and others therein specified, and to make other provisions in lieu thereof.

To re-enact or confirm, or otherwise provide for the annual payment to the City of Glasgow of the Ground Annual provided by Section 33, and also the annual payment to the Incorporation of Fleshers of Glasgow provided by Section 34 of the said Glasgow Markets and Slaughter Houses Act, 1850, and to make other provisions with reference thereto.

To alter, enlarge, and amend or to repeal, either wholly or in part, the powers and provisions of the

following Local and Personal Acts—viz., 1 George IV., cap. 88, intituled “An Act for amending an Act of his late Majesty King George the Third, relating to the Conversion of the Statute Labour within the Royalty of Glasgow, and another Act of his said late Majesty relating to the Sale of Live Cattle in the City of Glasgow, and for Opening certain Streets, and otherwise Improving the said City;” 6 George IV., cap. 107, intituled “An Act for establishing additional Market Places in the City of Glasgow, for Opening certain Streets and Communications therein, and otherwise Improving the said City;” 8th and 9th Victoria, cap. 29, intituled “An Act for the better regulation and management, and for the extension of the Slaughter Houses, and Market Accommodation in the City of Glasgow, and for other purposes in relation thereto,” and “The Glasgow Markets and Slaughter Houses Act, 1850,” and to make other provisions in lieu thereof.

To alter, amend, enlarge, or repeal so far as necessary for the purposes of the said Bill, the following Local and Personal Act of Parliament, namely, the 25th and 26th of Victoria, cap. 204, being “The Glasgow Police Act, 1862.”

To modify so far as regards the Trustees certain of the provisions of “The Lands Clauses Consolidation (Scotland) Act, 1845,” and “The Railway 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 provisions for preventing frivolous claims.

To authorise and empower the Trustees, on the one hand, to sell, convey, and make over, and the City of Glasgow Union Railway Company (hereinafter called the Company) on the other hand, to purchase, take, and hold the Lands, Houses, Property, Market Places, Slaughter Houses, and other Property now belonging to the Trustees, or any part or parts thereof, at and for such price and consideration as may be mutually agreed on by them, or as may be provided for in the said Bill, and to confirm any contract, agreement, or arrangement already made, or which, previous to the passing of the said Bill, may be made between the Trustees and the Company with reference thereto, and to confer on the Trustees and the Company other powers with reference to the matters aforesaid.

To authorise the Company to sell, convey, and transfer the whole or such parts or portions of the said Lands, Houses, Property, Market Places, Slaughter Houses, and other Property, when acquired by them, to such party or parties, at and for such price or prices, consideration or considerations, as they may think fit.

To amend, alter, or repeal such of the provisions of the Local and Personal Act, 27 and 28 Victoria, cap. 286, intituled “An Act for making and maintaining the City of Glasgow Union Railway, and for other purposes,” as may be requisite or necessary for effecting any of the objects of the said Bill.

And Notice is Hereby Given, That the said Lands, Houses, and Property, and the said Markets, Market Place or Places, and Slaughter Houses, Fairs, and Ground, and all the intended Works and Buildings, are or will be situate within the Parishes, or other places following, or some or one of them, that is to say,—The Barony Parish of Glasgow, the City Parish of Glasgow, the Parish of St John's, the Parish of St Andrew's, the Parish of Gorbals, the Parish of Govan, and the Royal Burgh of Glasgow, all in the County of Lanark.

And Notice is Hereby Further Given, That Duplicate Plans of the Lands, Houses, and Property proposed to be taken compulsorily for the purposes of the said intended Markets, Market Place or Places, and Slaughter Houses, and Fairs, Approaches, Works, and other conveniences, and of the said Bill, together with a Book of Reference to such Plans, containing the names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of such Lands, Houses, and Property, and a copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection on or before the 30th day of November, 1864, in the Office of the principal Sheriff-Clerk for the County of Lanark, at his Office at Glasgow, and a copy of so much of the said Plans and Book 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 day of November, 1864, 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-Clerks of the said Royal Burgh of Glasgow, at their Office therein.

And Notice is Hereby Lastly Given, That on or before the 23d day of December, 1864, Printed Copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this Eleventh day of November, 1864.

ALEXANDER MONRO, S.S.C.,
Town-Clerk, Glasgow.

SIMSON & WAKEFORD,
22 Abingdon Street, Westminster,
Parliamentary Agents

STORNOWAY HARBOUR.

(Application for Provisional Order for Powers to Construct Piers, Quays, and other Works, and to Levy Tolls; and for other Purposes.)

NOTICE is Hereby Given, that in pursuance of the Provisions of “The General Pier and Harbour Act 1861,” and “The General Pier and Harbour Act 1861 Amendment Act,” Application is intended to be made to the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations (hereinafter called “The Board of Trade”), by a Memorial to be deposited in the Office of the said Board, on or before the 23d day of December 1864, praying for a Provisional order to constitute The Stornoway Pier and Harbour Commission, or the Promoters, and such persons or body or bodies corporate as shall be named in the said Memorial, a corporate body, or a proper Harbour authority, within the meaning of the several Public General Acts relating to Piers and Harbours, for all or some of the following objects, viz.:—

To alter, deepen, improve, and enlarge the Harbour of Stornoway, in the Island of Lews and County of Ross, and to alter, extend, enlarge, and improve the several quays, piers, warehouses, and other works at present existing there, and now vested in and belonging to The Stornoway Pier and Harbour Commission, and to make and maintain the new works following, or some of them, that is to say—

A Wharf of 150 feet or thereby in length, at the present Steamboat Quay, near the Old Castle, and a quay wall extending northwards from the said wharf for a distance of 370 feet or thereby, and

joining the Big quay at a point 70 feet or thereby seaward of high water mark,—and to fill up and make available for curing-ground or other purposes, the space between the said quay wall and high water mark, or part thereof.

To construct and maintain in connection with the said piers and Harbour, quays, wharves, jetties, landing places, approaches, warehouses, offices, and other works and conveniences.

To purchase, take on lease, or otherwise acquire lands necessary for the construction or enlargement of the said piers and other works and approaches thereto.

To purchase or take on lease, or to vest in the Harbour authority to be named in the said Provisional order, the Harbour works and other property now belonging to the Stornoway Pier and Harbour Commission as aforesaid.

To alter, enlarge, or define the constitution of the said Stornoway Pier and Harbour Commission, or of new to constitute the same, or to constitute such other harbour authority for Stornoway, with such powers relating to the said Harbour and works as may be necessary.

To levy tolls, rates, and duties upon, or in respect of the said piers, harbour, and works, and to alter existing tolls, rates, or duties.

To confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties; and to confer, vary or extinguish other rights and privileges.

To erect and maintain cranes, weighing machines, sheds, and warehouses, and to levy and collect rates and charges for the use of the same respectively, and for the use of moorings belonging to the Harbour authority.

To borrow on Mortgage or Bond any moneys which may be required for the purposes of the said Provisional order.

To constitute the Harbour authority the proper pilotage authorities for the Harbour of Stornoway, and to fix the limits thereof, and to grant all the powers and privileges authorised by "The Merchant Shipping Act 1854," "The Merchant Shipping Act Amendment Act 1855," and "The Merchant Shipping Act Amendment Act 1862."

To incorporate in whole or in part "The Lands Clauses Consolidation (Scotland) Act 1845;" "The Lands Clauses Consolidation Acts Amendment Act 1860;" "The Companies Clauses Consolidation (Scotland) Act 1845;" "The Commissioners Clause Act 1847;" "The Harbours Passing Tolls Act 1861;" "The Burgh Harbours (Scotland) Act 1853;" "The Merchant Shipping Act 1854;" "The Merchant Shipping Act Amendment Act 1855;" "The Merchant Shipping Act Amendment Act 1862;" "The General Pier and Harbour Act 1861;" "The General Pier and Harbour Act 1861 Amendment Act;" and "The Harbours' Transfer Act 1862."

And Notice is Hereby Further Given, that all the proposed works will be made in the Parish of Stornoway and County of Ross.

And Notice is Hereby Further Given, that on or before the 30th day of November 1864, a copy of this advertisement, with plans and sections of the proposed works, will be deposited for public inspection with the Principal Sheriff-Clerk of the Western District of the County of Ross, at his Office, in Dingwall, and at the Custom House in Stornoway, and will also be deposited in the Office of the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional order will be furnished by the Solicitors and Agents for the

Promoters, at their Offices, as under, to all persons applying for the same, on and after the 23d December 1864, at the price of One Shilling each.

Dated this 8th day of November 1864.

CHEYNE & STUART, W.S., Edinburgh,
Solicitors for the Promoters.

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

FORCETT RAILWAY.

(Incorporation of Company for making a Railway from the Darlington and Barnard Castle Branch of the Stockton and Darlington system of the North Eastern Railway, near to Gainford, in the County of Durham, to near to Forcett in the North Riding of the County of York; Powers to form a Junction with the said Branch Railway, to enter into working, maintaining, and traffic; Arrangements with the North Eastern Railway Company, or with the Darlington Committee of the said Company; Amendment of Acts, and for other purposes.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the next Session, for an Act to Incorporate a Company by the name of the Forcett Railway Company, or such other name as shall be deemed expedient; and to confer upon such Company powers for all or some of the following purposes; that is to say,—

To make and maintain a Railway, with all necessary Stations, Bridges, Works, and conveniences connected therewith and approaches thereto, commencing by a Junction with the Rails of the Darlington and Barnard Castle Branch of the Stockton and Darlington system of the North Eastern Railway, at a point on such Branch Railway about 44 linial yards westward of the occupation Bridge across the said Branch, between the 6¼ and 6½ Mile posts on the said Branch, in the Township of Gainford, in the Parish of Gainford, in the County of Durham, and thence passing in, through, or into the several Parishes, Townships, Chapelries, and extra-parochial or other places following, or some of them, that is to say, Gainford and Piercebridge, in the County of Durham. Aldbrough, Barforth, Caldwell, Cliffe, Carkin, Eppleby, Forcett, Gilling, Layton, Melsonby, and Stanwick, in the North Riding of the County of York, and terminating near Forcett on the North side of the Highway leading from Forcett to East Layton where the Road from Caldwell joins the said Highway, and in a Limestone Quarry, in the Township of Forcett, in the Parish of Gilling, in the North Riding of the county of York, belonging to John Michell, and in the occupation of John Michell and others.

To construct Stations, booking-offices, communications, sidings, watering places, works, and other conveniences connected with the said intended Railway, in the several parishes, townships, chapelries, extra-parochial places, and other places before-mentioned, or some of them, for working and using the said Railway; and also to authorise and regulate the proposed junction with the North-Eastern Railway; and also any other junctions which may be required with the said Railway at the commencement of the said intended Railway, and the construction of any works in and upon property belonging to the North-Eastern Railway

Company, or any other Railway Company in the several parishes, townships, chapelries, extra-parochial and other places aforesaid.

To deviate in constructing the proposed Railway and works from the line and levels laid down on the plans and sections thereof, to be deposited as after-mentioned, to such an extent as shall be defined upon the said plans or authorised by the said Act.

To purchase compulsorily or otherwise the lands, houses, and other property, rights and interests, in the before-mentioned parishes, townships, chapelries, and extra-parochial places required for the purpose of the Railway and Works to be authorised as aforesaid; and to vary or extinguish all or any rights and privileges in any manner connected with the said lands, houses, and other property, rights and interests, or with any railway, or bridge, or station, public or other street, or other works interfered with by the said intended Railway or works; or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended Railway and Works, or any of them.

To levy tolls, rates, charges and duties for or in respect of the use of the said intended Railway and works, and of the carriages, waggons, trucks, and engines used thereon, and for the conveyance of traffic thereon; to alter existing tolls, rates, charges, and duties; to grant, confer, vary, and extinguish exemptions from payment of tolls, rates, charges, and duties; and to confer, vary, and extinguish other rights and privileges.

To alter, cross on the level or over, or under or otherwise, vary, stop up and divert, whether temporarily or permanently, all or any turnpike and other roads, highways, railways, tramways, streets, thoroughfares, aqueducts, canals, streams, rivers, waters, mill-dams, drains, pipes, sewers, and water-courses, gas and water mains and pipes, and other works situated within or adjoining, or near to the aforesaid parishes, townships, chapelries, and extra-parochial or other places, or any of them which it may be necessary to cross or interfere with in the construction or use of the said intended Railway and works, or any or either of them.

To create a joint stock or capital, and to raise money by borrowing on mortgage of the undertaking, for the purpose of carrying the said undertaking into effect; and to confer on the said intended Company, and make applicable to the objects of the said Bill, all or some of the powers and provisions of "The Company's Clauses Consolidation Act, 1845;" "The Company's Clauses Act, 1863;" "The Land's Clauses Consolidation Act, 1845;" "The Land's Clauses Consolidation Act's Amendment Act, 1860;" "The Railway's Clauses Consolidation Act, 1845;" "The Railway's Clauses Act, 1863;" "The Railway Companies' Arbitration Act, 1859;" and all other statutes powers, and provisions necessary for the purposes to be authorized by the said intended Act.

To enable the said intended Company and the North Eastern Railway Company and the Darlington Committee thereof, or either of them, to enter into, make, and carry into effect such agreements, and upon such terms and conditions as they may think fit, in respect of the working and use by the North Eastern Railway Company and the Darlington Committee thereof, or either of them, of the said intended Railway and other works, and the regulation and management by such Company or Committee or otherwise of the traffic upon or

over the said intended Railway and works or any part or parts thereof, and the payment and also the division and apportionment between the said Companies or Committee of the costs, charges, and expenses of such use, and working and management, and of the tolls, rates, and duties received in respect of such traffic.

To enable the said intended Company and the North Eastern Railway Company or the said Darlington Committee, to enter into arrangements and agreements with respect to the construction, maintenance, and use of joint or separate stations, sidings, and necessary works connected therewith, at or near the junction of the said intended line with the said Branch of the North Eastern Railway, and as to the cost of constructing and maintaining such stations, sidings, and necessary works respectively, and as to the maintenance and use of the junctions of the said intended Railway with the said existing Railway, upon payment of such tolls, rates, and charges, or upon such other terms and conditions as may be agreed upon, or as shall be ascertained by arbitration upon the application of any or either of the Company's desiring such reference or otherwise as shall be provided for by the said Act.

It is also proposed by the said Act to take powers to enable the said intended Company and the North Eastern Railway Company or the Darlington Committee to enter into arrangements and agreements with regard to the maintenance, management, and use of joint or separate stations, sidings, and other necessary works, at the points where the said intended Railway joins the said Branch line of the said North Eastern Railway Company or with respect to the use by the intended Company of the stations, sidings, and other works of the North Eastern Railway Company at present existing at or near such points, and with respect to the use and management of the respective junctions between the said intended and existing railway upon payment of such tolls, rates, and charges, or upon such terms as may be agreed upon, or as shall upon the application of either of the said Companies be ascertained and determined by arbitration or otherwise, or shall be prescribed in or provided for by the said intended Act, and to ratify and confirm any agreements which have been made or which may be made between the said intended Company or the promoters thereof, and the North Eastern Railway Company or the Darlington Committee, or either of them, in relation to the matters aforesaid.

And it is intended by the said Act to take powers to compel and authorise the North Eastern Railway Company and the Darlington Committee to book through, receive, and forward over their Railway and over all other railways worked or used by them, all passengers, goods, minerals, animals, and other traffic to and from the said intended railway, and to afford all necessary facilities for the passage and transmission of such traffic upon, over, along, and from their line of railway and other railways, worked or used by them, and in like manner to compel and authorise the said intended Company to book through, receive, and forward over the said intended railway all passengers, goods, minerals, animals, and other traffic to and from the North Eastern Railway Company and the Darlington System thereof, or either of them, or to and from any railways worked or used by them, and to afford all necessary facilities for the passage and transmission of such traffic upon, on, or along, and from the said intended railway,

and to enable either of the said Companies or Committee to charge tolls, rates and charges in respect of the traffic so received and forwarded, and to fix and determine the amount of such tolls, rates, and charges, or to provide for the ascertaining and determining the same by arbitration upon the application of the said intended Company, or of the North Eastern Railway Company or the Darlington Committee as the case may require, or otherwise, as the same shall be provided for in the said Act, or be directed by Parliament, and to grant exemptions from the payment of such tolls, rates, and charges, and to confer other rights and privileges.

And it is intended by the same Act to alter, amend, extend, and enlarge, and where necessary to repeal all, or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say—"The Stockton and Darlington Railway (Amalgamation) Act, 1858;" "The Stockton and Darlington Railway (Durham Lines) Act, 1858;" "The Stockton and Darlington Railway (North Riding Lines) Act, 1858;" "The Stockton and Darlington Railway Act, 1859;" "The Stockton and Darlington Railway Act, 1860;" "The Stockton and Darlington Railway (Capital) Act, 1861;" "The Stockton and Darlington Railway (Works) Act, 1861;" "The Stockton and Darlington Railway (Towlaw and Crook) Act, 1862;" "The Stockton and Darlington Railway (Amalgamation) Act, 1862;" "The South Durham and Lancashire Union Railway Act, 1857;" "The South Durham and Lancashire Union Railway (Deviation) Act, 1859;" "The Eden Valley Railway Act, 1858;" "The Eden Valley Railway Act, 1862;" "The Frosterley and Stanhope Railway Act, 1861;" "The Frosterley and Stanhope Railway Act, 1862." 6 Will. 4, cap. 81, 1 Vic., cap. 68, 4 Vic., cap. 7, 5 Vic., Sess. 2, cap. 80, 6 Vic., cap. 8, 7 Vic., caps. 21 and 27, 7 and 8 Vic., cap. 61, 8 and 9 Vic., caps. 34, 57, 58, 84, 92, 104 and 163, 9 Vic., caps. 58, 59, 65, and 66, 9 and 10 Vic., caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330, 10 and 11 Vic., caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219, 11 and 12 Vic., caps. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vic., caps. 27, 58 and 60; 13 and 14 Vic., caps. 38 and 53; 14 Vic., cap. 39; 14 and 15 Vic., caps. 47, 84, and 85; 15 Vic., caps. 36, 37, 57, 96, and 114; 15 and 16 Vic., cap. 127; 16 and 17 Vic., caps. 109 and 136; 17 Vic., cap. 73; 17 and 18 Vic., caps. 164 and 211; 20 and 21 Vic., caps. 19, 33, and 46; 21 and 22 Vic., cap. 134; 22 and 23 Vic., caps. 10, 91, and 100; 24 and 25 Vic., caps. 135 and 141; 25 and 26 Vic., caps. 85, 120, 145, 146, and 154; 26 and 27 Vic., caps. 122, 167, 221, and 238; and 27 and 28 Vic., caps. 20, 49, 55, and 67; and all other Acts relating to the North-Eastern Railway Company, and the several Acts in such Acts respectively or any of them, recited or referred to, and any other Acts of Parliament, the provisions of which will be interfered with by the said Act; and, also, if need be, to reduce or vary the tolls, rates, and charges authorised to be taken by or under all or any of the said Acts, and to grant exemptions from such tolls, rates, and charges, and other rights and privileges.

And notice is hereby given, that duplicate plans and sections defining the line and levels of the said intended railway, and approaches and works, and the lands, houses, and other property which may be required to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed

owners, lessees or reputed lessees, and occupiers of the lands and houses proposed to be taken; and a published map, wherein will be defined the general course or direction of such railway; and also a copy of this notice, as published in the *London Gazette*, will be deposited on or before the thirtieth day of November instant, with the Clerk of the Peace for the County of Durham, at the City of Durham, in the County of Durham, and with the Clerk of the Peace for the North Riding of the County of York, at Northallerton, in the said Riding, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes or extra-parochial places, in or through which the said intended railway and works are proposed to be made, and also a copy of this notice, as published in the *London Gazette*, will be deposited on or before the said thirtieth day of November, in the case of parishes, with the parish clerk of each such parish, at his residence, and in the case of an extra-parochial place, with the parish clerk of some parish, immediately adjoining such extra-parochial place, at his usual place of abode.

Printed copies of the Act or Bill, so to be applied for, 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 6th day of November, 1864.

T. RICHARDSON,
Barnard Castle, Solicitor.

GIRVAN HARBOUR.

Application for Provisional Order for Powers to Construct Piers and other Works and to levy Tolls, and for other Purposes.

NOTICE is Hereby Given that, in pursuance of the provisions of "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," Application is intended to be made to the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, (hereinafter called "The Board of Trade") by a Memorial to be deposited in the office of the said Board on or before the 23d day of December, 1864, praying for a Provisional Order to constitute the promoters and such persons or body or bodies corporate, as shall be named in the said Memorial, a corporate body, or a proper harbour authority, within the meaning of the several general Acts relating to piers and harbours for all or some of the following objects, viz. :—

To alter, deepen, improve, and enlarge the Harbour of Girvan, in the parish of Girvan, and county of Ayr, and to make and maintain the following works, viz., (1) A Pier on the south side of the said harbour, extending from high water mark seaward, a distance of 390 feet or thereby; (2) A Pier and Harbour wall on the north side of the said harbour, commencing at the jetty belonging to the Maybole and Girvan Railway Company, and terminating at a point 700 feet or thereby seaward from the said jetty; all which proposed Works will be situate in the parish of Girvan and County of Ayr:

To construct in connection with the proposed piers and harbour, quays, wharves, jetties, landing places, approaches, warehouses, offices, sheds, weighing machines, and other works and conveniences:

To purchase, take on lease, or otherwise acquire lands necessary for the construction of the said piers and other works and approaches thereto :

To purchase or take on lease the harbour works and other property belonging to the proprietors of the existing harbour at Girvan aforesaid :

To alter the constitution of any harbour authority having any powers relating to the said harbour at Girvan, aforesaid :

To levy tolls, rates, and duties upon, or in respect of, the said piers, harbour, and works, and to alter existing tolls, rates, or duties :

To confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties ; and to confer, vary, or extinguish other rights and privileges :

To erect and maintain cranes, and to levy and collect rates and charges for the use of such cranes, and for the use of moorings belonging to the proposed harbour authority.

To borrow on mortgage or bond any moneys which may be required for the purposes of the said Provisional Order :

To constitute the proposed harbour authority the proper pilotage authorities for the Harbour of Girvan, and to fix the limits thereof, and to grant all the powers and privileges authorised by "The Merchant Shipping Act, 1854," "The Merchant Shipping Act Amendment Act, 1855," and "The Merchant Shipping Act Amendment Act, 1862."

To Incorporate in whole or in part "The Lands Clauses Consolidation (Scotland) Act, 1845," "The Lands Clauses Consolidation Act Amendment Act, 1860," "The Companies Clauses Consolidation (Scotland) Act, 1845," "The Commissioners Clauses Act, 1847," "The Harbours, Docks, and Piers Act, 1847," "The Harbours Passing Tolls Act, 1861," "The Burgh Harbours (Scotland) Act, 1853," "The Merchant Shipping Act, 1854," "The Merchant Shipping Act Amendment Act, 1855," "The Merchant Shipping Act Amendment Act, 1862," "The General Pier and Harbour Act, 1861, Amendment Act," and "The Harbours Transfer Act, 1862."

And Notice is hereby further given that on or before the 30th day of November, 1864, a copy of this Advertisement, with a proper plan and sections of the proposed works, will be deposited for public inspection in the Office at Ayr of the principal Sheriff Clerk of the County of Ayr, and at the Custom House in Girvan respectively, and copies will also be deposited in the office of the Board of Trade, Whitehall, London.

Printed copies of the draft Provisional Order will be furnished by the Solicitor and Agents for the Promoters, at their offices, as under, to all persons applying for the same, on and after 23d December, 1864, at the price of One Shilling e. ch.

Dated this 10th day of November, 1864.

WILLIAM MURRAY, Girvan,
Solicitor for the Promoters.

LOCH & MACLAURIN,
8 Great George Street, Westminster,
Agents for the Promoters.

DUMFRIES, LOCHMABEN, AND LOCKERBY
JUNCTION RAILWAY.

(Application to Board of Trade for Certificate to
Raise Additional Capital.)

NOTICE is Hereby Given that, pursuant to the provisions of the Railway Companies Powers Act, 1864, Application has been made by the DUMFRIES, LOCHMABEN, and LOCKERBY JUNCTION RAILWAY COMPANY (herein called the Company) to the Lords of the Committee of Her Majesty's Privy Council, appointed for the consideration of matters relating to Trade and Foreign Plantations (herein called the Board of Trade), to Make and Issue a Certificate pursuant to the terms of the aforesaid Act, with the following Powers and Provisions, or some of them (that is to say) :—

To authorise the Company for all or any of the purposes specified in the said application, and for the general purposes of the Company, as may be prescribed in the Certificate, to raise further or additional Capital, by the creation and issue of new Shares or Stock in the capital of the Company, either Ordinary or Preference, or partly Ordinary and partly Preference, or partly in that mode and partly by Borrowing on Mortgage at the option of the Company, or as may be prescribed in the Certificate, with power to create and issue Debenture Stock with and under such provisions as the said Certificate may prescribe.

To incorporate with the said Certificate the whole or part of the Companies Clauses Consolidation (Scotland) Act, 1845, and the Companies Clauses Act, 1863.

And, so far as may be necessary, to Alter and Amend the Acts following (that is to say) :—The Dumfries, Lochmaben, and Lockerby Junction Railway Act, 1860, and the Dumfries, Lochmaben, and Lockerby Junction Railway Deviation Act, 1861.

And Notice is Hereby Further Given, that Copies of the Draft of the Certificate as proposed by the Company will be furnished to all persons applying for the same, at the price of Sixpence each, at the Office of the Parliamentary Agents for the Company, as under-mentioned.

And Notice is Hereby Further Given, that all persons desirous of making to the Board of Trade any representation, or of bringing before them any objection respecting the said application, may do so by letter addressed to the Secretary of the Board of Trade, on or before the First day of January next, 1865.

Dated this 12th day of November 1864.

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

NORTH BRITISH RAILWAY.

(ADDITIONAL POWERS.)

(Pier at Burntisland; Railway in Edinburgh; Level Crossing in Parish of Castleton; Station Lands at North Leith, Bonnington, and Newcastle-upon-Tyne; Stopping up various Streets, Roads, etc.; Toll exemption at Newcastle-upon-Tyne; Powers in reference to St. Andrews, Devon Valley, and Esk Valley Railways, including Powers of Subscription, Appointment of Directors, Amalgamation, Sale, Purchase, Lease, Increase of Capital, Amendment of Acts.)

NOTICE is Hereby Given that Application is intended to be made to Parliament in the next Session for an Act to authorize the North British Railway Company (hereinafter called "the Company"), to make and maintain, with all necessary and proper works and conveniences connected therewith, a Pier commencing at a point on the shore 333 yards eastward of the northern end of the present Ferry Pier at Burntisland, in the parish of Burntisland, in the county of Fife, extending thence in a south-westerly direction for a distance of 235 yards or thereabouts, into and terminating in the bed and soil of the Firth of Forth; which said Pier will be wholly situate in the said parish of Burntisland, and the bed and soil of the Firth of Forth, in or adjoining to such Parish, and in the Royal Burgh of Burntisland.

And it is proposed by the intended Act to authorize the Company to make and maintain a Railway or Siding in continuation of the Coal Siding in the East Coal Depot of the Company, and commencing at the Terminus thereof in the parish of Canongate, and county of Edinburgh, and county of the City of Edinburgh, ten yards or thereabouts in a westerly direction from the south-east corner of Drybrough's Brewery at Logan's Close, Edinburgh, passing thence in a line with the said Coal Siding, over Logan's Close, and terminating in the said parish and county on the east side of Logan's Close, on the Land proposed to be taken for the Company's Station; which intended Railway or Siding will be wholly situated in the parish of Canongate, and *quoad sacra* parishes of Leith Wynd Church, and New Street Church, and Royal Burgh of Edinburgh, and county of Edinburgh, and county of the City of Edinburgh.

And it is proposed by the intended Act to authorize the Company to carry their Railway with a double line of rails across a certain Statute Labour Road, numbered 137, in the parish of Castleton, in the county of Roxburgh, on the Plans of the Border Union Railway, referred to in the Border Union (North British) Railways Act, 1859, on the Level; and to enlarge their Stations at Edinburgh, North Leith, and Bonnington, in the county of Edinburgh, and county of the City of Edinburgh, and to acquire and hold Station ground at Newcastle-upon-Tyne. And it is proposed by the intended Act to authorize the Company to take or purchase lands and buildings by compulsion for the purposes of the said Pier, Railway, and Enlargements of Stations, in the said parishes of Burntisland, and county of Fife, and the bed and soil of the Firth of Forth, in or adjoining thereto, and in the parish of Canongate and *quoad sacra* parishes of Leith Wynd Church and New Street Church, and in the parish of North Leith, and in the parish of St. Cuthberts and Royal Burgh of Edinburgh, in the county of Edinburgh, and county of the City of Edinburgh, and to hold Land and

Buildings already acquired by them for Station purposes, in the township of Elswick, in the parish or parochial chapelry of St. John, in the parish of St. Nicholas, in the borough and county of Newcastle-upon-Tyne, adjoining or near to the North-Eastern Railway Company's Forth Bank Goods Station at Newcastle-upon-Tyne; and to authorize the Company to purchase Lands and Buildings by Agreement in the several parishes and places aforesaid, or elsewhere, for the purposes of their undertaking, and to confirm any purchases or purchase of Lands or Buildings in any of the parishes or places aforesaid, or elsewhere, heretofore made by the Company, or which may be made by them prior to the passing of the intended Act; and to stop up, alter, or divert the following Streets, Roads, or Highways; that is to say, Citadel Street, Couper Street, and Cromwell Street, and the open space or ground called Citadel, in the said parish of North Leith, the Road in the parish of Holme Cultram, and township of Holme Low, in the county of Cumberland, numbered 279 in that parish on the Plans referred to in "The Carlisle and Silloth Bay Railway and Dock Act, 1855," and the Level Crossing at Silloth Station used in lieu thereof in the said parish, township, and county, and all other Roads, Streets, and Highways in the several parishes, townships, and places aforesaid, or elsewhere, and all Brooks, Streams, Sewers, Mains, Pipes, and Works of every description which it may be necessary or convenient to stop up, alter, or divert, for any of the purposes of the intended Act, and to vary or extinguish all existing rights and privileges in any manner connected with Lands and Buildings to be purchased, or which would in any manner prevent or interfere with any of the purposes of the Act being fully effected, and to confer other rights and privileges, and to levy Tolls, Rates, Duties, and Charges; and to alter existing Tolls, Rates, Duties, and Charges; and to confer exemptions from the Thorough Toll, or otherwise the Great Toll, paid by the Company on goods brought to and from the Stations used by them at Newcastle-upon-Tyne to the borough of Newcastle-upon-Tyne, or otherwise to provide for the commutation or extinction of such Toll, and to confer, vary, or extinguish other exemptions from payment of Tolls, Rates, Duties, and Charges.

And it is proposed by the intended Act to authorize the Company to subscribe funds in aid of the respective undertakings of the Devon Valley Railway Company and Esk Valley Railway Company, and to hold shares or stock in the capital of these Companies, or either of them, to the amount of their subscription or subscriptions thereto, and to appoint Directors of such Companies, or either of them.

And it is proposed by the intended Act to vest or provide for, or authorize the vesting in the Company by Amalgamation, Sale, and Purchase, or Lease of the several Undertakings, Railways, Works, Lands, Buildings, and Property Real and Personal, or part or parts thereof respectively, of the St. Andrews Railway Company, and of the Devon Valley Railway Company, and of the Esk Valley Railway Company, upon such Terms and Conditions, Covenants and Agreements, as may be mutually agreed upon between the Company and the said other Companies or Company, Proprietors of the undertakings or undertaking to be so Amalgamated, Sold, Purchased, or Leased.

And it is proposed by the intended Act to authorize the Company, and the said other Com-



panies, or any of them, to enter into Agreements touching all or any of the matters aforesaid, or otherwise, with respect to their several undertakings, and to confirm or provide for and authorize the carrying into effect of any such Agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed by the intended Act to alter the provisions of the Company's Acts now in force with respect to the period for closing the Register of Transfers previous to the Company's General Meetings, and to authorize the Company to appropriate to any of the purposes of the intended Act, all or any part of their authorized but unexpended Capital, whether represented by Shares actually created or otherwise, with all requisite powers to make such Capital available by Surrender, Forfeiture, and Cancellation of Shares, and issuing or re-issuing of all or any part thereof, in Ordinary, Preference, or Guaranteed Shares or Stock, or otherwise howsoever; and to authorize the hereinbefore mentioned Companies, or any of them, to raise money by the creation of Ordinary, Guaranteed, or Preference Shares or Stock, and by Mortgage, Cash-Credit, or otherwise.

And it is proposed by the intended Act to alter, amend, or repeal all, or some of the provisions of the several Acts of Parliament following, or some of them; that is to say, Acts relating to the North British Railway Company, 14 and 15 Vict. cap. 55, and the provisions unrepealed of the Acts referred to in the Schedule of such Act, 16 and 17 Vict. cap. 152; 18 and 19 Vict. cap. 127; 19 and 20 Vict. cap. 98; 20 and 21 Vict. caps. 91, 124, and 129; 21 and 22 Vict. caps. 65, 109, and 145; 22 and 23 Vict. caps. 14, 24, 83, and 96; 23 and 24 Vict. caps. 140, 145, 159, and 195; 24 and 25 Vict. caps. 102, 114, 131, 177, 214, and 226; 25 and 26 Vict. caps. 47, 48, 49, 142, 181, and 189; 26 and 27 Vict. caps. 194, 213, and 226; 27 and 28 Vict. caps. 84 and 100; and all other Acts, if any, relating to the North British Railway Company;—"The St. Andrews Railway Act 1857;" "The Devon Valley Railway Act 1858;" "The Devon Valley Railway Act 1861;" "The Devon Valley Railway Act 1863;" and "The Esk Valley Railway Act 1863;" the Act 3 George IV. cap. 56, 7 William IV., and 1 Vict. cap. 72, 4 and 5 Vict. cap. 71, and all other Acts (if any) relating to the Borough of Newcastle-upon-Tyne; Acts relating to the Silloth Bay Railway and Dock Company, viz., 16 and 17 Vict. cap. 118; 18 and 19 Vict. cap. 153; 23 and 24 Vict. cap. 134; and 25 and 26 Vict. caps. 45 and 47.

And Notice is hereby further given that Plans and Sections in duplicate of the intended Pier and Railway, and of the Lands to be taken under the compulsory powers of the Act, and Books of Reference to the Plans, containing the names of the Owners and Lessees, or Reputed Owners and Lessees, and of the Occupiers of such Lands, will be deposited with the Principal Sheriff-Clerk for the County of Fife, at his Offices at Dunfermline and Cupar; and with the Principal Sheriff-Clerk for the County of Edinburgh, at his Office at Edinburgh; with the Principal Sheriff-Clerk for the County of the City of Edinburgh, at his Office in Edinburgh; and with the Clerk of the Peace of the Borough and County of Newcastle-upon-Tyne, at his Office in that Borough; and with the Clerk of the Peace of the County of Northumberland, at his Office at Newcastle-upon-Tyne; and that a published Map, with the line of the intended Railway delineated thereon, showing its general course

and direction, will be deposited with the Principal Sheriff-Clerks of the County of Edinburgh and County of the City of Edinburgh, at their respective Offices in Edinburgh; and that so much of the said Plans, Sections, and Books of Reference as relates to any parish or extra-parochial place, will be deposited in the case of a Parish in Scotland with the Schoolmaster, or if there be no Schoolmaster, then with the Session-Clerk of such parish at his residence; and in the case of a Parish in England, with the Parish-Clerk of such parish at his residence; and in the case of an extra-parochial place, with the Schoolmaster or Session-Clerk, or with the Parish-Clerk, as the case may be, of some parish adjoining thereto, at his residence; and that so much of the Plans, Sections, and Books of Reference, as relates to the Royal Burghs of Burntisland and Edinburgh, will be deposited with the Town-Clerks of the said Royal Burghs at their Offices in Burntisland and Edinburgh respectively; and that all such deposits will be made before the 1st day of December next, and will be accompanied by a copy of this Notice; and that printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons before the 24th day of December next.

Dated the 11th day of November 1864.

DALMAHOY, WOOD, & COWAN, W.S.,
Edinburgh.

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

NORTH BRITISH AND EDINBURGH AND GLASGOW RAILWAYS.

BRIDGE OF FORTH RAILWAYS.

(Railway from the Edinburgh and Glasgow Railway, in the County of Linlithgow, to the North British Railway, in the County of Fife, with Bridge across the Firth of Forth, in substitution for portions of intervening railways and works at Queensferry, authorized by North British, Edinburgh, Dunfermline, and Perth Railway Act, 1863; Abandonment of parts of the Railways and Works authorized by the said Act; Widening of part of North British (late Charleston or West of Fife) Railway, and new Railway connected therewith; Repeal or Alterations of Provisions connected with Queensferry Passage; Provisions as to Capital; Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the next Session for an Act to authorize the construction and maintenance of the following Railways, with all necessary and proper stations, works, and conveniences connected therewith respectively; that is to say—

1. A Railway hereinafter referred to as Railway No. 1, commencing by a junction with the Edinburgh and Glasgow Railway at a point in the Parish and County of Linlithgow, three hundred and thirteen yards or thereabouts, measured in the direction of Edinburgh from the Mile-post near Park on such Railway, indicating the distance to be fifteen miles from Edinburgh and thirty-one miles from Glasgow, and at or about a point where the Edinburgh and Glasgow Railway is crossed by a Public Road, passing thence from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say, Linlithgow, Borrowstouness, Abercorn, and Carriden, in the County of Linlithgow; Torryburn, Inverkeithing, and Dunfermline,

in the County of Fife; and the Bed and Soil of the Firth of Forth, situate in and between the said Parishes of Carriden and Torryburn, and terminating by a junction with the North British (late Charleston or West of Fife) Railway, at a point in the Parish of Dunfermline and County of Fife, four hundred and twenty yards or thereabouts, measuring in an easterly direction from the Bridge on the Road between Crossford and Limekilns, called the Coal Bridge.

2. A Railway, hereinafter referred to as Railway No. 2, commencing by a junction with Railway No. 1, at a point in the said Parish of Carriden, four hundred and ten yards or thereabouts south-east by southwards of the southernmost portion of the Farm Buildings of Paddockhall, passing thence from, through, or into the said Parishes of Carriden and Linlithgow and Abercorn, and terminating by a junction with the Edinburgh and Glasgow Railway at a point in the Parish and County of Linlithgow one hundred and forty-three yards or thereabouts, measured in the direction of Edinburgh, from the Mile-post near to Pardovan on such Railway indicating the distance to be fourteen miles from Edinburgh and thirty-two from Glasgow, all in the County of Linlithgow.

3. A Railway, hereinafter referred to as Railway No. 3, commencing by a junction with the North British (late Charleston or West of Fife) Railway at a point 510 yards or thereby, measured in a north-easterly direction from the north-east corner of the Gallow-Ridgehill farm buildings, in the Parish of Dunfermline, and County of Fife, and terminating by a junction with the Railway authorized by the North British (Edinburgh, Dunfermline, and Perth) Railway Act 1863, and therein referred to as Railway No. 9, at the point in the said parish and county where the said Railway is shewn on the Parliamentary Plan thereof, as joining the said North British (late Charleston or West of Fife) Railway, such point being 180 yards, or thereabouts, south-westward of the spot where the last mentioned Railway crosses Spittal Burn, and which said intended Railway will be wholly situated in the Parish of Dunfermline and County of Fife.

Also the widening and enlargement, with all necessary and proper Stations, Works, and Conveniences connected therewith, of the North British (late Charleston or West of Fife) Railway from the point of junction therewith of Railway No. 1 to the point of junction therewith of Railway No. 3; which said intended widening and enlargement will be wholly situate in the Parishes of Dunfermline and Inverkeithing, in the County of Fife.

And it is proposed by the intended Act to authorize deviations from the line and levels of the intended Railways, enlargements, and works, as shewn upon the plan and section thereof hereinafter referred to, within the limits usually authorized by Parliament, or to be prescribed by the said Act, and to confer powers for the compulsory purchase of Lands and Buildings in the several parishes, townships, and places aforesaid, or some of them, and also for the purchase of Lands and Buildings by Agreement, and to stop up, alter, or divert, temporarily or permanently, all or any roads, streets, highways, railways, tramways, rivers, streams, reservoirs, canals, navigations, waters, water-courses, mains, pipes, bridges, telegraphic wires, or apparatus, erections or works of any description, which it may be necessary or convenient so to stop up, alter, or divert for the purposes of the undertaking, and to vary or extinguish

all existing rights and privileges connected with any land or building to be purchased, or which would or might in any way prevent or interfere with carrying into effect any of the objects of the intended Act, and to confer other rights and privileges, and to levy tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, or charges.

And it is proposed by the intended Act to authorize the abandonment or relinquishment of the following railways or parts of Railways and Works authorized by The North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863, that is to say:—Part of the Railway therein described or referred to as Railway No. 8, namely, from its commencement in the Bed and Soil of the Firth of Forth to the point where it is crossed by a road or street called Shore Wynd or Port Street, numbered 101, in the parish of Inverkeithing, upon the Plans referred to in the said Act, and the Pier at the Firth of Forth, called the North Pier in the said Act, in connexion with the part of the Railway to be so abandoned.

And it is proposed by the intended Act to repeal or alter all or some of the provisions of the North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863, and Edinburgh and Glasgow Railway (Queensferry) Act, 1863, respectively, with respect to the Queensferry Passage, and any Ferry across the Firth of Forth to be established or maintained by the North British Railway Company and Edinburgh and Glasgow Railway Company, or either of them, and all or any works connected therewith.

And it is proposed by the intended Act to authorize the North British Railway Company and the Edinburgh and Glasgow Railway Company, jointly, or one of the said Companies solely, to construct the whole of the Railways and Works thereby authorized; or otherwise to authorize one of the said Companies to construct certain of the said Railways and Works, or parts thereof, and the other of the said Companies to construct the remainder of the said Railways and Works, or parts thereof, and to confer upon the said Companies or Company, as the case may be, all the powers and authorities granted by the said Act for making and maintaining the said Railways and Works, and otherwise carrying the provisions of the Act into effect, and to make such provisions as may be proper or convenient by the appointment of joint committees, or otherwise, for the exercise of all powers conferred upon the Companies jointly, and to authorize the said Companies to enter into Agreements with one another with respect to the several matters aforesaid, or any of them, and to confirm any such Agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed by the intended Act to authorize the said Companies respectively to appropriate to the purposes of the intended Act, all or any part of their authorized but unexpended Capital, whether represented by shares actually created or otherwise, with all requisite powers to make such Capital available by surrender, forfeiture, and cancellation of shares, and issuing or reissuing of all or any part thereof in ordinary, preference or guaranteed shares or stock, or otherwise howsoever, and to raise further sums of money by the creation of ordinary, preference or guaranteed shares or stock, and by mortgage, cash credit, and otherwise.

And it is proposed by the intended Act to alter, amend, or repeal certain of the provisions of the local and personal Acts following, or some of them; that is to say, Acts relating to the North British Railway Company, 14 and 15 Vict. cap. 55, and the provisions unrepealed of the Acts referred to in the Schedule of such Act, 16 and 17 Vict. cap. 152; 18 and 19 Vict. cap. 127; 19 and 20 Vict. cap. 98; 20 and 21 Vict. caps. 91, 124, and 129; 21 and 22 Vict. caps. 65, 109, and 145; 22 and 23 Vict. caps. 14, 24, 83, and 96; 23 and 24 Vict. caps. 140, 145, 159, and 195; 24 and 25 Vict. caps. 102, 114, 131, 177, 186, 214, and 226; 25 and 26 Vict. caps. 47, 48, 49, 142, 145, 181, and 189; 26 and 27 Vict. caps. 194, 213, and 226; 27 and 28 Vict. caps. 84, 100, and 292; and all other Acts, if any, relating to the North British Railway Company; Acts relating to the Edinburgh and Glasgow Railway Company, 57 Geo. III. cap. 56; 59 Geo. III. cap. 29; 1 and 2 Geo. IV. cap. 122; 4 Geo. IV. cap. 18; 7 Geo. IV. cap. 45; 4 and 5 Vict. cap. 59; 6 and 7 Vict. cap. 55; 8 and 9 Vict. cap. 148; 9 and 10 Vict. caps. 81, 202, 263, 332, and 377; 10 and 11 Vict. caps. 83, 245, and 246; 11 and 12 Vict. caps. 116, 118, 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; 26 and 27 Vict. caps. 187 and 237; 27 and 28 Vict. caps. 81, 248, 271, 279, and 286; and all other Acts, if any, relating to the Edinburgh and Glasgow Railway Company; Acts relating to the Trustees of the Queensferry Passage, 49 Geo. III. cap. 83; 54 Geo. III. cap. 138; 11 Geo. IV. and 1 Will. IV. cap. 115; 11 and 12 Vict. cap. 44; and all other Acts relating to such Passage.

And Notice is hereby further given, that a Plan and Section in duplicate of the intended Railways, enlargements, and works, and of the Lands to be taken under the compulsory powers of the Act, a Book of Reference to the Plan, containing the Names of the Owners and Lessees, or reputed Owners and Lessees, and of the Occupiers of such Lands; and a published Map, with the lines of Railway delineated thereon, shewing their general course and direction, will be deposited with the Principal Sheriff-Clerk of the County of Linlithgow at his Office at Linlithgow, and with the Principal Sheriff-Clerk of the County of Fife at his offices at Cupar and Dunfermline; and that so much of the said Plan, Section, and Book of Reference as relates to any parish or extra-parochial place, will be deposited, in the case of a parish, with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of such parish at his residence; and in the case of an extra-parochial place, with the Schoolmaster, or, if there be no Schoolmaster, with the Session-Clerk of some parish adjoining thereto, at his residence; and that all such deposits will be made before the first day of December next, and will be accompanied by a copy of this Notice; and that copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons before the 24th day of December next.

Dated 10th November 1864.

DALMAHOY, WOOD, & COWAN, W.S.,
Edinburgh.

JOHNSTONE & RUSSELL,
Dunfermline.

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

NORTH BRITISH RAILWAY.

LASSWADE, LOANHEAD, ROSLIN AND PENICUICK BRANCHES.

(New Railways and Approaches between the North British Railway and Penicuik, and elsewhere in the county of Edinburgh, and the county of the City of Edinburgh, or one of them; Additional Siding Accommodation, etc., at Portobello, and Running Powers over the Esk Valley Railway; to Alter and Levy Tolls, etc.; Increase of Capital; Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the next Session for an Act to authorize the North British Railway Company (hereinafter called the Company) to make and maintain the following Railways, and Works, or some of them, with all proper Approaches, Stations, Works, and conveniences connected therewith respectively; that is to say:—

First, A Railway (hereinafter referred to as Railway No. 1), to commence by a Junction with the North British Railway, at a point in the parish of Duddingston and county of Edinburgh, at the south end of the Station at Portobello, belonging to the Company, and to terminate by a Junction with the Saint Leonards Branch of the North British Railway at a point in the parish of Liberton and county of Edinburgh, 35 yards, or thereby, east of the mile-post thereon indicating two miles from Edinburgh, and two miles from Fisherrow:

Second, A Railway (hereinafter referred to as Railway No. 2), to commence by a Junction with the Saint Leonards Branch of the North British Railway at a point in the parish of Liberton and county of Edinburgh, 133 yards or thereby eastwards of the point where the public road from Duddingston to Craigmillar crosses the Saint Leonards Branch on the level, and to terminate at or near the village of Penicuik at a point in the parish of Penicuik, and county of Edinburgh, 35 yards or thereby, northwards of the Arch carrying the Peebles and Penicuik Turnpike Road over the North Esk, near to the Mill called Bank Mill, in the occupation of Alexander Cowan and Sons, Paper Manufacturers:

Third, A Railway (hereinafter referred to as Railway No. 3), to commence by a junction with the Edinburgh and Glasgow Railway at a point in the parish of Saint Cuthberts and county of Edinburgh, at or near where the Granton Branch of the Caledonian Railway crosses the said Edinburgh and Glasgow Railway, and to terminate by a junction with Railway No. 2, at a point in the Parish of Liberton and county of Edinburgh, 333 yards or thereby south-westward of the house of Peffermill:

Fourth, A Railway (hereinafter referred to as Railway No. 4), to commence by a junction with Railway No. 3, at a point in the parish of Liberton and county of Edinburgh, 140 yards or thereby south-eastwards of the Bridge called Cameron Bridge, carrying the Edinburgh and Dalkeith Turnpike Road over Pow Burn, and to terminate by a junction with Railway No. 2, at a point in the parish of Liberton and county of Edinburgh, 180 yards or thereby eastwards of the eastmost end of the Farm buildings at Bridge-end:

Fifth, A Railway (hereinafter referred to as Railway No. 5), to commence by a junction with Railway No. 2, at a point in the parish of Lasswade and county of Edinburgh, 450 yards or thereby south-west of the south-west end of the Farm Buildings of Wester Melville, and to terminate by

a junction with the authorized line of the Esk Valley Railway in a field or inclosure in the parish of Lasswade and county of Edinburgh, No. 51 of said parish, on the Plans deposited with the Sheriff-Clerk of the county of Edinburgh, and referred to in the Esk Valley Railway Act 1863, and which field or inclosure belongs to the Trustees of the late Peter M'Craw, and is occupied by William Kay, at a point 50 yards or thereby south-west from the south-west corner of the westmost house in Eldindean, belonging to Robert Balfour Wardlaw Ramsay, and occupied by Thomas Ritchie and Thomas Ker, or one of them :

Sixth, A Railway (hereinafter referred to as Railway No. 6), to commence by a junction with Railway No. 2, at a point in the parish of Lasswade and county of Edinburgh 350 yards or thereby south-east by southwards of the southern end of the Farm buildings of Edgefield, and to terminate in the parish of Lasswade and county of Edinburgh by a junction with Railway No. 5, at a point 530 yards or thereby westward of the house called Fettes Mount, near Lasswade, belonging to George H. Potts, and occupied by him, and 190 yards or thereby south-eastwards from the extreme westmost corner of the Plantation or Wood called Averil or Wadeburn Plantation, belonging to Sir George Clerk, and occupied by James Brown :

Seventh, A Road to commence in the parish of Saint Cuthberts and county of Edinburgh, and county of the City of Edinburgh, at the point of junction of the Street or Road called Kilgraston Terrace, with the Street or Road called Grange Loan, and to terminate in the parish of Saint Cuthberts and county of Edinburgh, at a point 160 yards or thereby westward of the western end of Blackford House :

Eighth, A Road to commence in the parish of Liberton and county of Edinburgh by a junction with the Road or Street at the south-western end of the village of Gilmerton, at a point 245 yards or thereby northwards of Gilmerton House, and to terminate in the said parish of Liberton and county of Edinburgh, at a point 530 yards or thereby north-eastwards by north of the northern end of the Farm buildings of Muirhouse.

All which intended Railways and Roads will pass from, in, through, or into, or be situate within the parishes, royal burghs, townships, and extra-parochial and other places following, or some of them ; that is to say, Duddingston, Liberton, Lasswade, Glencross, Penicuik, Cockpen, and Saint Cuthberts, and Royal Burgh of Edinburgh, all in the county of Edinburgh, and county of the city of Edinburgh.

And it is proposed by the said intended Act to authorize the Company to enlarge their Station at Portobello, in the Parish of Duddingston and county of Edinburgh, and to construct or erect Sidings, Booking Offices, Sheds, Warehouses, Watering places, Workshops, and other conveniences and erections there and elsewhere, on any land belonging to them, or which they may hereafter acquire, and to run over and use with their Engines and Carriages, and for the purposes of their Traffic, the Esk Valley Railway, or part thereof, and the Stations, Works, and Conveniences upon or connected therewith, upon such terms and conditions as have been or may be agreed upon, or settled by Arbitration, or otherwise prescribed in or provided for by the intended Act, and to authorize and confirm Agreements between the Company and the Esk Valley Railway Company with respect to such running over and use, and otherwise with refer-

ence to the Traffic of the said Companies, or either of them.

And it is proposed by the said intended Act to take powers for the compulsory purchase of Lands and Buildings in all or some of the several parishes and places aforesaid, for the several purposes aforesaid or some of them, and other purposes of the intended Act ; also powers for the purchase of Lands and Buildings by Agreement ; also powers of deviation from the Lines and Levels of the proposed Railways, as shown on the Plans and Sections hereinafter referred to, and to stop up, remove, alter, or divert, temporarily or permanently, all Turnpike and other Roads and Highways, Railways, Tramways, Bridges, Rivers and other Waters, Canals, Water-courses of every description, natural or artificial, Sewers, Pipes, Bridges, Telegraphic Wires or apparatus, erections and works within or near to any of the several parishes or places aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert, for any of the purposes of the intended Act, and to vary or extinguish all existing rights or privileges connected with any Lands or Buildings to be purchased or taken under the powers of the Act, or which would or might otherwise in any way prevent or obstruct any object or purpose of the Act being fully effected, and to authorize the levying of Tolls, Rates, and Duties, and Charges, in respect of the intended Railways and Works, and to alter existing Tolls, Rates, Duties, and Charges, and to confer, vary, or extinguish exemptions from payment of Tolls, Rates, Duties, and Charges, and other rights and privileges.

And it is proposed by the intended Act to authorize the Company to appropriate to the purposes of the intended Act all or any part of their authorized but unexpended Capital, whether represented by Shares actually created or otherwise, with all requisite powers to make such Capital available by surrender, forfeiture, and cancellation of Shares, and issuing or re-issuing of all or any part thereof, in Ordinary, Preference, or Guaranteed Shares or Stock, or otherwise howsoever ; and to raise further sums of money by the creation of Ordinary, Preference, or Guaranteed Shares or Stock, and by Mortgage, Cash-Credit and otherwise.

And it is proposed by the intended Act to repeal or amend some of the provisions of the several Local and Personal Acts of Parliament following, or some of them ; that is to say, Acts relating to the North British Railway Company, 14 and 15 Vict. cap. 55, and the provisions unrepealed of the Acts referred to in the Schedule of such Act, 16 and 17 Vict. cap. 152 ; 18 and 19 Vict. cap. 127 ; 19 and 20 Vict. cap. 98 ; 20 and 21 Vict. caps. 91, 124, 129 ; 21 and 22 Vict. caps. 65, 109, and 145 ; 22 and 23 Vict. caps. 14, 24, 83, and 96 ; 23 and 24 Vict. caps. 140, 145, 159, and 195 ; 24 and 25 Vict. caps. 102, 114, 131, 177, 214, and 226 ; 25 and 26 Vict. caps. 47, 48, 49, 142, 181, and 189 ; 26 and 27 Vict. caps. 194, 213, and 226 ; 27 and 28 Vict. caps. 84, 100 ; and all other Acts (if any) relating to the North British Railway Company ; Acts relating to the Edinburgh and Glasgow Railway Company,—9 and 10 Vict. caps. 81, 202, 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 ; 26 and 27 Vict. cap. 237 ; 27 and 28 Vict., caps. 81,

271, and 279; and all other Acts (if any) relating to the Edinburgh and Glasgow Railway Company; the Act 8th and 9th Vict. cap. 162, and the several other Acts relating to the Caledonian Railway Company, passed respectively in the ninth and tenth, the tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth years of the reign of Her present Majesty; and the "Esk Valley Railway Act, 1863."

And Notice is hereby also given that a Plan and Section in duplicate of the proposed Railways, and of the lands which may be taken under the compulsory powers of the Act, a Book of Reference to the Plan, containing the names of the Owners and Lessees, or Reputed Owners and Lessees, and of the Occupiers of such lands, and a published map, with the lines of Railway delineated thereon, showing their general course and direction, will be deposited for public inspection at the offices in Edinburgh of the Principal Sheriff-Clerk of the County of Edinburgh, and of the Principal Sheriff-Clerk of the County of the City of Edinburgh, and that a copy of so much of the said Plan, Section, and Book of Reference as relates to any parish or extra-parochial place, will be deposited, in the case of a Parish, 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 Plan, Section, and Book of Reference as relates to the Royal Burgh of Edinburgh, will be deposited with the Town-Clerk of the said Royal Burgh, at his office in Edinburgh; and that all such deposits will be made before the 1st day of December next, and will be accompanied by a copy of this Notice; and that before the 24th day of December next, printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1864.

DALMAHOY, WOOD, & COWAN, W.S.,
Edinburgh.

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

NORTH BRITISH RAILWAY.

(CARLISLE CITADEL STATION BRANCH.)

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

NOTICE is Hereby Given that Application is intended to be made to Parliament in the next Session for an Act to authorise the North British Railway Company (hereinafter called the Company) to make and maintain the following railways, or some of them, with all proper ap-

proaches, stations, works, and conveniences connected therewith respectively; that is to say:—

First, A railway (hereinafter called Railway No. 1), commencing by a junction with the line of the Port-Carlisle Railway (now leased to the Company) at or near the north-west corner of the Station House at the Canal Station of the said Port-Carlisle Railway, in the parish of St. Mary Carlisle, in the county of Cumberland, and terminating at or near the river bank on the south-west side of the River Caldew, at a point eleven chains or thereabouts distant, in a north-westerly direction, from the north-west corner of the Nelson Bridge, over the River Caldew, measured along the river bank, on the south-west side of the said river, in the said parish and county; which intended railway and works will be wholly situated in the parish of St. Mary Carlisle and township of Caldewgate, all in the county of Cumberland, and will consist in part of a portion of the North Eastern (late Newcastle-upon-Tyne and Carlisle) Railway, hereinafter described, or the site thereof.

Second, A railway (hereinafter called Railway No. 2), commencing by a junction with Railway No. 1, at or near the termination thereof, as herebefore described, and terminating in the parish of St. Cuthbert Carlisle, and township of St. Cuthbert within the city of Carlisle, at or near a point half a chain or thereby westward of the west end of the Passenger Shed of the Carlisle Citadel Station, and by one or more junctions with the several lines of rails passing on either side of the southmost Passenger Platform at the west end of the said Passenger Shed; which intended railway and works, will pass from, through, or into the parish of St. Mary Carlisle, and township of Caldewgate, and township of St. Mary, within the city of Carlisle, and the parish of St. Cuthbert Carlisle, and township of St. Cuthbert without the city of Carlisle, and township of St. Cuthbert within the city of Carlisle, or some of them, all in the county of Cumberland.

Third, A railway (hereinafter called Railway No. 3), commencing by a junction with Railway No. 2, at a point at or near the north corner of the Gas Works, in the parish of St. Cuthbert Carlisle, and township of St. Cuthbert, without the city of Carlisle, and terminating by one or more junction or junctions with the southmost rails of the Citadel Station lines, in the parish of St. Cuthbert Carlisle, and township of St. Cuthbert without the city of Carlisle, at a point one chain or thereabouts in a westerly direction from the south-west corner of the west end of the Passenger Shed of the Citadel Station, Carlisle; which intended Railway and Works will be wholly situated in the Parish of St. Cuthbert Carlisle, and township of St. Cuthbert without the city of Carlisle, and township of St. Cuthbert within the city of Carlisle, or some of them, all in the county of Cumberland.

All which said railways and the approaches, stations, works, and conveniences connected therewith, will be situated in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, St. Mary Carlisle, St. Mary within the city of Carlisle, Caldewgate, St. Cuthbert Carlisle, St. Cuthbert without the city of Carlisle, and St. Cuthbert within the city of Carlisle.

And it is proposed by the intended Act to take powers for removing or making such alterations in the position or otherwise of the several main or other lines of rails, points, crossings, and other works, within or near to the Carlisle Citadel Station

and the Citadel Station as may be necessary or convenient for effecting the junctions hereinbefore referred to at the terminations of Railways No. 2 and No. 3 respectively, or otherwise for the purpose of those railways respectively, and for the compulsory purchase of lands and buildings in all or some of the several parishes, townships, and places aforesaid, for the purposes of the intended railways, approaches, stations, works, and conveniences, and other purposes of the intended Act; also powers for the purchase of lands and buildings by agreement, also powers of deviation from the lines and levels of the proposed railways, as shown on the plans and sections hereinafter referred to, and to stop up, remove, alter, or divert temporarily or permanently all turnpike and other roads and highways, railways, tramways, bridges, rivers, and other waters, water-courses of every description, natural or artificial, sewers, pipes, buildings, and works within or near to any of the several parishes, townships, or places aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert for any of the purposes of the intended Act, and to vary or extinguish all existing rights or privileges connected with any lands or buildings to be purchased or taken under the powers of the Act, or with any road, highway, railway, tramway, bridge, river, water, watercourse, sewer, pipe, building, or work to be stopped up, removed, altered, or diverted as aforesaid, or which would or might otherwise prevent or obstruct any object or purpose of the Act being fully effected, and to authorize the levying of tolls, rates, duties, and charges, in respect of the intended railways and works, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and other rights and privileges.

And it is proposed by the intended Act to authorize the Company to appropriate to the purposes of the intended Act, all, or any part of their authorized but unexpended Capital, whether represented by Shares actually created or otherwise, with all requisite powers to make such Capital available by surrender, forfeiture, and cancellation of Shares, and issuing or re-issuing of all, or any, part thereof in ordinary, preference, or guaranteed shares or stock, or otherwise, howsoever, and to raise further sums of money by the creation of ordinary, guaranteed, or preference shares or stock, and by borrowing on mortgage, cash credit, or otherwise, for the purposes of the said intended railways and works.

And it is proposed by the intended Act to authorize the Company to run over and use with their engines and carriages of every description, and for the purposes of their traffic, the part hereinafter described of the North-Eastern (late Newcastle-upon-Tyne and Carlisle) Railway, and so much of the line of the Caledonian Railway, and of the Lancaster and Carlisle Railway, as lies between the point of junction therewith of the intended railways, No. 2, and No. 3, and the Carlisle Citadel Station, and the main lines of rails, and the points and switches thereof, within the Carlisle Citadel Station, and the Citadel Station, and all stations, offices, buildings, sidings, works, and conveniences upon or connected therewith, upon such terms and conditions as may have been or may be settled by agreement or arbitration or otherwise, as may be prescribed in or provided for by the intended Act, and to authorize the purchase by the Company, and the sale by the North-Eastern Railway Company, of so much of the North-Eastern Railway (late Newcastle-upon-Tyne and

Carlisle), as lies between the point of junction thereof with the Port-Carlisle Railway, and a point at or near a point six chains or thereby south-east, measured along the line of railway from where the North-Eastern (late Newcastle-upon-Tyne and Carlisle) Railway crosses over the Wigton Road, all in the parish of Saint Mary Carlisle, township of Caldewgate and county of Cumberland, and to authorize the Company to appropriate such portion of the said railway or the site thereof to the purposes of Railway No. 1, and make such alterations thereon by widening the same or otherwise as may be necessary or convenient for that purpose, and to authorize agreements between the Company and the North-Eastern and Caledonian and Lancaster and Carlisle Railway Companies respectively, or any of them, and any other Company interested in the subject-matter of the agreement, with respect to such running over or use, and otherwise with respect to their respective railways and traffic, and the Carlisle Citadel Station, and to alter or vary existing agreements, and to confirm all or any agreements that may have been entered into between the said Companies, or any of them, prior to the passing of the intended Act.

And it is proposed by the intended Act to repeal or amend some of the provisions of the several local and personal Acts of Parliament following, or some of them, (that is to say) Acts relating to the North British Railway Company, viz., 14 and 15 Vict. cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act, 16 and 17 Vict. cap. 152; 18 and 19 Vict. cap. 127; 19 and 20 Vict. cap. 98; 20 and 21 Vict. caps. 91, 124, and 129; 21 and 22 Vict. caps. 65, 109, and 145; 22 and 23 Vict. caps. 14, 24, 83, and 96; 23 and 24 Vict. caps. 140, 145, 159, and 195; 24 and 25 Vict. caps. 102, 114, 131, 177, 214, and 226; 25 and 26 Vict. caps. 47, 48, 49, 142, 181, and 189; 26 and 27 Vict. caps. 194, 213, and 226; 27 and 28 Vict. caps. 84 and 100; and all other Acts (if any) relating to the North British Railway Company; Acts relating to the North-Eastern Railway Company, namely, 6 Will. IV. cap. 81; 1 Vict. cap. 68; 4 Vict. cap. 7; 5 Vict. sess. 2, cap. 80; 6 Vict. cap. 8; 7 Vict. caps. 21 and 27; 7 and 8 Vict. cap. 61; 8 and 9 Vict. caps. 34, 57, 58, 84, 92, 104, and 163; 9 Vict. caps. 58, 59, 65, and 66; 9 and 10 Vict. caps. 77, 89, 95, 96, 149, 153, 154, 164, 207, 235, 241, 242, 247, 264, and 330; 10 and 11 Vict. caps. 117, 133, 134, 140, 141, 210, 216, 218, and 219; 11 and 12 Vict. caps. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vict. caps. 27, 58, and 60; 13 and 14 Vict. caps. 38 and 53; 14 Vict. cap. 39; 14 and 15 Vict. caps. 47, 84, and 85; 15 Vict. caps. 36, 37, 57, 96, and 114; 15 and 16 Vict. cap. 127; 16 and 17 Vict. caps. 109 and 136; 17 Vict. cap. 73; 17 and 18 Vict. caps. 164 and 211; 20 and 21 Vict. caps. 19, 33, 40, and 46; 21 and 22 Vict. caps. 14, 115, 116, 117, and 134; 22 and 23 Vict. caps. 10, 73, 91, 100, and 127; 23 and 24 Vict. cap. 44; 24 and 25 Vict. caps. 63, 72, 135, 141, and 157; 25 and 26 Vict. caps. 40, 54, 85, 100, 106, 110, 120, 145, 146, and 154; 26 and 27 Vict. caps. 122, 221, and 238; 27 and 28 Vict. caps. 20, 49, 55, and 67; and all other Acts relating to the North-Eastern Railway Company, the Act 9 and 10 Vict. cap. 204, and the several other Acts relating to the London and North-Western Railway Company, passed respectively in the several sessions of Parliament held in the 8th and 9th years of the reign of Her present Majesty, and in every subsequent year; the Acts 7 Vict. cap. 37;

8 and 9 Vict. cap. 83; 9 and 10 Vict. cap. 257; 12 and 13 Vict. cap. 87; 20 and 21 Vict. cap. 161; 21 and 22 Vict. cap. 128; 22 and 23 Vict. cap. 124; and 24 and 25 Vict. cap. 166, and any other Acts relating to the Lancaster and Carlisle Railway Company; the Act 8th and 9th Vict. cap. 162, and the several other Acts relating to the Caledonian Railway Company passed respectively in the ninth and tenth, the tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first, the twenty-first and twenty-second, the twentieth-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, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth years of the reign of Her present Majesty; the Acts 18 and 19 Vict. cap. 79, and 25 and 26 Vict. cap. 80; and 27 and 28 Vict. cap. 158, relating to the Maryport and Carlisle Railway Company; the Acts 18 and 19 Vict. cap. 97; 26 and 27 Vict. caps. 14, 148, and 157; and 27 and 28 Vict. cap. 132, and all other Acts relating to the Glasgow and South-Western Railway Company; and the Acts 16 and 17 Vict. cap. 119; and 23 and 24 Vict. cap. 134; and all other Acts relating to the Port-Carlisle Dock and Railway Company.

And Notice is hereby also given, that plans and sections in duplicate of the intended railways, and of the lands which may be taken under the compulsory powers of the Act, a book of reference to the plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a published map with the lines of the railways delineated thereon, showing their general course or direction, will be deposited with the Clerk of the Peace for the County of Cumberland, at his office in Carlisle, and that a copy of so much of the said plans, sections, and book of reference as relates to any parish or extra-parochial place in which any part of the railways or any land which may be taken under the compulsory powers of the Act, is or may be situate, will be deposited, in the case of a parish with the parish clerk of such parish at his residence, and in the case of an extra-parochial place with the parish clerk of some parish adjoining thereto, at his residence, and that all such deposits will be made before the 1st day of December next, and will be accompanied by a copy of this Notice as published in the *London and Edinburgh Gazettes*, and that before the 24th day of December next printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November 1864.

DALMAHOY, WOOD, & COWAN, W. S.,
Edinburgh.

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

NORTH BRITISH RAILWAY.

EDINBURGH STATION AND MARKET.

Confirmation of Mr Moir's Decree-Arbitral and Provisions in reference thereto; Special Powers for carrying into effect the Contents thereof, with Alterations; Powers for North British Railway Company and Corporation of Edinburgh to make

Agreements for avoiding Construction of Foot-path Bridge, etc.; and for Purchase by Company of the Market Site; Stopping up, etc., Streets, Roads, etc.; Buildings at Waverley Bridge Station; Extinguishing Rights of Way and other Rights, etc.; Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the next Session for an Act to confirm, with such Alterations as may be provided for or prescribed in the said Act, a Decree-arbitral or Award of George Moir, Esquire, made upon a reference to arbitration by the Lord Provost, Magistrates, and Council of the City of Edinburgh, and the North British Railway Company, under or by virtue of certain provisions contained in "The North British Railway (Stations) Act 1860," with respect to the removal of the Fruit and Vegetable Market in the said City, and the acquisition of lands by the said Company for the enlargement of their Station there; or otherwise to authorize and provide for the carrying into effect, with such alterations as aforesaid, of the several matters required to be done under or by virtue of such decree-arbitral or award, without let or hindrance; and to confer upon the Company all such powers and authorities, and repeal and remove all such provisions and restrictions, as do or may operate to prevent the said decree-arbitral or award, or the requirements thereof, being carried into effect.

And it is proposed by the intended Act to authorize the Company, without let or hindrance, to take and enter upon and into possession of the road, lands, and buildings mentioned or referred to in the said decree-arbitral as constituting the site of the intended addition to the said Market, and to appropriate and adapt the same to the purposes of such Market; which said road, lands, and buildings are bounded as follows, viz., (first) the portion thereof to the east of the present Markets, on the north by an imaginary line commencing at a point on the line of the east wall of the present Markets, ten yards or thereby south of the south corner of the west abutment of the bridge carrying the North British Railway over the road leading from Canal Street to Old Physic Gardens, and running in an easterly direction till it meets the Southmost rail of the southmost line of rails in the West Coal Depôt of the Company at the Edinburgh Station, and thence along the said southmost line of rails till it comes to a point fifty-two yards or thereby east of the westmost boundary-wall of the said Coal Depôt; on the east by an imaginary line commencing at the last-mentioned point, and running in a south-easterly direction to the north wall of the street called Old Physic Gardens, at a point forty-three yards or thereby, measured along the said wall, in a westerly direction, from Leith Wynd; on the south by the north side of Old Physic Gardens; and on the west by the east wall of the present Markets; and (second) the portion thereof to the south of the western half of the present Markets, on the north by the south wall of the present Markets, on the east by the North Bridge, on the south by the street or road reading from Market Street to Old Physic Gardens, and on the west by a wall bounding in that direction the property of the Company and the Edinburgh and Glasgow Railway Company, and extending from the south-west corner of the present Markets into Market Street, and are situate in the Parishes and Royal Burgh of Trinity College, High Church, and Edinburgh, or some of them, in the County of Edinburgh, and in the County of the City of Edinburgh.

And it is proposed by the intended Act to authorize the Company to construct a Footpath Bridge and Footpath over the existing Fruit and Vegetable Markets at Edinburgh, between the public footpath and stairs at the north-east side of the North Bridge and the Physic Gardens, as shown upon the Plan hereinafter mentioned; and for that purpose forthwith, without let or hindrance, to enter upon the said Markets and elsewhere, and construct such works, and do all such acts in and upon the site and soil thereof as may be necessary to make and complete the said Footpath Bridge and Footpath with all reasonable despatch.

And it is proposed by the intended Act to authorize the Company forthwith, or so soon as they shall have constructed the said addition to the Markets, and the said footpath bridge and footpath, or have agreed with said Lord Provost, Magistrates, and Council for the abandonment of the construction of the said footpath bridge and footpath, as hereinafter mentioned, or at such other time as may be mentioned or provided for in the said Act, without let or hindrance to take and enter upon that part of the said Markets, in the parishes and Royal Burgh of High Church, Trinity College, and Edinburgh, in the county of Edinburgh, and county of the City of Edinburgh, which adjoins the Railway Station on the south; and is bounded on the south by an imaginary line commencing at a point on the west boundary wall of the present Markets, eleven yards or thereby south of the north-west corner of the said Markets, and running in an easterly direction to a point on the line of the east wall of the present Markets ten yards or thereby south of the south corner of the west abutment of the bridge carrying the North British Railway over the road leading from Canal Street to Old Physic Gardens; on the north by the Railway Station; on the west by the west wall of the present Markets; and on the east by the street or road leading from Canal Street to Old Physic Gardens; and to enclose the site thereof, and convert the same to the purposes of their Railway Station, and to have, hold, use, and enjoy the same as the owners and proprietors thereof.

And it is proposed by the intended Act to authorize the Company, by agreement with the said Lord Provost, Magistrates, and Council, and upon such terms and conditions as may be mutually agreed upon between them, to forego and abandon the construction of the said footpath bridge and footpath; and also to purchase, and for the said Lord Provost, Magistrates, and Council to sell to the Company all or any part of the Site of the said Fruit and Vegetable Markets, and the proposed addition thereto, for the further enlargement of the said Railway Station.

And it is proposed by the intended Act to stop up so much of Canal Street, and the road or street leading therefrom to the Old Physic Gardens, in the Parishes and Royal Burgh of High Church, St. Andrews and Trinity College and Edinburgh, in the County of Edinburgh, and County of the City of Edinburgh, or some of them, as lies between the east side of the site of East Canal Street and the Physic Gardens, and to vest the same, and the site and soil thereof, or of so much thereof as will not be required for the said addition to the Markets, in the Company, for the purposes of their Station; or otherwise to remove all impediments, of whatever description, to the same being so vested under the powers of their existing Acts, and any proceedings taken thereunder; and to stop up all other streets, roads, paths, or passages upon or over the part of the Markets to be appropriated to the said Station, and to stop up, alter, or divert, temporarily or per-

manently, all other roads, paths, and passages, and all streets, courts, places, mains, pipes, sewers, and works of every description, which it may be necessary or convenient to stop up, alter or divert for any of the purposes of the intended Act, and to authorize and enable the Company to erect buildings of any height at their Waverley Bridge Station, or on any part of the site thereof, or any lands, now or hereafter belonging to them adjoining or near thereto, anything in the Acts relating to the Royal Burgh or City of Edinburgh or elsewhere, or any law to the contrary notwithstanding, and to vary or extinguish all existing rights of way, or other rights and privileges attaching to, or in any way connected with any road, street, path, or passage to be stopped up, or any land or building to be appropriated or used for the purposes of the Act, or which would or might prevent any of the objects of the Act being carried into effect, and to confer other rights and privileges; and to authorize the Company to appropriate for the purposes of the Act any of their Corporate Funds, and to raise further sums of money by the creation of ordinary, guaranteed, or preference shares or stock, or by mortgage, cash-credit, or otherwise.

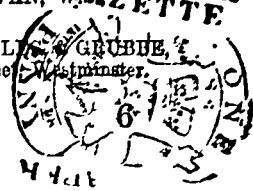
And it is proposed by the intended Act to alter, amend, or repeal certain of the provisions of the several local and personal Acts following, or some of them; that is to say, Acts relating to the North British Railway Company, 14 and 15 Vict. cap. 55; and the provisions unrepealed of the Acts referred to in the Schedule of such Act; 16 and 17 Vict. cap. 152; 18 and 19 Vict. cap. 127; 19 and 20 Vict. cap. 98; 20 and 21 Vict. caps. 91, 124, 129; 21 and 22 Vict. caps. 65, 109, 145; 22 and 23 Vict. caps. 14, 24, 83, and 96; 23 and 24 Vict. caps. 140, 145, 159, and 195; 24 and 25 Vict. caps. 102, 114, 131, 177, 214, and 226; 25 and 26 Vict. caps. 47, 48, 49, 142, 181, and 189; 26 and 27 Vict. caps. 194, 213, and 226; 27 and 28 Vict. caps. 84 and 100, and all other Acts, if any, relating to the North British Railway Company; the Acts 3 Geo. IV. cap. 91; 1 and 2 Vict. cap. 55; 7 and 8 Geo. IV. cap. 76; 1 and 2 Will. IV. cap. 45; 4 Vict. cap. 15, and all other Acts, if any, relating to the Royal Burgh or City of Edinburgh.

And Notice is hereby further given that a Plan in duplicate of the Lands, Buildings, and Premises to be taken by the Company under the powers of the intended Act, and a Book of Reference to such Plan, containing the names of the Owners and Lessees, or Reputed Owners and Lessees, and of the occupiers of such lands and buildings, will be deposited with the Principal Sheriff-Clerk of the County of Edinburgh, at his Office in Edinburgh; and with the Principal Sheriff-Clerk of the County of the City of Edinburgh, at his Office in Edinburgh; and with the Schoolmaster, or, if no Schoolmaster, with the Session-Clerk of the Parishes of Trinity College, High Church, and Saint Andrews, at their respective residences, and with the Town-Clerk of the Royal Burgh of Edinburgh, at his office in Edinburgh; and that all such deposits will be made before the 1st day of December next, and will be accompanied by a Copy of this Notice; and that printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons before the 24th day of December next.

Dated this 11th day of November, 1864.

DALMAHOY, WOOD, & COWAN, **EDINBURGH GAZETTE**
Edinburgh.

PRITT, SHERWOOD, VENABLE & GRUBBE,
7, Great George Street, Westminster.



NORTH BRITISH AND EDINBURGH AND
GLASGOW RAILWAY COMPANIES
(ARRANGEMENTS.)

(Joint Traffic Arrangement between the Two Companies extending contingently to the Monkland Railways; Division and Appropriation of Receipts; Power for Companies to make Agreements; Amalgamation, Sale, or Lease; Confirming Existing Agreement; Capital; Tolls, etc.; Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the next Session for an Act to vest or provide for the vesting of the entire and absolute management and control of the traffic upon the several Railways and works comprised in the separate undertakings of the North British and Edinburgh and Glasgow Railway Companies, including the Edinburgh and Glasgow Union Canal, and all Railways, Piers, Harbours, Docks, and Ferries, belonging or leased to, or worked by, or authorised to be constructed by the said Companies, or either of them, in a Joint-Committee of the Directors of the said Companies to be appointed by their respective Boards, and to confer upon the Committee such powers, including the fixing of tolls, rates, and fares, as the Companies think fit, or as shall be prescribed by the said Act, and to provide for the division and appropriation of the gross receipts from both undertakings, in such proportions, subject to such charges, and in such manner, between the respective Companies, as the said Companies shall think fit, or as shall be prescribed by the said Act; and for the working of all or parts of the undertaking of either Company, and of any extensions thereof, or new lines connected therewith, or otherwise, and for the supply of rolling Stock therefor; and for the appointment of such Officers and the keeping of such Accounts as may be necessary to give full effect to the said Arrangement, and for the settlement of all disputes which may arise under, or in consequence of, such Arrangement, and for the admission into the Arrangement of the undertaking of the Monkland Railways Company, as part of the undertaking of the Edinburgh and Glasgow Railway Company, in the event of an Amalgamation, Sale, or Lease of such undertaking with or to the Edinburgh and Glasgow Railway Company.

And it is proposed by the intended Act to authorise the said North British and Edinburgh and Glasgow Railway Companies, to enter into Agreements with respect to all or any of the matters aforesaid, and otherwise, with respect to their undertakings, or any part or parts thereof, and for making such applications to Parliament with reference thereto as they may think proper, and to confirm and give full effect to an Agreement already entered into between the said Companies touching the premises, with such modifications (if any) as may be required by Parliament, or arranged between the parties, and prescribed in or authorised by the said Act.

And it is proposed by the intended Act to authorise a union by Amalgamation of the undertakings of the North British and Edinburgh and Glasgow Railway Companies, or by the Sale or Lease of the undertaking of either of the said North British or Edinburgh and Glasgow Railway Companies to the other, such Amalgamation, Sale, or Lease, to be either with or without the under-

taking of the Monkland Railways Company, and to be from and after such period and upon such terms and conditions as may have been or may hereafter be agreed upon, or as may be fixed and determined in and by or under the provisions of the said intended Act, and to enact all such provisions as may be necessary or proper for the purposes of such Amalgamation, Sale, or Lease; and to authorise the said North British and Edinburgh and Glasgow Railway Companies, or either of them, or the Amalgamated Company, to raise further Capital by the creation of Shares or Stock, Ordinary, Preference, or Guaranteed, and by Mortgage, Cash-Credit, or otherwise; and to make such arrangements with respect to their Capital and Mortgages, and borrowing, and other powers, as may be necessary or convenient for the purposes of any such Amalgamation, Sale, or Lease, and to authorise the levying of tolls, rates, duties, and charges; and alterations in existing tolls, rates, duties, and charges; and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, or charges; and to vary or extinguish all existing rights and privileges, of what nature or kind soever, which would or might prevent or interfere with the objects of the intended Act being fully effected, and to confer other rights and privileges.

And it is proposed by the intended Act to alter, amend, or repeal the provisions, or some of them, of all, or some of the several Local and Personal Acts of Parliament following—that is to say, Acts relating to the North British Railway Company, 14 and 15 Vict., cap. 55, and the provisions repealed of the Acts referred to in the Schedule of such Act, 16 and 17 Vict., cap. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124, 129; 21 and 22 Vict., caps. 65, 109, and 145; 22 and 23 Vict., caps. 14, 24, 83, and 96; 23 and 24 Vict., caps. 140, 145, 159, and 195; 24 and 25 Vict., caps. 102, 114, 131, 177, 186, 214, and 226; 25 and 26 Vict., caps. 47, 48, 49, 142, 145, 181, and 189; 26 and 27 Vict., caps. 194, 213, 223, and 226; 27 and 28 Vict., caps. 84, 100, and 292; and all other Acts, if any, relating to the North British Railway Company: Acts relating to the Edinburgh and Glasgow Railway Company—57 Geo. III., cap. 56; 59 Geo. III., cap. 29; 1 and 2 Geo. IV., cap. 122; 4 Geo. IV., cap. 18; 7 Geo. IV., cap. 45; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 8 and 9 Vict., cap. 148; 9 and 10 Vict., caps. 81, 202, 263, 332, and 377; 10 and 11 Vict., caps. 83, 245, and 246; 11 and 12 Vict., caps. 116, 118, 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., caps. 98 and 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; 26 and 27 Vict., caps. 187, 213, and 237; 27 and 28 Vict., caps. 81, 248, 271, 279, and 286; and all other Acts, if any, relating to the Edinburgh and Glasgow Railway Company: Acts relating to the Monkland Railways Company, 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 all other Acts, if any, referring to the Monkland Railways Company:

Acts relating to the Caledonian Railway Company—7 Geo. IV., cap. 103; 7 and 8 Geo. IV., cap. 88; 10 Geo. IV., cap. 107; 11 Geo. IV., caps. 62 and 125; 1 and 2 Will. IV., cap. 58; 4 Will. IV., cap. 41; 1 Vict., caps. 100, 116, and 118; 1 and 2 Vict., cap. 60; 2 and 3 Vict., cap. 58; 3 and 4 Vict., caps. 107 and 123; 4 Vict., caps. 5 and 11; 6 and 7 Vict., cap. 49; 7 and 8 Vict., caps. 87 and 98; 8 and 9 Vict., caps. 31, 160, 162, and 192; 9 Vict., cap. 60; 9 and 10 Vict., caps. 130, 142, 143, 188, 201, 206, 229, 249, 263, 314, 329, 334, 379, 395; 10 Vict., caps. 22, 23, and 24; 10 and 11 Vict., caps. 75, 82, 90, 95, 168, 169, 172, 183, 237, and 245; 11 and 12 Vict., caps. 73, 78, 84, 121, and 148; 12 and 13 Vict., caps. 67 and 90; 14 and 15 Vict., caps. 99 and 134; 16 and 17 Vict., cap. 149; 17 and 18 Vict., caps. 155, 156, and 184; 18 and 19 Vict., cap. 96; 20 and 21 Vict., caps. 123 and 128; 21 Vict., caps. 13 and 15; 21 and 22 Vict., cap. 66; 22 and 23 Vict., cap. 3; 23 Vict., cap. 83 and 97; 23 and 24 Vict., caps. 120, 144, and 198; 24 and 25 Vict., caps. 163, 166, 201, 202, 205, 228, and 229; 25 and 26 Vict., caps. 121, 136, 137, and 160; 26 Vict., caps. 10, 24, 25, 26, 38, and 47; 27 and 28 Vict., cap. 60, 132, 158, 250, and 271: Acts relating to the Forth and Clyde Junction Railway Company—16 and 17 Vict., cap. 125; 20 and 21 Vict., cap. 34; and 24 and 25 Vict., cap. 230: Acts relating to the Devon Valley Railway Company—21 and 22 Vict., cap. 122; 24 and 25 Vict., cap. 200; 26 and 27 Vict., cap. 124: Acts relating to the Inverness and Perth Junction Railway Company—24 and 25 Vict., cap. 186; 26 Vict., caps. 58 and 61: Acts relating to the Company of Proprietors of the Forth and Clyde Navigation—10 Geo. III., cap. 105; 30 Geo. III., cap. 73; 53 Geo. III., cap. 75; 6 Will. IV., cap. 51; 4 and 5 Vict., caps. 54 and 55; 5 Vict. (Session 2), cap. 41; 6 and 7 Vict., cap. 63; 8 Vict., cap. 3; 9 Vict., cap. 11; 9 and 10 Vict., caps. 147 and 384; 11 and 12 Vict., caps. 41 and 53; 13 and 14 Vict., cap. 27; 15 Vict., cap. 45; and 22 and 23 Vict., cap. 32: Acts relating to the Trustees of the Queensferry Passage—namely, 49 Geo. III., cap. 83; 54 Geo. III., cap. 138; 11 Geo. IV. and 1 Will. IV., cap. 115; 11 and 12 Vict., cap. 44, and all other Acts relating to such Passage: Acts relating to the Trustees of the Clyde Navigation—21 and 22 Vict., cap. 149; 27 and 28 Vict., cap. 248: Acts relating to the Scottish Central Railway—22 and 23 Vict., cap. 83, and the Acts therein recited, so far as not repealed thereby: the Act relating to the City of Glasgow Union Railway Company—27 and 28 Vict., cap. 286; the Acts 16 and 17 Vict., cap. 119; and 23 and 24 Vict., cap. 134; 25 and 26 Vict., cap. 48, and all other Acts relating to the Port-Carlisle Dock and Railway Company: Acts relating to the Sillioth Bay Railway and Dock Company, viz.:—16 and 17 Vict., cap. 118; 18 and 19 Vict., cap. 153; 23 and 24 Vict., cap. 134; and 25 and 26 Vict., caps. 45 and 47:—“The Leadburn, Linton, and Dolphinton Railway Act 1862;” “The Esk Valley Railway Act 1863;” “The Leslie Railway Act 1857;” “The Berwickshire Railway Act 1862;” “The Peebles Railway Act 1853;” and the Acts 20 and 21 Vict., cap. 14; and 24 and 25 Vict., cap. 114, relating to the Peebles Railway Company, and “The Saint Andrews Railway Act 1851;” the Acts relating to the Edinburgh and Bathgate Railway Company—9 and 10 Vict., cap. 332; 10 and 11 Vict., cap. 246; 11 and 12 Vict., caps. 116 and 160: the Act relating

to the Glasgow and Milngavie Junction Railway Company—24 and 25 Vict., cap. 198: the Act relating to the Blane Valley Railway Company, 24 and 25 Vict., cap. 248; and all other Acts (if any) relating to any other Company, and all Agreements or Arrangements (if any) between either the North British Railway Company or Edinburgh and Glasgow Railway Company, and any other Company containing any enactment or agreement in any way opposed to, or inconsistent with, any of the terms of the proposed Arrangement, Amalgamation, Sale, or Lease, or which it may be convenient to alter, or amend, or repeal for any of the purposes thereof.

And Notice is Hereby also Given, that Copies of the Bill for effecting the objects aforesaid, will be deposited in the Private Bill Office of the House of Commons before the 24th day of December next.

Dated this 11th day of November 1864.

DALMAHOY, WOOD, & COWAN, W.S.,
Edinburgh.

HILL, REID, & DRUMMOND, W.S.
Edinburgh.

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

IN PARLIAMENT—SESSION 1865.

TAY BRIDGE AND DUNDEE UNION RAILWAY.

(Incorporation of Company; Construction of Railways and Stations to, in, and near Dundee; Power to North British Railway Company to Subscribe; Power to North British and other Railway Companies to Enter Into Agreements and to Raise Money; Agreements with Harbour Trustees and Others; Amendment of Acts, and Other Purposes.)

NOTICE is Hereby Given, That it is intended to apply to Parliament, in the ensuing Session, for leave to bring in a Bill to incorporate a Company (hereinafter called “the Company”) for making, using, and maintaining the following Railways and Works, or some of them, with all necessary conveniences, viaducts, bridges, stations, roads, approaches, and works connected therewith,—that is to say:—

First,—A Railway, hereinafter called Railway No. 1, commencing by a Junction with the North British (late Edinburgh, Perth, and Dundee) Railway, in the Parish of Ferry-Port-on-Craig, and county of Fife, at or near its Terminal Passenger Station at Ferry-Port-on-Craig aforesaid, and terminating in the parish of Dundee and county of Forfar, or in the bed or soil of the River or Firth of Tay, adjoining the said parish of Dundee, and at a point 250 yards or thereby westward from the south-eastern end of the pier called Craig Pier, at Ferry Harbour, Dundee, and which intended Railway will pass from, in, through, or into the following parishes, royal burgh, extra-parochial and other places, or some of them, or some part of them, viz., the parishes of Ferry-Port-on-Craig and Forgan, in the county of Fife, the bed or soil of the River or Firth of Tay, lying between the said Parish of Forgan, in the county of Fife, on the one side, and the said parish of Dundee and the united parish of Liff, Logie, Benvie, and Invergowrie, in the county of Forfar, on the other side, the said parish of Dundee, and the said united parish of Liff, Logie, Benvie, and Invergowrie, in the county of Forfar,

and the royal burgh of Dundee, or extended royalty thereof.

Second, A Railway, hereinafter called Railway No. 2, commencing by a Junction with Railway No. 1, in the parish of Dundee and county of Forfar, or in the bed or soil of the River or Firth of Tay, adjoining the said parish of Dundee, at a point 330 yards or thereby south-westward from the point of junction of South Tay Street, in the town and parish of Dundee, and county of Forfar, with the Street called the Nethergate, in the said town and parish, and terminating by a junction with the Scottish Central Railway (late Dundee and Perth and Aberdeen Railway Junction) in the united parish of Liff, Logie, Benvie, and Invergowrie, and county of Forfar, or in the bed or soil of the River or Firth of Tay adjoining the said parish, at a point on said Railway 175 yards or thereby eastward of the northern end of the wooden slip for lifeboats, at Buckingham Point, otherwise or commonly called Magdalen Yard Point, in the said united parish of Liff, Logie, Benvie, and Invergowrie, and county of Forfar, and which intended Railway will pass from, in, through, or into the following parishes, royal burgh, extra-parochial, and other places, or some of them, or some part of them, viz., the parish of Dundee, and the united parish of Liff, Logie, Benvie, and Invergowrie, in the county of Forfar, the bed or soil of the River or Firth of Tay, adjoining the said parish of Dundee, and adjoining the said united parish of Liff, Logie, Benvie, and Invergowrie, and the royal burgh of Dundee, or extended royalty thereof.

Third, A Railway, hereinafter called Railway No. 3, commencing at the termination of Railway No. 1 before described, and terminating by a Junction with the Scottish North-Eastern (late Dundee and Arbroath) Railway, in the Parish of Dundee and County of Forfar, or in the bed or soil of the River or Firth of Tay, adjoining the said Parish at or near the mile-post on said Railway indicating 1 mile from Dundee, and $15\frac{3}{4}$ miles from Arbroath, and which Railway will pass from, in, through, or into the following parish, royal burgh, extra-parochial, and other places, or some of them, or some part of them, viz., the said parish of Dundee, in the county of Forfar, the bed or soil of the River or Firth of Tay, adjoining the said parish of Dundee, and the royal burgh of Dundee or extended royalty thereof.

Fourth, A new Road or Street, commencing out of and from the south side of the street called the Nethergate, in the town and parish of Dundee, and county of Forfar, at a point opposite the junction of South Tay Street in said town and parish with the said Nethergate, and terminating by a junction with South Union Street, in said town and parish and county aforesaid, at or near Craig Pier House, Ferry Harbour, Dundee; and which intended road or street will pass from, in, through, or into the following parish, royal burgh, extra-parochial, and other places, or some of them, or some part of them, viz. :—The parish of Dundee, in the County of Forfar, the Royal Burgh of Dundee, or extended Royalty thereof and the bed or soil of the River or Firth of Tay, adjoining the said parish of Dundee.

And Notice is Hereby also Given, that provision will be made in the said Bill for the following among other powers and purposes, or some of them—That is to say :—

To deviate in constructing the said intended Railways and Works, from the line or lines and levels delineated on the Plans and Sections to be deposited as aftermentioned, to such extent as will

be defined on the said Plans and Sections, or be provided by the said intended Bill.

To cross, alter, divert, and stop up, and to alter the lines, levels, and inclinations of such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, navigations, brooks, streams, firths, or estuaries, sewers, waters, water-courses, gas and water-pipes, and other works, as may be necessary or expedient for the purpose of making, maintaining, and working the said Railways and Works, or any part thereof.

To acquire, by compulsory purchase, or otherwise, all such lands, houses, and other heritages and property as may be necessary for the purposes of the said Railways and Works; and to authorise and empower all owners of lands and heritages, whether persons, or corporations, or others holding under entail, or other legal disability, to sell or convey their lands and heritages, or any part thereof necessary for the purposes aforesaid, to the said intended Company, or for such annual feu-duty, ground-annual, or rent-charge, or for such consideration in shares, mortgages, or bonds of the said proposed Company as may be fixed or agreed on as the value of such lands and heritages, and to provide that such feu-duty, ground-annual, or rent-charge, shall form a preferable lien and burden on the revenues and property of the said intended Company.

To vary or extinguish all existing rights and privileges connected with the lands, houses, and other heritages and property so to be acquired, and all other rights and privileges which would in any manner impede or interfere with the construction, maintenance, or use of the said Railways and Works, and to confer other rights and privileges in relation to all the matters aforesaid.

To raise money by the creation and issue of shares, and by borrowing on mortgage or bond.

To convey passengers, animals, goods, minerals, and other traffic on the said Railways.

To levy Tolls, Rates, and Duties on and for the use of the said intended Railways and Works, and for the conveyance of passengers, animals, goods, minerals, and other traffic thereon, and to confer certain exemptions from payment of such Tolls, Rates, and Duties, and certain other rights and privileges in relation thereto.

To authorise the North British Railway Company, by themselves or others on their behalf, to subscribe and contribute money towards the expense of the said proposed Railways, and Works, or any or either of them, and to take, purchase, and hold shares in the Company, and to guarantee such Dividend, Interest, or other Payment on any of the Shares of the Company as may be agreed on, and for the purposes aforesaid, or any or either of them, to apply any capital or funds now or hereafter belonging to them or under the control of their Directors, or to raise additional Capital by the creation of new Shares or Stock in their undertaking, either with or without guarantee or priority of payment of Interest or Dividend, and by borrowing on Mortgage or Bond, or by one or either of those means, and to fund or issue Debenture Stock in lieu of the amount so borrowed or authorised to be borrowed; as also to appoint one or more of the Directors of the Company, and to vote at meetings of the Company.

To authorise the Company, and the North British, the Scottish Central, and the Scottish North-Eastern Railway Companies, (hereinafter called the three Companies,) or any or either of them, by themselves, or others, on their behalf, to agree for the construc-

tion or use of any Station or Stations, and approaches thereto, of the said intended undertaking at Dundee, or of any part thereof, for the separate accommodation of the traffic of one or each 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; and to authorise all or any or either of the said three Companies, for the purposes before-mentioned, to raise additional Capital, by Shares or by Stock, and by borrowing, and to attach to such Shares or Stock any preference or priority of dividend, and any other conditions which the Bill may define.

To enable the Company and the said three Companies, or any or either of them, to enter into and carry into effect such agreements as they may think fit, in reference to the construction, and the working, management, running over, use, and maintenance, by the said three Companies, or any or either of them, for any term or terms of years or in perpetuity of the Railway No. 2, and Railway No. 3, above described, and of the portion of Railway No. 1, also above described, lying between the commencement of Railway No. 2, and the commencement of Railway No. 3, and Works connected therewith, and the regulation, management, interchange, working, and direction of the traffic upon or over the said portions of the intended undertaking, and the Railway or Railways of the said other Companies or Company, parties or party to any such agreements, and for the use on and over the said portions of the intended undertaking of the Engines, Carriages, Trucks, and Waggon of the said Companies or Company who may be parties or party to any such agreements, and for the payment, and also the fixing, division, or apportionment of the Tolls, Rates, and Charges received in respect of such traffic, and of the cost and expenses of such working, management, use, and maintenance, or for or in respect of such annual or other payments, and for such other considerations as may be agreed upon, and for enabling the Company and the said three Companies, or any or either of them, to appoint a Joint-Committee or Committees to carry into effect any such agreements, with such rights, powers, and privileges as may be necessary or expedient for carrying into effect such agreements, or the objects aforesaid.

To enable the Company and the said North British Railway Company to enter into and carry into effect such agreements as they may think fit in reference to the construction, and the working, management, running over, use, and maintenance, by the said North British Railway Company, for any term or terms of years, or in perpetuity, of the portion of Railway No. 1 above described, lying between its commencement at Ferry-Port-on-Craig aforesaid, and the point of commencement of Railway No. 2 above described, and works connected therewith, and the regulation, management, interchange, working, and direction of the traffic upon or over the said portion of the intended undertaking, and the railway or railways of the said North British Railway Company, and for the use on and over the said portion of the intended undertaking of the engines, carriages, trucks, and waggons of the said North British Railway Company, and for the payment, and also the fixing, division, or apportionment of the tolls, rates, and charges received in respect of such traffic, and of the cost, and expenses of such working, management, use, and maintenance, or for or in respect of such annual or

other payments, and for such other considerations as may be agreed upon, and for enabling the Company, and the said North British Railway Company, to appoint a Joint Committee or Committees, to carry into effect any such agreements, with such rights, powers, and privileges, as may be necessary or expedient for carrying into effect such agreements, or the objects aforesaid.

To enter into and carry into execution with the Trustees of the Harbour of Dundee, the Magistrates and Town Council of the Royal Burgh of Dundee, the Commissioners of Police of the Burgh of Dundee, and any other Corporation, Company, Commissioners, Road, Bridge, or Ferry Trustees, Harbour Trustees, or other bodies or persons, such arrangements or agreements as may be expedient or proper for making, maintaining, or working the said intended undertaking, or for the use of the same.

And it is proposed, so far as may be necessary for the purposes aforesaid, to alter, amend, extend, and enlarge, or to repeal, all or any of the powers and provisions of the several Acts, local and personal, following, or some of them (that is to say):—

Acts relating to the North British Railway Company:—14 and 15 Vic., cap. 55; and the provisions unrepealed of the Acts referred to in the Schedule of the last mentioned 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; 26 and 27 Vic., caps. 194, 213, and 226; and 27 and 28 Vic., caps. 84 and 100; and all other Acts (if any) relating to the North British Railway Company. Acts relating to the Scottish Central Railway Company:—7 Geo. IV., cap. 101; 11 Geo. IV., cap. 60; 6 and 7 Wm. IV., cap. 102; 8 and 9 Vic., cap. 157; 9 and 10 Vic., cap. 228; 10 and 11 Vic., caps. 89 and 106; 11 and 12 Vic., caps. 52 and 154; 13 and 14 Vic., cap. 39; 18 Vic., cap. 56; 22 and 23 Vic., caps. 18 and 83; 25 Vic., cap. 35; 26 and 27 Vic., caps. 149 and 223; 27 and 28 Vic., caps. 100, 214, 292, and any other Acts relating to the Scottish Central Railway Company. Acts relating to the Scottish North-Eastern Railway Company:—8 and 9 Vic., cap. 153; 10 and 11 Vic., caps. 39 and 142; 11 and 12 Vic., cap. 67; 13 and 14 Vic., cap. 78; and 16 and 17 Vic., cap. 101, relating to the Aberdeen Railway Company; the 8 and 9 Vic., cap. 170; 9 and 10 Vic., cap. 75; 11 and 12 Vic., cap. 72; 16 and 17 Vic., cap. 82; relating to the Scottish Midland Junction Railway Company; the 19 and 20 Vic., cap. 134; 25 and 26 Vic., cap. 64; 26 and 27 Vic., cap. 231; 27 and 28 Vic., caps. 82, 83, 111, 115, and 173; relating to the Scottish North-Eastern Railway Company; 6 William IV., cap. 32; 5 Vic. (session 2), cap. 83; 9 and 10 Vic., cap. 133; 11 and 12 Vic., caps. 129 and 154; and the 14 and 15 Vic., cap. 63, relating to the Dundee and Arbroath Railway Company, and any other Acts now relating to the Scottish North-Eastern Railway Company. The Dundee Harbour Acts, 11 George IV., and 1 William IV., cap. 119; 6 and 7 William IV., cap. 61; 6 and 7 Vic., cap. 83; and 19 Vic., cap. 11, and any other Acts relating to the Harbour of Dundee; and the Act 6 and 7 Vic., cap. 84, and the Acts therein recited, and any other Act or Acts relating to the Tay Ferries.

Duplicate Plans and Sections describing the

Lines, Situation, and Levels of the said intended Railways and Works, and the lands, houses, and other property, which may be required or taken for the purposes thereof, together with Books of Reference to such Plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property, as also a published Map, with the said lines of Railway 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 1864, be deposited for public inspection as follows:—that is to say, at the Offices in Cupar and Dunfermline of the principal Sheriff Clerk of the County of Fife, and at the Offices in Dundee and Forfar of the principal Sheriff Clerk of the County of Forfar; and a Copy of so much of the said Plans, Sections, and Books of Reference as relates to each of the several Parishes, extra Parochial places, and Royal Burgh, before specified, together with a copy of the said *Gazette* Notice, will, on or before the said 30th day of November, be deposited for public inspection as follows (that is to say), so far as relates to each of the said Parishes with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each of the said Parishes respectively, at the place of abode of such Schoolmaster or Session-Clerk, so far as relates to an extra-Parochial place, with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of some Parish immediately adjoining thereto, at the place of abode of such Schoolmaster or Session-Clerk, and so far as relates to the Royal Burgh of Dundee with the Town Clerk of the said Royal Burgh, at his Office in the Town of Dundee.

And Notice is Hereby also Given, that on or before the 23d Day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1864.

PATTULLO & THORNTON, Dundee,
Solicitors for the Bill.

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

IN PARLIAMENT.—SESSION 1865.

SALTCOATS HARBOUR.

(Continuation of Term, 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 all or some of the following purposes, (that is to say):—

To alter, amend, extend, enlarge, or repeal some of the powers and provisions of the Act passed in the 6th and 7th years of the reign of Her present Majesty Queen Victoria, chapter 45, intitled "An Act for further improving and maintaining the Harbour of Saltcoats, in the County of Ayr."

To continue and renew the Term granted by the said Act, and to alter rates, tolls, and duties granted by the said Act, and the application of monies arising therefrom; to make further and other provisions for paying off and discharging the sums of money secured by the said Act, to Robert Cunningham of Auchinharvie, and still due and owing to his representatives, and any mortgage and other debts of the Trustees under the said Act; to nominate additional Trustees, or to repeal the said

Act, and grant further and other powers instead thereof, for a further term.

The Bill will alter or extinguish any rights or privileges which interfere with its objects.

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

Dated this 12th day of November 1864.

WILLIAM SHELL,
Solicitor for the Bill.

INDIA OFFICE,

November 7, 1864.

NOTICE is Hereby Given, that an Examination of Candidates for the appointment of Assistant-Surgeon in Her Majesty's Indian Medical Service will be held at Chelsea Hospital, in February 1865.

Copies of the regulations for the Examination of Candidates, together with information regarding the Pay and Retiring Allowances of Indian Medical Officers hereafter entering the Service, may be obtained on application at the Military Department, India Office, Westminster.

The probable number of vacancies to be supplied will be 30.

TO THE CREDITORS OF

WILLIAM HARVIE, Timber Merchant, Hope Street, Glasgow, as an Individual, and as a Partner of the Firm of MATHESON, MIDDLETON, & Co., Cabinetmakers and Upholsterers, Gordon Street there.

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

JOHN SMITH, Procurator
for the said William Harvie.

Glasgow, November 18, 1864.

I JAMES M'KENZIE, Bank Agent and Merchant in Stornoway, a Creditor claiming and entitled to be ranked on the sequestrated estates of ALEXANDER M' AULAY, now or lately Merchant in Stornoway, and now or lately residing at Drumchork, Poolewe, Gairloch, Ross-shire, hereby intimate, in terms of the 74th Section of the Bankruptcy (Scotland) Act, 1856, and of a Warrant of the Sheriff-Substitute of the Lews District of Ross-shire, dated 14th November current, proceeding on an application at my instance as Creditor foresaid, that 'in respect Mr Roderick George Mackenzie, Accountant in Stornoway, who was elected Trustee in succession, and found by Interlocutor of 22d October last to have been duly elected Trustee on the sequestrated estate of the said Alexander M'Aulay, has resigned that appointment,' the said Sheriff has appointed 'the Creditors to hold a meeting on Thursday the 1st day of December next, at 12 o'clock noon, within the Masonic Hall, Stornoway, to elect a new Trustee in room of the said Roderick George Mackenzie, and to do the other Acts provided in the said Bankruptcy (Scotland) Act, 1856, and the Bankruptcy and Real Securities (Scotland) Act, 1857.'

JAS. MACKENZIE.

Stornoway, November 16, 1864.

SEQUESTRATION of JOHN ROBERTSON, Draper and General Merchant, Kintallen, Bonaw, in the County of Argyle.

MALCOLM MACCALLUM, Merchant, 106, Buchanan Street, Glasgow, hereby intimates that an account of his intrusions with the funds of the estate, brought down to the 4th November current, has been examined by the Commissioners, in terms of the Statutes, and they have postponed declaring a dividend until the next statutory period.

M. MACCALLUM, Trustee.

Glasgow, November 17, 1864.

SEQUESTRATION of RONALD M'DOUGALL, Hide, Bark, and Leather Factor in Glasgow.

THE Commissioners have audited my accounts, brought down to the 6th instant, postponed the declaration of a dividend, and dispensed with sending circulars to the Creditors.

JOHN C. FOULDS, Trustee.

Glasgow, November 21, 1864.

THE Estates of COLIN MITCHELL, Fish Curer, Crinan, were sequestrated on the 17th day of November 1864, by the Sheriff of the County of Argyll.

The first deliverance is dated 17th November 1864. The meeting to elect the Trustee and Commissioners is to be held at Inveraray, on the 30th day of November 1864, at 12 o'clock noon, within the Temperance Hotel there.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 17th day of March 1865.

A Warrant of Protection against Arrest or Imprisonment for Civil Debt has been granted to the Bankrupt till the meeting of the Creditors for the election of a Trustee.

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

ALEXR. MACARTHUR, Writer, Inveraray, Agent.

THE Estates of the Company carrying on Business at Port-Glasgow and elsewhere, under the Firm or Style of THE CLYDE SHIP BUILDING COMPANY, as a Company, and of Robert Taylerson, Ship Builder, Port-Glasgow, and Henry Curteis Sutton, No. 24, Lawrence Pountney Lane, Cannon Street, London, Partners of the said Company, as Partners thereof, were sequestrated on the 18th November 1864, by the Court of Session.

The first deliverance is dated the 25th day of October 1864.

The meeting to elect the Trustee and Commissioners is to be held at two o'clock afternoon, on Tuesday the 29th day of November 1864, within the Faculty Hall, George's Place, Glasgow.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 18th day of March 1865.

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

JOHN ROSS, Agent, 79, Great King Street, Edinburgh.

THE Estates of P. ROBERTSON & COMPANY, Power Loom Cloth Manufacturers, Rutherglen, and JOSEPH CURRIE, Power Loom Cloth Manufacturer there, a Partner of the said Firm, as such Partner, and as an Individual, and of the said Joseph Currie and Mrs Allina M'Dougall or Robertson, presently residing at Rutherglen, widow of the late Patrick Robertson, Power Loom Cloth Manufacturer, Rutherglen, the only acting Trustees and Executors of the said deceased Patrick Robertson, as Trustees and Executors foresaid, and as such, Partners of the said Firm of P. ROBERTSON & COMPANY, were sequestrated on the 21st day of November 1864, by the Sheriff of the County of Lanark.

The first deliverance is dated 21st November 1864.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Tuesday the 29th day of November 1864, within the Faculty of Procurators' Hall, Saint George's Place, Glasgow.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 21st day of March 1865.

A Warrant of Protection against Arrest or Imprisonment for Civil Debt has been granted to the said Joseph Currie and Mrs Allina M'Dougall or Robertson, until the meeting of Creditors for the election of a Trustee.

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

GALBRAITH & MACLAY, 169, West George Street, Glasgow, Agents.

SEQUESTRATION of ARCHIBALD MORRISON, Doctor of Laws, &c., Head Master of the Collegiate School, Glasgow.

DAVID M'CUBBIN, Accountant in Glasgow, has been elected Trustee on the estate; and Peter Watson Dixon, Sharebroker in Glasgow, James Reid Stewart, Iron Merchant, Glasgow, and James Bell, Printer in Glasgow, have been elected Commissioners. The examination of the Bankrupt will take place within Sheriff Bell's Chambers, County Buildings, Wilson Street, Glasgow, on Monday the 23th day of November

current, at 12 o'clock noon. The Creditors will meet in the Chambers of M'Cubbin & Johnston, Accountants, 93, West Regent Street, Glasgow, on Wednesday the 7th day of December next, at 12 o'clock.

DAV. M'CUBBIN, Trustee.

Glasgow, November 21, 1864.

In the Sequestration of WILLIAM HAY PURVES, Hotel-keeper, Haddington, and Public-house Keeper, Haddington and North Berwick, residing in Haddington.

THE Trustee on the estate hereby calls a meeting of the Creditors to be held within his Chambers, 36, Hanover Street, Edinburgh, on Wednesday 30th November current, at two o'clock afternoon, to elect a Commissioner on the estate, in room of Mr James Richardson, Brewer, Haddington, resigned, and for other business.

THOMAS S. LINDSAY, Trustee.

Chambers, 36, Hanover Street, Edinburgh, November 22, 1864.

JAMES THOMSON, residing at No. 48, Union Place, Aberdeen, Trustee on the sequestrated estate of JAMES SMITH, Bookseller and Stationer in Aberdeen, hereby calls a meeting of the Creditors to be held on Thursday the 15th day of December next, at 12 o'clock noon, within the Douglas Hotel, Market Street, Aberdeen, to consider as to an application for the Trustee's discharge.

JAMES THOMSON, Trustee.

Aberdeen, November 19, 1864.

In the Sequestration of JAMES SCOTT, Farmer and Auctioneer at Rochalzie, in the County of Perth.

WILLIAM SHAW SOUTAR, Writer, Blairgowrie, Trustee, hereby calls a meeting of the Creditors to be held within the Queen's Hotel, Blairgowrie, on Wednesday the 30th November current, at 12 o'clock noon, for the purpose of considering an offer of composition to be made by the Bankrupt.

WM. S. SOUTAR, Trustee.

Blairgowrie, November 22, 1864.

SEQUESTRATION of HENRY CRAVEN GRIFFITHS, Professor of Music, residing in Killermont Street, Glasgow.

WILLIAM JOHNSTON, Accountant in Glasgow, has been elected Trustee on the estate, in room of James Ewing Johnston, Accountant in Glasgow, furth of Scotland. A meeting of the Creditors to elect a new Commissioner, and to consider the bequest of the late Judith Staff, Gravesend, Kent, and transact the other business of the estate, will be held within the Office of Messrs M'Cubbin & Johnston, Accountants, No. 93, West Regent Street, Glasgow, on Thursday the 1st day of December next, at 12 o'clock noon.

WM. JOHNSTON, Trustee.

DAVID SCOTT, Chartered Accountant, Edinburgh, Trustee on the sequestrated estate of the Rev. DANIEL MACFIE, one of the Ministers of the Parish of Canongate, Edinburgh, hereby intimates that at the general meeting of Creditors held on the 9th current, the Bankrupt made an offer of a composition of Four Shillings per pound to his Creditors on all debts due by him at the date of his sequestration, in addition to the dividend already paid to the Creditors by the Trustee, the said composition to be payable one month from the date of his final discharge. The Bankrupt offered as his security the Rev. James Stormonth, residing at No. 2, Comely Green Crescent, Edinburgh; and further offered to lodge in bank in the name of the Trustee the amount of the composition immediately upon the offer made by him being accepted; the Bankrupt further offered to pay or provide for the expenses of the sequestration and the remuneration of the Trustee. That the Creditors present at said meeting having unanimously resolved that the offer and security should be entertained for consideration, another general meeting of the Creditors will be held within the Trustee's Chambers here, on Thursday the 1st day of December next, at two o'clock afternoon, for the purpose of finally deciding on the Bankrupt's offer and the security offered.

DAVID SCOTT, C.A., Trustee.

Edinburgh, 4A. N. St David Street, November 22, 1864.

HUGH M'WHINNIE SINCLAIR, Accountant in Glasgow, Trustee on the sequestrated estates of **J. & R. DALZELL**, Builders and Joiners, Vermont Street, Glasgow, as a Company, and **James Dalzell**, and **Robert Bruce Dalzell**, both Builders and Joiners there, the Individual Partners of that Company, as Partners thereof, and as individuals, hereby intimates that accounts of his intromissions with the funds of the estate, brought down to the 27th October last, and state of funds recovered and of those outstanding at the same date, have been made up and examined by the Commissioners on said estate, in terms of the Statute; that he has examined the claims of the several Creditors who have lodged their oaths and grounds of debt on or before the 27th day of August last, and completed lists of those Creditors entitled to be ranked on the funds of the said estates, and also those whose claims have been rejected in whole or in part. Farther, that a dividend will be paid to those of the Company Creditors whose claims have been admitted by the Trustee, at the Office of the said **Hugh M'Whinnie Sinclair**, 36, Renfield Street, Glasgow, on the 28th day of December 1864; and that the Commissioners have postponed declaring any dividends on the individual estates of the said **James Dalzell** and **Robert Bruce Dalzell** until the recurrence of another statutory period.—Of all which Notice is hereby given, in terms of the Statute.

H. M. SINCLAIR, Trustee.

Glasgow, November 22, 1864.

ROBERT OLIPHANT ARNOT, Writer in Alloa, Trustee on the sequestrated estate of **G. & T. FOTHERINGHAM**, Wine and Spirit Merchants in Stirling, and of **George Fotheringham**, residing at Gogar House, in the Parish of Logie, and **Thomas Fotheringham**, Clerk, residing at Kapunda, South Australia, the Individual Partners of that Company, as such, and as Individuals, hereby intimates that a dividend will be paid to those Creditors whose claims have been admitted by the Trustee, at his Writing-Chambers, Bank Street, Alloa, on the 6th day of January next.

ROBERT O. ARNOT, Trustee.

Alloa, November 18, 1864.

ROBERT LIGERTWOOD, Advocate in Aberdeen, Trustee on the sequestrated estate of the Deceased **WILLIAM ROBISON**, Advocate in Aberdeen, hereby intimates, that a second dividend will be paid to those Creditors whose claims have been admitted by the Trustee, at the Office of Messrs **J. & R. Ligertwood**, Advocates, 89, Union Street, Aberdeen, on the 3d day of January 1865.

ROBERT LIGERTWOOD, Trustee.

Aberdeen, November 16, 1864.

WILLIAM SHIRESS, Writer, Brechin, Trustee on the sequestrated estate of **STEWART DUKE**, Cattle Dealer, Laudend, near Fettercairn, hereby intimates that an account of his intromissions, brought down to 7th November current, has been made up and examined by the Commissioners; that he has completed lists of the Creditors entitled to be ranked on the funds of the estate and of those whose claims have been rejected in whole or in part; and that a dividend will be paid to those Creditors whose claims have been admitted by the Trustee, at his Writing-chambers, 26, High Street, Brechin, on the 7th day of January next, 1865.

WILL. SHIRESS, Trustee.

Brechin, November 21, 1864.

ARCHIBALD GARDEN, Farmer, Netherton, Trustee on the sequestrated estate of **JOHN CRUICK-SHANK**, Farmer, Clones, in the County of Elgin, hereby intimates that an account of his intromissions with the funds of the estate, brought down to the 5th November current, and state shewing the funds recovered as at the same date, have been made up and examined by the Commissioners on said estate, in terms of the Statute; that he has examined the claims of the several Creditors who have lodged their oaths and grounds of debt on or before the said 5th November, and completed lists of those Creditors entitled to be ranked on the funds of the said estate, and also of those whose claims have been rejected in whole or in part; farther, that a first dividend will be paid to those Creditors whose claims have been admitted by the Trustee, at the Chambers of **Alexander Mackenzie**, Writer, Forres, on 5th January 1865.—Of all which Notice is hereby given, in terms of the Statute.

ARCHD. GARDEN, Trustee.

Forres, November 15, 1864.

SEQUESTRATION of JOHN CAMPBELL WEIR, Baker, Grocer, Provision Merchant, and General Dealer at Strone, in the County of Argyll.

AN Equalizing dividend will be paid to those Creditors entitled thereto at my Counting-house here, on Friday the 6th day of January next, 1865.

ALEX. MOORE, Trustee.

Glasgow, 28, St Vincent Place,
November 21, 1864.

MONCRIEFF MITCHELL, Chartered Accountant in Glasgow, Trustee on the sequestrated estate of **ROBERT MILLER**, Draper in Falkirk, hereby intimates that an account of his intromissions with the funds of the estate, brought down to the 7th instant, has been made up and examined by the Commissioners, and that a dividend will be paid to those Creditors whose claims have been admitted by the Trustee, within the Chambers of **Mitchell & Watson**, Chartered Accountants, 4, National Bank Buildings, Queen Street, Glasgow, upon Monday the 9th day of January next.

MONCRIEFF MITCHELL, Trustee,
MITCHELL & WATSON.

Glasgow, November 21, 1864.

ARCHIBALD PAUL, Writer in Dundee, Trustee on the sequestrated estates of **THOMSON & SMITH**, Perfumers and Dealers in Fancy Goods in Dundee, as a Firm, and of **Robert Smith**, Perfumer and Dealer in Fancy Goods in Dundee, the only Individual Partner of the said Firm, as such Partner and as an Individual, hereby intimates that an account of his intromissions with the funds of the estates, brought down to the 6th instant, and states of the funds recovered and of those outstanding as at same date, have been made up and examined by the Commissioners on said estates, in terms of the Statute; that he has examined the claims of the several Creditors who have lodged their oaths and grounds of debt on or before the 6th instant, and made up lists thereof; farther, that the Commissioners have postponed the declaration of a dividend till the recurrence of another statutory period.—Of all which Intimation is hereby given, in terms of the Statute.

ARCH. PAUL, Trustee.

Dundee, November 19, 1864.

JAMES BAIN, Bank of Scotland, St Andrews, Trustee on the sequestrated estate of **THOMAS FINLAY**, Junior, Farmer, Upper Kenly, in the Parish of St Leonards, hereby intimates that an account of his intromissions, brought down to 4th instant, has been made up and examined by the Commissioners, who have postponed the declaration of a dividend till the recurrence of another statutory period.

JAMES BAIN, Trustee.

St Andrews, November 21, 1864.

WILLIAM STIVEN, Accountant in Dundee, Trustee on the sequestrated estate of **JOHN NIVEN**, Machine Maker and Engineer, Arbroath, hereby intimates that an account of his intromissions with the funds of said estate, to the 5th current, and also a state of the funds recovered as at the same date, and of those outstanding, have been made up and examined by the Commissioners, in terms of the Statute; that he has examined the claims of the several Creditors who have lodged their oaths and grounds of debt on or before the 5th current, and made up lists of those Creditors entitled to be ranked, and also of those whose claims have been rejected in whole or in part; farther, that the declaration of a dividend has been postponed until the recurrence of the next statutory period.—Of all which Notice is hereby given, in terms of the Statute.

WM. STIVEN, Trustee.

Dundee, November 21, 1864.

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 estate, brought down to the 7th instant, and states 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 any dividend till the next statutory period.—Of all which Intimation is hereby given, in terms of the Statute.

ALEX. MANN, Trustee.

Dundee, November 21, 1864.

TO THE CREDITORS OF

FINLAY STEWART and JOHN STEWART, Farmers and Graziers, Balnacraig, Fortingall, and Finlay Stewart, Farmer and Grazer, Balnacraig, Fortingall, and John Stewart, Farmer and Grazer, Balnacraig, Fortingall, as Individuals.

JAMES PATERSON, Banker in Aberfeldy, Trustee on the above sequestrated estates, hereby intimates that his accounts have been made up to the 5th instant, and audited by the Commissioner, and that a dividend has been postponed till the next statutory period.

JAMES PATERSON, Trustee.
Central Bank of Scotland,
Aberfeldy, November 19, 1864.

SEQUESTRATION OF JAMES BOAK & COMPANY, Tanners, Curriers, and Leather Merchants, Dundee, as a Company, and James Boak, Tanner, Currier, and Leather Merchant, Dundee, the sole and only Individual Partner of that Company, as such, and as an Individual.

WILLIAM STIVEN, Accountant in Dundee, the Trustee, hereby intimates that his accounts of intrusions with the funds of the above estates, brought down to the 6th instant, have been audited by the Commissioners, and a dividend postponed.

WM. STIVEN, Trustee.
Dundee, November 18, 1864.

THE Subscribers, the Trustees and Executors of the Late DUNCAN THOMSON, Shipowner, sometime in Glasgow, and thereafter residing in Rothesay, who died on the 5th of October 1864, notify that having sold the stock which was held by the deceased in

The City of Glasgow Banking Company,—and The Union Bank of Scotland, his interest in these several Banking Companies has ceased.

THOS. MACKINLAY.
WILLIAM BARNHILL.
ROBERT SHARP.
ARCHD. MACKIRDY.
ADAM PATERSON.
P. T. YOUNG.

ARTHUR FORBES, of 45, West George Street, Glasgow, Clerk-at-Law, Witness.
P. B. M'CASLAND, of 45, West George Street, Glasgow, Apprentice-at-Law, Witness.

THE Copartnership of PETER STEWART & COMPANY, Engineers, Millwrights, and Machine Makers in Anderston of Glasgow, of which the Subscribers were the sole Partners, has terminated by the expiry of the Contract of Copartnery.

The liabilities of the Dissolved Company will be defrayed by the Subscriber, Robert Walker, Junior, and he is authorised to uplift and discharge the outstanding debts due to the Company.

Glasgow, November 15, 1864.

ROBT. WALKER, Jr.
WILL. TOWERS-CLARK, Writer, Glasgow, Witness,
JOHN KIDSTON, Writer, Glasgow, Witness,
to the Subscription of Robert Walker, Jun.

DUNCAN STEWART.
ADAM PATERSON, Writer, Glasgow, Witness,
P. B. M'CASLAND, Apprentice-at-Law, Glasgow,
Witness,
to the Signature of Duncan Stewart.

NOTICE.

THE Company carrying on business at 104, Hope Street, Glasgow, as Callenderers and Packers, under the Firm of M'LEAN & GLEN, of which the Subscribers are the sole Partners, has been DISSOLVED of this date by mutual consent.

The debts due to and by the Company will be discharged and settled by the Subscriber Julia M'Lean, who continues the business on her own account.

JULIA M'LEAN.
JOHN GLEN.
JAS. MITCHELL, Accountant, Glasgow, Witness.
WILLM. SMITH, Accountant, Glasgow, Witness.
Glasgow, November 10, 1864.

THOMAS WAGNER, Blacksmith in Dundee, presently a Prisoner in Dundee Jail for Civil Debt, has presented a Petition to the Sheriff of Forfarshire for liberation, interim protection, and decret of Cessio Bonorum; and all his Creditors are hereby required to appear within the Sheriff-Court-House at Dundee, on Friday the 23d day of December next, at 12 o'clock noon, when he will appear for examination.

JOHN SKINNER, Writer, 10, Reform Street, Dundee, November 18, 1864. Dundee, Agent.

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

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

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

Tuesday, November 22, 1864.

Price Three Shillings and Threepence.



