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WAR-OFFICE, November 16, 1865.

THE Secretary of State for War has received a Despatch, with its enclosures, from the General Officer commanding Her Majesty's Forces in New Zealand, of which the following are copies:—

Wanganui, New Zealand,
September 7, 1865.

MY LORD,

I HAVE the honour to forward, for your Lordship's information, a copy of a letter from Colonel Warre, C.B., commanding troops in the Taranaki district, reporting the result of the operations carried on by a column under Lieutenant-Colonel Colvile, 43d Regiment, and also copies of letters from Lieutenant-Colonel Colvile, Brevet-Major Russell, 57th Regiment, and Captain Cay, 70th Regiment, reporting details of these operations. I beg to bring to your Lordship's notice the names of these officers, as well as of those mentioned by them, as behaving well in the skirmish which took place on 2d August.

I have, &c.,

(Signed) RICHARD WADDY,
Brigadier-General, Commanding Troops.

The Right Honourable
the Secretary of State for War,
War-Office, London.

New Plymouth, New Zealand,
August 8, 1865.

SIR,

I HAVE the honour to transmit, for the information of the Brigadier-General commanding the Forces in New Zealand, the accompanying reports of the operations of a "moveable column" under command of Lieutenant-Colonel Colvile, 43d Light Infantry, detached from this garrison to punish the rebel natives for their repeated attacks on the troops stationed at Warea, about twenty-six miles south of this town.

Deeply as we must deplore the loss in officers and men, as shown in the casualty return—and I am informed that Lieutenant H. Bally, 70th Regiment, was a most promising young officer—I am glad to be able to assure the Brigadier-General that I hope the end has been attained.

The rebels, after suffering severely, have sued for peace; and I trust this band of marauders is dispersed. For this good result I am entirely

indebted to the energy and zeal of Lieutenant-Colonel Colvile, 43d Light Infantry, and the officers, non-commissioned officers, and men under his command.

Lieutenant-Colonel Colvile was ably seconded by Major Russell, 57th Regiment, whose experience in this description of warfare I felt sure would render him of great use, in the absence of any field officer of the 70th Regiment, to take charge of that portion of the column to which the detachment of the 70th was attached, should Colonel Colvile consider it necessary, as was the case, to divide his force for the purpose of operating from different points on the enemy.

Lieutenant-Colonel Colvile and Major Russell having brought to the Brigadier-General's notice the names of officers and non-commissioned officers deserving of special mention, and I understand Lieutenant Tylden, 70th Regiment, even after he was wounded continued with his men, and encouraged them to resist the repeated and determined attacks of the rebel Maories, I have only to ask the Brigadier-General to bring the names of such officers prominently to the notice of His Royal Highness the Field Marshal Commanding-in-Chief; and permit me to bring to the Brigadier's notice the excellent conduct of Captain F. Mace, Taranaki Militia, who accompanied and rendered great assistance to Major Russell; as also the good conduct of Mineraha, and two other native guides, who conducted the separate forces into the presence of the enemy.

I have &c.,

(Signed) H. J. WARRE, Colonel,
Commanding Troops in Taranaki.

The Deputy Quartermaster-General,
&c., &c., &c.
Head-Quarters, Auckland.

Camp, Warea,
August 4, 1865.

SIR,

I HAVE the honour to report, for the information of the Colonel-Commanding, that I marched from New Plymouth on the 29th ultimo, in command of a flying column (strength as per margin*), for the purpose of operating against the Warea rebels.

* Gun Detachment Royal Artillery—6 pr. Armstrong
43d Light Infantry: 1 captain, 1 subaltern, 3 serjeants,
rank and file. 70th Regiment—1 captain, 4 subalterns,
8 serjeants, 150 rank and file.



On the 30th and 31st ult. I explored the track running inland between Tataraimaka block and Warea, by Tutu, Te Kopua, Ta Papa, and Te Aka Kawhia, seeing no traces of the rebels. The last-named village I destroyed.

I halted at Warea on the 1st instant, and the following day marched at 3 a.m. with 50 rank and file of the 43d Light Infantry, in addition to the force as in margin (and leaving the Armstrong gun), for the purpose of making a combined movement and surprising the rebels in their position of Kairuru, which is seven miles inland of Kapoiaia.

Brevet-Major Russell, 57th Regiment, also accompanied me; and, on arrival at Kapoiaia, I divided the force into two equal parts, giving the command of one to Major Russell.

This column turned inland here, whilst I marched with the other column two miles further down the coast, before striking inland, my intention being to attack the enemy's position in rear, whilst Major Russell was engaging their attention in front.

My great difficulty lay in having no native guide with an accurate knowledge of the road to the position. Minerapah, the native who accompanied me, had never been up to the place, and had but a vague idea of the direction. I found the track a very circuitous one, through dense bush; and when yet some distance from "Kairuru," I could hear by the heavy firing, that Major Russell's party was engaged. I therefore pushed on with all dispatch, and came, about 9 a.m., on the rear of the rebels, who were following up the 70th Regiment, after their attack on Okea.

Some sharp skirmishing thereupon began, the natives having the advantage of knowing the bush. We however succeeded in extracting five dead bodies from the scrub, besides wounding others, and, I am happy to say, without any loss on our side.

Two of the killed were recognised as chiefs of some importance by the native who accompanied us. I rejoined Major Russell's party at Kapoiaia, at 11 a.m.

I again marched on the following day (3d inst.) at 9 a.m., with the same force as before, for the purpose of destroying the village of Okea, which Captain Cay, 70th Regiment, had been unable to accomplish on the previous day, through the small number of men under his immediate command, and the determined resistance of the rebels.

I completed my object most effectually, burning their village and destroying all their food, &c. They have now no other shelter in the Warea district. I met this day with little opposition, the few natives in the village escaping precipitately on our approach, leaving two of their number dead.

I returned to camp (Warea) at 5.30 p.m. I must now beg to call the attention of the Colonel-Commanding to the accompanying reports from Brevet-Major Russell and Captain Cay. My best thanks are due to the former for the able manner in which he carried out my instructions; and to Captain Cay, 70th Regiment, for the very gallant manner in which he rushed the enemy's position, which he held with an inferior force, and inflicted severe loss on the enemy. The success of my expedition is mainly owing to this.

The conduct of Lieutenant Tylden, 70th Regiment, as brought to my notice by Captain Cay, needs no further comment from me.

Captains Hon.-A. E. Harris and Talbot, 43d Light Infantry, who commanded their companies and accompanied my column, gave me great assist-

ance, and were of great service in directing the skirmishing of their men. I would also especially bring to notice the coolness and judgment displayed by Lieutenant Longley, 43d Light Infantry, who led the advance guard during the operations of the 2d and 3d instant, and showed much intelligence in finding out the track, when the native guide refused to proceed on our getting under fire.

Brevet-Major Russell has called attention to the services of Surgeon Turner, 43d Light Infantry, who accompanied him.

I beg to enclose a list of casualties for the two days. In a nominal return of the killed and wounded, I deeply regret the death of Lieutenant Bally, 70th Regiment, who was shot whilst performing his duty most nobly. I estimate the loss we inflicted on the enemy at between thirty and forty killed and wounded.

I have, &c.,

(Signed) F. M. COLVILLE,
Brevet-Lieut.-Col. 43d Light Infantry,
Commanding Flying Column.

The Deputy Assistant-Quartermaster-General,
New Plymouth.

New Plymouth, New Zealand,

3d August 1865.

SIR,

I HAVE the honour to report that, after receiving your final instructions at Kapoiaia, yesterday, about 5 a.m., I started in compliance with them, by the inland track that leads to Okea, about six miles from the beach, with a force as per margin.* On arrival I posted picquets on several (four) conical-hills, which commanded the position, and seeing smoke rising from the bush, about 500 yards from the clearing I was in, I sent Captain Cay, 70th Regiment, with 60 rank and file, to reconnoitre. On his return he reported to me that he had crept up with his men to a collection of about twenty whares, and had then fixed bayonets and charged. He also stated that he found a considerable force of Maories there, who were taken by surprise; and that he saw thirteen dead natives on the ground, including two prisoners, who were shot as they attempted to escape, and that a great number more must have been killed and dropped in the dense scrub which surrounded their position. He brought back three prisoners with him (two men and a woman). One of these men was also shot for attempting to escape. As I was not an eye-witness of this affair I will leave it to Captain Cay to detail, in his own report, what occurred; but must be allowed to express my satisfaction at the judgment he displayed in carrying out his instructions, in a very unfavourable country.

Soon after Captain Cay and his party rejoined me, the natives in considerable force commenced firing from every quarter on the troops, and a skirmish ensued, in which I regret to state several casualties occurred, the natives firing with greater precision and more steadiness than I ever before knew them to evince, although they must have suffered severely themselves from the fire of the troops, who held all the commanding ground.

On my way back the natives followed up the party, and therefore, to keep them in check, I was obliged to make several stands, in one of which I deeply regret to state that Lieutenant Bally, 70th Regiment, whilst ably commanding the rear-guard, fell mortally wounded.

* 70th Regiment: 1 captain, 3 subalterns, 6 serjeants, 1 drummer, 120 rank and file; Surgeon Turner, 43d Light Infantry; Captain Mace, T.M.S.

On arriving at Kapoaiia I awaited your return as ordered.

I beg to bring to your notice the very great assistance I received during the whole day from Lieutenant Tylden, 70th Regiment, and Captain Mace, T.M.S., who, as a volunteer, accompanied my party, and trust you will permit me to request that special mention may be made of these officers' names.

Lieutenant Howard, 70th Regiment, who commanded the rear guard (after Lieutenant Bally was shot), has requested me to bring to your notice the conduct of Serjeants Howe and Clority, 70th Regiment, who afforded him (more especially the former) valuable assistance.

Having been sent into New Plymouth by you yesterday, I have no casualty return, and therefore request that one may be called for from Surgeon Turner, 43d Light Infantry, now at Warea, to whom I take this opportunity of expressing my thanks for the care he took of the wounded, under circumstances of no ordinary difficulty.

I have, &c.,
(Signed) H. R. RUSSELL,
Brevet-Major, 57th Regiment.

To Lieutenant-Colonel Colvile,
43d Light Infantry,
Commanding Flying Column,
Warea.

Camp, Warea,
August 4, 1865.

SIR,

I HAVE the honour to report, for your information, that I left Warea at 3 a.m. on the 2d instant, with a force as per margin.* On arriving at Okea I received orders from Major Russell, commanding the column, to take sixty men, for the purpose of reconnoitring the country. Seeing some fires in the distance I advanced towards them; and after marching about a mile through a dense bush, I came upon a Maori village occupied by a large force of the rebels. Perceiving they were taken by surprise, I gave the order to fix

* 70th Regiment.—1 captain, 3 subalterns, 4 serjeants, 1 drummer, 116 rank and file.

bayonets and charge, which order was gallantly executed, and the enemy fled in all directions. Some of them took refuge in their whares, and others escaped to the bush which surrounded the village on every side.

For some time a desultory fire was kept up, and there was considerable difficulty in dislodging those of the enemy who had taken cover in the whares. Owing to the difficult nature of the country, and the superior number of the enemy, I did not think it advisable, with my small force, to pursue them further; and I decided upon rejoining the main body. Fortunately I did so, for the enemy, on recovering from their surprise, returned in large numbers, and attempted to cut off my retreat; and had I remained longer in the village I would have had great difficulty in forcing my way through.

I estimate the loss of the enemy at about thirty killed and wounded; but I am unable to state accurately the number, as many of them fell on the edge of the bush, and I was unable to count them all. Five were taken prisoners; three, however, were shot in attempting to escape; the other two were brought into camp, Warea.

Our casualties were, I am happy to say, small: viz., one private killed, and one officer (Lieutenant Tylden, 70th Regiment) wounded. I attribute our slight loss to the cool discipline and courage of the men, who availed themselves of what cover the nature of the ground afforded. I beg to bring to your special notice the conspicuous gallantry of Lieutenant Tylden, 70th Regiment, who was first to enter the enemy's position, and was severely wounded in two places whilst leading on his company. I have since been informed by one of the prisoners that there were about 100 of the enemy in the village.

I have, &c.,
(Signed) EUSTACE CAY,
Captain, 70th Regiment,
Commanding Detachment.

Lieutenant-Colonel Colvile,
43d Light Infantry,
Commanding Troops,
Camp, Warea.

NOMINAL RETURN of Killed and Wounded in the Engagement with the Maories, near Warea, on 2d August 1865.

KILLED.

Regiment.	Regimental Number.	Rank and Name.	Where Wounded.
70th Regiment	376	Private George Smith	Chest
"	350	" Charles Ralph	Head
"	819	" John Brown	Head

WOUNDED.

Regiment.	Regimental Number.	Rank and Name.	Where Wounded.
70th Regiment	...	Lieutenant Henry Bally ...	Through abdomen, mortally; died twenty minutes after
"	...	" Chas. R. Tylden	Left hand and right cheek; severely
"	371	Private John Lawton ...	Left leg; severely
"	368	" Samuel Royal ...	Right thigh; severely
"	316	" John Ward ...	Right chest; penetrating, dangerously lodged
"	2767	" Patrick Maley ...	Back; penetrating, dangerously lodged
"	350	" John Saville ...	Right leg; severely

These were all musket shot wounds; those of Lieutenant Tylden, apparently caused by something of the nature of slugs.

(Signed)

A. F. TURNER, Surgeon,
43d Light Infantry,
In Medical Charge of the Expedition.

LIEUT.-COLONEL COLVILLE,
Commanding Flying Column, Expedition South of
New Plymouth.

NOMINAL RETURN of Killed and Wounded in the Action with the Maories,
near Warea, on 3d August 1865.

KILLED.

Regiment.	Regimental Number.	Rank and Name.	Remarks.
43d Light Infantry	719	Private Samuel Boulton ...	Bullet wound through left side of head, skull extensively fractured; died almost instantaneously

(Signed)

A. F. TURNER, Surgeon,
43d Light Infantry,
In Medical Charge of the Expedition.

LIEUT.-COLONEL COLVILLE,
Commanding Flying Column, South of New Plymouth.

FOREIGN OFFICE, November 17, 1865.

It is hereby notified that the Earl of Clarendon, K.G., Her Majesty's Principal Secretary of State for Foreign Affairs, has received information from Her Majesty's Chargé d'Affaires in Chile, that on September the 25th last the Commander-in-Chief of the Spanish Naval Forces in the Pacific, communicated to him, the said Chargé d'Affaires and Consul-General of Great Britain, "that in compliance with the orders of his Government he declares the diplomatic relations with Chile broken off, and her ports in a state of blockade."

The Earl of Clarendon, Her Majesty's Secretary of State for Foreign Affairs, has received from Lord Augustus Loftus, Her Majesty's Minister at Munich, a Despatch, of which the following is a copy, relative to the use of Muriatic Acid as a remedy for the Rinderpest:—

MY LORD, Munich, November 12, 1865.

I HAVE the honour to enclose to your Lordship herewith copy and translation of an article

taken from the Journal "The Augsburg Abend Zeitung," in which it is stated that muriatic acid has been ascertained in this country to act with success both as a preventive and cure of the rinderpest or cattle disease.

I have, &c.,

(Signed) AUGUSTUS LOFTUS.

The Earl of Clarendon, K.G.

(TRANSLATION.)

Extract from the Augsburg Abend Zeitung.

Munich, November 12, 1865.

THE Veterinary Wilke describes, on the ground of many years' experience, muriatic acid ("salzsäure") to be an ascertained cure for the Rinderpest or Murrain.

Make a decoction of linseed, and gave daily, morning and evening, to oxen 60, to calves 20 drops, of pure muriatic acid, in half a "quart" (Bavarian) of the linseed decoction.

As preventive of the disease, give to the sound animals, morning and evening, water to drink

mixed with pure muriatic acid; for full grown animals, half an ounce per eimer,—for calves, half an ounce to 4 eimers of water.

Care must be taken that the muriatic acid (salzsäure) be pure, for it sometimes contains arsenic.

NOTE.—A Bavarian quart is about $\frac{1}{2}$ a pint English; a Bavarian eimer is about 14 gallons English.

DOWNING STREET, November 13, 1865.

The Queen has been pleased to appoint George Heyliger Aertsen Porter, Esq., to be a Member of the Executive Council, and Isaac Farrington, Esq., to be a Non-Elective Member of the Legislative Council of the Virgin Islands.

CROWN OFFICE, November 10, 1865.

The Queen has been pleased, by a Commission under the Great Seal of the United Kingdom, to appoint Thomas Ewing Winslow, Esq., to be one of the Commissioners of the Court of Bankruptcy.

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

Ayrshire Yeomanry Cavalry.

Lieutenant William Parker Adam to be Captain, vice the Earl of Eglinton, promoted. Dated 21st October 1865.

Lieutenant Robert Morrice Pollock to be Captain, vice Gardner, resigned. Dated 21st October 1865.

Lieutenant John Bell to be Captain, vice Hamilton, resigned. Dated 21st October 1865.

Cornet William Ralston Patrick to be Lieutenant, vice Adam, promoted. Dated 21st October 1865.

Cornet Lord Rendlesham to be Lieutenant, vice Pollock, promoted. Dated 21st October 1865.

Cornet John Fullarton Patrick to be Lieutenant, vice Bell, promoted. Dated 21st October 1865.

John Cuninghame, gent. to be Cornet, vice Patrick, promoted. Dated 21st October 1865.

Robert Douglas Murdoch, gent. to be Cornet, vice Lord Rendlesham, promoted. Dated 21st October 1865.

Richard Kerr, gent. to be Cornet, vice John Fullarton Patrick, promoted. Dated 21st October 1865.

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

Major John Glencairn Carter Hamilton to be Vice-Lieutenant. Dated 11th November 1865.

Sir Hugh Bates Maxwell, Bart. to be Deputy Lieutenant. Dated 11th November 1865.

William Stirling, Esq. to be Deputy Lieutenant. Dated 11th November 1865.

Archibald Campbell, Esq. to be Deputy Lieutenant. Dated 11th November 1865.

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

8th Argyllshire Artillery Volunteer Corps.

Duncan Buchanan to be Second Lieutenant, vice Chalmers, resigned. Dated 10th November 1865.

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

Forfar and Kincardine Militia Artillery.

James Douglas Vaughan Allen, gent. to be First Lieutenant, vice McWhannel, resigned. Dated 27th October 1865.

Commissions signed by the Lord Lieutenant of the Tower Hamlets.

Robert Richardson - Gardner, Esq. Honorary Colonel of the 6th Tower Hamlets Rifle Volunteer Corps, to be Deputy Lieutenant. Dated 19th July 1865.

James Thomson, Esq. Lieutenant-Colonel of the 4th Tower Hamlets Rifle Volunteer Corps, to be Deputy Lieutenant. Dated 19th July 1865.

Francis Little, Esq. Captain of the 6th Tower Hamlets Rifle Volunteer Corps, to be Deputy Lieutenant. Dated 19th July 1865.

Edward Sebastian Woodhouse, Esq. to be Deputy Lieutenant. Dated 19th July 1865.

James Cornelius O'Dowd, Esq. to be Deputy Lieutenant. Dated 19th July 1865.

Augustus Goldsmid, Esq. to be Deputy Lieutenant. Dated 19th July 1865.

Arthur Otway, Esq. to be Deputy Lieutenant. Dated 10th November 1865.

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

Northamptonshire and Rutland Militia.

Henry Thomas Salmon, gent. to be Lieutenant. Dated 2d November 1865.

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

1st Warwickshire Regiment of Militia.

Henry Wasey Sextas Kindersley, gent. to be Lieutenant, vice Marsland, promoted. Dated 10th November 1865.

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

11th Dorsetshire Rifle Volunteer Corps.

The Reverend Eliot Henry Stapleton to be Honorary Chaplain, vice Wauchope, resigned. Dated 7th November 1865.

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

1st Buckinghamshire Rifle Volunteer Corps.

William James Shone, gent. to be Honorary Assistant - Surgeon. Dated 4th November 1865.

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

84th Lancashire Rifle Volunteer Corps.

Ensign Henry Watson to be Lieutenant, vice Dugdale, promoted. Dated 27th October 1865.

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

Royal Glamorgan Light Infantry Militia.

Captain Vaughan Hanning Lee to be Major, vice Hewett, resigned. Dated 4th November 1865.

BANKRUPTS
FROM THE LONDON GAZETTE.

BANKRUPTCIES ANNULLED.

- Edward Henry Morris, of Tavern Street, Ipswich, Suffolk, jeweller.
James Purdey, lately carrying on business as an iron and brass-founder, on the North Quay, and now employed as a foreman in an iron and brass-foundry, both in Great Yarmouth, Norfolk.

BANKRUPTCIES AWARDED.

- John Watson, of No. 4, Trafalgar Road, Queen's Road, Dalston, Middlesex, assistant warehouseman, a prisoner for debt in the Debtors' Prison for London and Middlesex, (in formâ pauperis).
Joseph Nicol, of 16, Thornton Street, and formerly of 31, Fair Street, Horsleydown, both in Surrey, straw bonnet manufacturer.
Ramsay Hamilton Couper, formerly of Datchet, Buckinghamshire, clerk in the War-Office, Middlesex, next and now of Langley, Buckinghamshire, in no business or employ.
Alfred Rodburn, formerly of 30 and 31, Eyre Street Hill, cowkeeper and dairyman, next and now of 35, Hatton Wall, both in Hatton Garden, Middlesex, dairyman.
David Henry King, of 52, Crowndale Road, Camden Town, Middlesex, commercial traveller.
William Wallace Redgrave, formerly of 14, Upper Homer-ton Terrace, and now of 3, Grove Street, South Hackney, both in Middlesex, builder.
Sarah Davis, formerly of 34, Havant Street, Portsea, afterwards of 21, Russell Street, Landport, both in Hants, hosier and outfitter, afterwards of 254, Great Colmore Street, and George's Street, Hawley, both in Birmingham, Warwick, and of 5 and 6, Saint Mary Axe, 254, City Road, but now of 12, Edward Street, Charrington Park, Mile End, Middlesex, out of business, a prisoner for debt in the Debtors' Prison for London and Middlesex, (in formâ pauperis).
John Hastings, of New Coghurst Farm, Ore, near Hastings, Sussex, farmer.
Robert Tindal, formerly of 4, Brunswick Square, Hackney Road, then of Mildmay Place, Ball's Pond Road, both in Middlesex, auctioneer, then of Melbourne, Castlemain, and Bendigo, all in Victoria, miner, lately of 9A, New Broad Street, London, auctioneer and estate agent, but now a prisoner for debt in the Debtors' Prison for London and Middlesex.
Samuel Head, of 3, Alfred Terrace, Queen's Road, previously of 20, Gloucester Crescent, both in Bayswater, Middlesex, gentleman's servant, out of employment, and lodging-house keeper, out of business.
Alfred Spachett, of the Ship Inn, Heath Street, Barking, Essex, licensed victualler and fishing smack owner.
Charles Price, of Lewisham Bridge, Lewisham, Kent, general provision dealer and butcher.
Thomas Joseph Winter, formerly of 5, Chapel Street, Southend, Croydon, Surrey, in copartnership with James Hayward, carrying on business as builders, under the style or firm of Winter & Hayward, afterwards of same place, builder on his own account, and now of Hayes, near Bromley, Kent, foreman to a builder.
Thomas Harrison Turner, of 76, Driffeld Road North, Bow, out of business or employ, formerly of 8, Salmon Lane, Limehouse, then of 43, Noble Street, London, and lately of 3, Union Terrace, Commercial Road East, all in Middlesex, milliner.
Edward Foligno Lee, of 8, Philpot Lane, London, wine merchant.
Frederick Cuthbert Wilbeam, of 19, Grange Road, Kentish New Town, Middlesex, grocer, cheesemonger, and oil and colourman.
Allan Granville Joseph, of 17, Great Coram Street, Middlesex, clerk in Her Majesty's Civil Service.
George John Strachan, of Albert House, Brommell's Buildings, Clapham, Surrey, furniture dealer.
John Edward Wilson, formerly of Albion Road, Dalston, afterwards of London Road, Twickenham, both in Middlesex, and of Lozells, Birmingham, Warwickshire, Soho Street, Handsworth, Staffordshire, Villa Street, Hockley, near Birmingham, and now of 23, Myddleton Square, Clerkenwell, and 54, Upper Street, Islington, both in Middlesex, commercial traveller and coal merchant, trading as the London Coal Company.
John Firman, of 2, Lansdown Villas, Albert Road, Peckham, Surrey, flour salesman.
Charles Jones, of Luton, Bedford, straw hat manufacturer, and lately carrying on the same business at 36, Milk Street, London, under the style or firm of Bushell & Co.
- Charles Harvey, of 2, Bowd's Place, Rye Lane, and having a workshop in James' Grove, Commercial Road, both in Peckham, Surrey, tailor.
Edward Collins, carrying on business with John Whitehouse at High Street, Colnbrook, Buckinghamshire, as boot and shoe makers.
John Paton, of 16, Upper Park Road, Haverstock Hill, Middlesex, civil engineer.
Thomas Price, of the Swan Inn, Watling Street, Wellington, Salop, licensed victualler and coal merchant.
William Johnson, of Stoke-upon-Trent, Stafford, tailor and woollen draper.
William Goodwin, now of Bycar's Mill, previously of Fivelong Mill, Burslem, Stafford, flint grinder.
Sophia Gossage, late at 277, Great Colmore Street, out of business, and previously of 15, Oozells Street North, both in Birmingham, cabinetmaker and retail brewer.
Edwin Valentine Ingram, (known and sued as Edwin Ingram,) of 116, Bloomsbury, out of business or employment, previously of 72, Spring Street, both in Birmingham, Warwick, attorney's clerk.
Alfred Trueman, of 544, Great Hampton Street, and 47, Hockley Street, Birmingham, Warwick, manufacturing jeweller and factor, occasionally trading under the name or style of Adolphus Boland & Co.
John Cooke, of Wigginton, Stafford, previously of Kingsbury, Warwick, farmer and machinist.
Henry Robert Wilkins, of St Peter's Road, Handsworth, Stafford, commission agent.
Mark Hodson, of Donington, Lincoln, farmer.
Alfred Palmer, of Nottingham, grocer and builder.
Thomas Craven Buswell, of Stamford, Lincoln, licensed victualler and licensed to let horses for hire.
William Roe Lymbery, of Nottingham, lace manufacturer.
William Henry Blanton, residing at the King's Head Inn or Hotel, High Street, Cheltenham, Gloucester, and carrying on business in buildings in the yard of such Inn or Hotel as a manufacturer of soda and other waters, lemonade, and gingerade, and occasionally dealing in horses.
Joseph Thornton, late of Wakefield, York, tailor and woollen draper.
Thomas Forster, of Brighthouse, York, currier.
Benjamin Smith, of Leeds, York, flax dresser.
James Henry Croxall, of Bradford, York, dealer in cotton waste.
Benjamin Thompson, of Sheffield, York, whitesmith and vice manufacturer, trading under the style of Benjamin Thompson & Son.
James Richard Croft, of Great Grimsby, Lincoln, outfitter.
William Banks, late of 47, Tithebarn Street, Liverpool, Lancaster, licensed victualler, and steward on board the ship 'Majestic,' trading between Liverpool and Africa.
Richard Thomas, of 2, Stanley Crescent, and 2, Baker Street, Holyhead, Anglesey, tailor, draper, and provision and coal dealer.
John Jones, formerly of Bontfawr, Montgomery, farmer, then of New York, United States, America, innkeeper, now of Bontfawr aforesaid, a prisoner for debt in the Gaol of Montgomery.
James Clarke Wood, of Alsager, Chester, book-keeper and cashier to an ironfounder, and previously of Temple Court Chambers, Temple Court, Liverpool, Lancaster, commission agent, and previously of Wolstanton, Stafford, book-keeper and cashier to a merchant and manufacturer.
Richard Jameson Pridgeon, of 16, previously of 14, Hall's Courts, previously of the Swan Inn, previously of Park Parade, all in Ashton-under-Lyne, Lancaster, and previously of Bardsley, near Ashton-under-Lyne aforesaid, book-keeper, and late licensed victualler and traveller on commission.
Charles Sowell Netherton, of Manchester, Lancaster, tailor and draper.
John Hayward, of Forge Row, Old Park, Dawley, Salop.
William Brown, the elder, of Great Easton, Essex, butcher.
John Stott, of Holywell Green, Stainland, Halifax, York, contractor and stonemason.
David Anderson, of 4 and 5, Ford Street, Derby, whitesmith, plumber, bellhanger and gasfitter, and provision dealer and shopkeeper.
George Bew, of Station Row, Treforest, Lantwit Vardre, Glamorgan, rougher, stationer, bookseller, and medicine vender.
John Stephenson, formerly of Bellasis Farm, near Billingham, Durham, farmer, and lately residing at the same place, out of business, (in formâ pauperis).

- Thomas Stephenson, formerly of Bellasis Farm, and lately residing at Haverton Hill, both near Billingham, Durham, agricultural labourer, (in formâ pauperis).
- George Riley, and Edmondson Riley, both of Burnley, Lancaster, fellmongers and leather-dressers, carrying on business under the style or firm of George & Edmondson Riley.
- William Chapman, of Harron Colliery, near South Shields, Durham, miner, formerly of Gosforth, Northumberland, miner, then of Tyne Docks, South Shields aforesaid, beerhouse keeper.
- Hannah Bucknall, late of London Road, milliner, now of Osmaston Street, both in Derby, out of business.
- James Oakes, of Wakefield, York, hatter.
- John Bramhall, of 47, Brightmore Street, Sheffield, York, spring knife cutler.
- Edward Briggs, of Ackworth Moor Top, near Pontefract, York, corn miller, (in copartnership with William Arundel, of the same place,) and a shopkeeper.
- Terence McDonald, of 132, Radcliffe Street, formerly of 58, Gregson Street, both in Everton, Liverpool, Lancaster, and occupying a warehouse at 3, Manesty Lane, Liverpool aforesaid, bag and sack dealer.
- Michael Traynor, of 25, North Street, Liverpool, Lancaster, out of business, formerly licensed victualler.
- Edward Parkinson, at 34, Oakes Street, sewing machine manufacturer, prior thereto at 57, Cable Street, sewing machine maker, and carrying on business in copartnership with William Anion at 57 and 59, Cable Street, under the style or firm of Parkinson & Anion, sewing machine manufacturers, prior thereto at 70, Gloucester Street, and carrying on the business of a sewing machine manufacturer at 70, Cable Street, all in Liverpool, Lancaster.
- William Wurr, of Saint Giles Hill, Norwich, bricklayer and plasterer.
- John Wood, of Pannal, near Harrogate, York, poulterer and greengrocer.
- Robert Johnson, of Killingham Moor, Ripley, previously of North Cote, Masham, both in York, farmer.
- William Fortescue, of Rugely, Stafford, auctioneer.
- Charles John Josland, of 4, North Bridge, Exeter, printer and stationer.
- William Sprosen, of the Builders' Arms Beershop, Stoke Common, Stoke Poges, Buckingham, beerseller.
- John Aldington, of Birlingham, Worcester, journeyman blacksmith, previously of the same place, blacksmith.
- David Evans, of Treherbert, near Pontypridd, Ystradyfodwig, Glamorgan, collier.
- Herbert Adams, of the Grapes Inn, 18, Fore Street, Devonport, beerhouse keeper and builder, previously of 14, Oxford Place, Plymouth, both in Devon, builder.
- John Pile, of the Old Inn, Oreston, Plymstock, Devon, licensed victualler.
- Louisa Budge, of Whitchurch, Southampton, out of business.
- John Williams, of Abersoch Llanengan, Carnarvon, and of 2, Lewines Square, St Luke's, London, mining agent.
- Samuel Richardson, formerly of Houghton-le-Spring, tailor and draper, afterwards of Stockton, journeyman tailor, and now in Metcalf Street, Norton, all in Durham, journeyman tailor.
- John Burton, of Reedham, Norfolk, blacksmith and coal merchant, and lately a postmaster.
- James Smith, of Balsham, dealer in fruit and sweetmeats and occasionally a pig-killer, and late of Sussex Street both in Cambridge, greengrocer and pork butcher.

BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday the 15th day of November 1865.

ISSUE DEPARTMENT.

	£		£
Notes issued	27,509,995	Government Debt,.....	11,015,100
		Other Securities,	3,634,900
		Gold Coin and Bullion,.....	12,859,995
		Silver Bullion, .....	.....
	£27,509,995		£27,509,995

Dated the 16th day of November 1865.

W. MILLER, Chief Cashier.

BANKING DEPARTMENT.

	£		£
Proprietors' Capital.....	14,553,000	Government Securities (including	
Rest	3,197,785	Dead Weight Annuity).....	9,741,100
Public Deposits, (including Exchequer,		Other Securities.....	19,308,882
Savings' Bank, Commissioners of		Notes	6,357,870
National Debt, and Dividend		Gold and Silver Coin.....	817,103
Accounts).....	5,690,148		
Other Deposits	12,275,016		
Seven days and other Bills.....	509,006		
	£36,224,955		£36,224,955

Dated the 16th day of November 1865.

W. MILLER, Chief Cashier.

AN ACCOUNT of the Importations and Exportations of Bullion and Specie,
registered in the Week ended 15th November 1865.

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Hanse Towns	125	...	125	13,200	...	13,200
Holland	250	...	250	...	244,000	244,000
France	885	...	885	14,400	...	14,400
Portugal	3,828	...	3,828	8,091	...	8,091
Egypt	10,000	...	10,000	...	...	...
Victoria .....	...	33,569	33,569	...	...	...
United States of America	4,628	32,939	37,567	...	...	...
Other Countries	501	3,532	4,033	12,185	...	12,185
...
...
...
...
Aggregate of the Importations registered in the Week ... }	20,217	70,040	90,257	47,876	244,000	291,876
Approximate Value of the said Importations computed at the rates specified below }	£	£	£	£	£	£
	78,231	262,808	341,039	11,925	66,846	78,771
Rates of Valuation, per ounce	£ s. d. 3 15 0 to 3 17 10½	£ s. d. 3 10 0 to 4 0 0	...	s. d. 4 11½ to 5 1¼	s. d. 5 5¾	...

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.	
France .....	...	413	7,206	7,619	...	28,800	1,442	30,242
Egypt	3,530	...	...	3,530	3,200	...	156,146	156,466
United States .....	...	...	...	...	...	19,200	...	19,200
Brazil	75,153	...	...	75,153	...	...	32,000	32,000
Other Countries .....	...	...	...	...	...	2,100	1,200	3,300
...
...
...
...
...
...
...
Aggregate of the Exportations registered in the Week ... }	78,683	413	7,206	86,302	3,200	50,100	159,610	164,942
Approximate Value of the said Exportations computed at the rates specified below ... }	£	£	£	£	£	£	£	£
	306,372	1,578	26,842	334,792	817	12,473	437,265	450,555
Rates of Valuation, per ounce	£ s. d. 3 17 10½	£ s. d. 3 16 5	£ s. d. 3 14 6	...	s. d. 5 1¼	s. d. 4 11¾	s. d. 5 5¾	...

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

Office of the Inspector-General of Imports and Exports,
Custom-House, London, 16th November 1865.

NORTH BRITISH RAILWAY.
(GLASGOW BRANCHES.)

(Construction of Railways in and near Glasgow; New Street; Abandonment of Portions of the Edinburgh and Glasgow Railway; Stopping Up Streets; Erection of Station Hotel; Increase of Capital; Agreements with the City of Glasgow Union and Glasgow and South-Western Railway Companies; Running Powers over City of Glasgow Union Railway; Traffic Arrangements; Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the ensuing Session for a Bill to authorize the North British Railway Company, hereinafter called "the Company," to carry into effect the purposes following, or some of them; (that is to say,)

To make and maintain the Railways, and new Street or diversion of Streets, hereinafter mentioned, or some of them, with all proper Works, Approaches, Stations, and Conveniences connected therewith respectively, namely:—

1. A Railway (hereinafter called Railway No. 1), commencing by a Junction with the Line of Railway from Glasgow to Coatbridge, authorized by "The Edinburgh and Glasgow Railway (Coat-bridge Branch) Act, 1865," at a point in the City or Royal Burgh of Glasgow 200 yards or thereby eastwards from the north-eastern corner of the Hunterian Museum, in the College of Glasgow, and terminating at a point in the said City or Royal Burgh at or near to the Booking Office at the Queen Street Station of the Edinburgh and Glasgow Railway, now belonging to the Company.

2. A Railway (hereinafter called Railway No. 2), commencing by a Junction with Railway No. 1, at a point in the said City or Royal Burgh 17 yards or thereby north-eastwards from the north-east corner of the United Presbyterian Church in Montrose Street, and terminating by a Junction with the Line of Railway from the Glasgow, Dumbarton, and Helensburgh Railway to Stobcross, authorized by "The Edinburgh and Glasgow Railway (Extensions) Act, 1864," at or near to a point in the Barony Parish of Glasgow and County of Lanark where the said authorized line of Railway crosses Sandyford Street.

3. A Railway (hereinafter called Railway No. 3), commencing by a Junction with Railway No. 2 at or near to the eastern side of West Nile Street, at the Junction of that Street with West Regent Street in the City or Royal Burgh of Glasgow, and terminating by a Junction with the Main Line of the Edinburgh and Glasgow Railway at or near to a point in the said City or Royal Burgh where the said Main Line passes under Holmhead Street in the said City.

4. A Railway (hereinafter called Railway No. 4), commencing by a Junction with the authorized Line No. 1 of the City of Glasgow Union Railway at or near a point in the City or Royal Burgh of Glasgow where the said authorized Line crosses London Street, and terminating by a Junction with Railway No. 1 at or near to a point in the said City or Royal Burgh 20 yards or thereby southwards from the point where Shuttle Lane joins George Street in the said City.

Which Railways, No. 1, No. 2, No. 3, and No. 4, and Works connected therewith, and the Lands, Houses, and other Property to be taken for the purposes thereof, will pass from, in, through, or

into, or be situated within the City and Parish of Glasgow, and the Barony Parish of Glasgow, in the County of Lanark, or one of them.

5. A Railway (hereinafter called Railway No. 5), commencing by a Junction with the Line of Railway from the Glasgow, Dumbarton, and Helensburgh Railway to Stobcross, authorized by "The Edinburgh and Glasgow Railway (Extensions) Act, 1864," at a point in the Parish of Govan and County of Lanark 256 yards or thereby eastward from Banochill Cottages on the lands of Broomhill, and terminating by a Junction with the Glasgow, Dumbarton, and Helensburgh Railway at a point in the Parish of New or East Kilpatrick and County of Dumbarton 263 yards or thereby south-eastwards from East Drumchapel Farm steading.

6. A Railway (hereinafter called Railway No. 6), commencing by a Junction with Railway No. 5 at a point in the Parish of New or East Kilpatrick and County of Dumbarton 105 yards or thereby southwards from South Westerton Farm steading, and terminating by a Junction with the Glasgow and Milngavie Junction Railway at a point in the same Parish and County 230 yards or thereby north-westwards from Lochend Cottage.

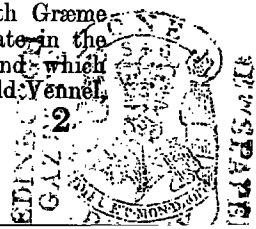
Which Railways, No. 5 and No. 6, and Works connected therewith, and the Lands, Houses, and other Property to be taken for the purposes thereof, will pass from, in, through, or into, or be situated within the Parishes of Govan, in the County of Lanark, Renfrew, in the County of Renfrew, and New or East Kilpatrick, in the County of Dumbarton, or some of them.

7. A Railway (hereinafter called Railway No. 7), commencing by a Junction with the said authorized Line of Railway from Glasgow to Coatbridge at a point in the Barony Parish of Glasgow and County of Lanark 192 yards or thereby southwards from Wester Carntyne Farm-house, and terminating by a Junction with the Sighthill Branch of the Edinburgh and Glasgow Railway, now the property of the Company, at a point in the Parish of Springburn and County of Lanark 325 yards or thereby north-westwards from the Lodge on the Avenue leading to Barnhill Poor-House.

8. A Railway (hereinafter called Railway No. 8), commencing by a Junction with the said authorized Line of Railway from Glasgow to Coatbridge at a point in the City and Parish of Glasgow and County of Lanark 107 yards or thereby south-eastwards from Annfield House or Academy, and terminating by a Junction with Railway No. 7 at a point in the parish of Springburn and County of Lanark, 33 yards or thereby southwards from Burnbank House.

Which Railways, No. 7 and No. 8, above described, and the Lands, Houses, and other Property to be taken for the purposes thereof, will pass from, in, through, or into, or be situated within the City and Parish of Glasgow, and the Parishes of Barony of Glasgow, Shettleston, Springburn, and Maryhill, or some of them, all in the County of Lanark.

9. A new Street, or diversion of the Streets called Blackfriars Street and Old Vennel in the City or Royal Burgh of Glasgow, commencing at a point in Blackfriars Street 77 yards or thereby eastward from the Junction of Blackfriars Street with High Street, and terminating at or near the Junction of Great Dovehill Street with Grame Street; which new Street will be situated in the said City and Parish of Glasgow, and which Streets called Blackfriars Street and Old Vennel,



and the Street called Regent Place, and other Streets adjoining or connecting with the said Streets will be stopped up and appropriated.

To construct Sidings, Stations, Goods Depôts, Warehouses, Works, Buildings, and Conveniences in connection with the said intended Railways:

To deviate laterally from the lines of the said intended Railways and other Works, as delineated on the Plans hereinafter mentioned, to the extent defined on the said Plans; and also to deviate vertically from the levels of the said intended Railways and other Works, as shown on the Sections hereinafter mentioned, to the extent specified in the said Bill:

To stop up and appropriate North Queen Street; the portions of North Frederick Street and North Hanover Street lying to the south of Cathedral Street, and all Public and Private Streets, Lanes, Paths, and Passages lying between the said portions of North Frederick Street and North Hanover Street; and also Little Hamilton Street, and all Public and Private Streets, Lanes, Paths, and Passages lying between Little Hamilton Street and George Street, and between Little Hamilton Street and Love Loan; all which Streets, Lanes, Paths, and Passages so to be stopped up and appropriated are situate within the City and Parish of Glasgow:

To authorize the Company to erect and maintain a Station Hotel, within the City and Parish of Glasgow, at or adjoining the present Station of the Edinburgh and Glasgow Railway, and to make all necessary Approaches thereto:

To take powers for the purchase, compulsorily or otherwise, of the Lands, Houses, and other Property which may be required to be taken for the purposes of the said intended Railways, Street, Stations, and other Works, and the other purposes of the Bill; to vary or extinguish all existing Rights and Privileges connected with the Lands, Houses, and Property so to be purchased or taken, which would in any manner impede or interfere with the construction, maintenance, or use of the said intended Railways, Street, Stations, and other Works, or any of them; to cross, alter, divert, and stop up such Highways, Turnpike or other Roads, Railways, Streets, Paths, Passages, Rivers, Canals, Brooks, Streams, Sewers, Waters, and Water Courses, as it may be necessary or expedient to cross, alter, divert, or stop up, for the purpose of making, maintaining, or using the said intended Railways and Street, or any of them, or any of the Works, Approaches, Stations, or Conveniences connected therewith respectively:

To authorize the Company to abandon and relinquish the portions of the Main Line of the Edinburgh and Glasgow Railway, and Works connected therewith, authorized by the Local Act 1 & 2 Vict., cap. 58, and the other Acts relating to the Edinburgh and Glasgow Railway Company, which may be rendered unnecessary by the construction of the said intended Railways and Works, and to appropriate to the purposes of their Undertaking the said portions of the said Main Line and Works, including the Site thereof; which portions are situated in the City and Parish of Glasgow:

To authorize the Company to abandon and relinquish the formation of the Railway from near South Balgray Farm steading to near Skaterig Farm steading, in the Parishes of Govan, in the County of Lanark, and Renfrew, in the County of Renfrew, authorized by "The Edinburgh and Glasgow Railway (Extensions) Act, 1864":

To enable the Company to raise and apply to the purposes aforesaid, or any of them, the Capital which they are authorized to raise by the Acts relating to the Company, or by any Act to be passed in the ensuing Session of Parliament, by means of Shares or otherwise; and to raise additional Capital for the purposes of the said Bill, and for the general purposes of their Undertaking, by the issue of new Shares, either Ordinary, Guaranteed, or Preferential, or by borrowing on Bond or Mortgage:

To levy Tolls, Rates, and Duties on or in respect of the said intended Railways, Stations, and Works, and the conveyance of Traffic thereon, and on or in respect of the Railways, Stations, and Works, hereinafter mentioned, belonging to the City of Glasgow Union Railway Company, and the conveyance of Traffic thereon; to alter or vary the Tolls now authorized to be levied on the said several Railways, and on the other Railways of the Company; to confer exemptions from the payment of such several Tolls, Rates, and Duties; to vary or extinguish all Rights and Privileges which would interfere with or prevent the execution of the purposes of the said Bill or any of them; and to confer all Powers, Rights, and Privileges which may be necessary for carrying the same into effect:

To empower the Company, and the City of Glasgow Union Railway Company, and the Glasgow and South-Western Railway Company (hereinafter called "the other Companies"), or either of them, to make and enter into Arrangements and execute Agreements with each other with respect to all or any of the following matters or things; (that is to say), the acquisition of Lands, Houses, and other Property, or Rights therein, for the purposes of the said intended Railways, Stations, and other Works; the construction, maintenance, and use of the said Railways, Stations, and other Works, or part thereof, by the Company and the other Companies, or either of them, jointly; the construction, maintenance, and use of part thereof by the Company, and part thereof by the other Companies, or either of them; the admission of the other Companies, or either of them, as Copartners, Joint Owners, or Occupiers in the said Stations and Works connected therewith, or the apportionment of the said Stations and Works between the Company and the other Companies, or either of them; the application by the other Companies, or either of them, of any portion of their Income or Capital to the purposes of any such arrangements or agreements; the raising of new Capital by the other Companies for such purposes, by the creation of Shares, Ordinary, Preferential, or Guaranteed, or by borrowing on Bond or Mortgage; the appointment of a Joint Committee or Joint Committees, with all usual and necessary powers for the regulation, management, and control of such Stations; the transference to the other Companies, or either of them, of the Powers, or some of the Powers to be conferred on the Company by the said Bill in relation to the construction, maintenance, and use of the said Railways, Street, Stations, and other Works; the use of, and the interchange, forwarding, working, and conducting Traffic between, over, and upon the respective Undertakings of the Company and the other Companies, or either of them, including the said intended Railways and other Works; the fixing, levying, and apportionment of the Tolls, Rates, and Charges in respect of such Traffic; the execution and maintenance of Works

and Conveniences for the accommodation of such Traffic and other matters connected therewith; and to confirm any Agreements which may have been or may be entered into between the Company and the other Companies, or either of them, in relation to the said several matters; or to make provision in the said Bill for effecting all or any of the said several matters and things relative thereto:

To authorize the Company, and all Companies and Persons lawfully working or using their Railways, or any part thereof, to run over, work, and use with their Engines and Carriages, and for the purpose of Traffic of every description, the Railways belonging to or authorized to be constructed by the City of Glasgow Union Railway Company, and also all Stations, Approaches, Works, and Conveniences upon or connected therewith, on payment of such Tolls or Remuneration, and on such Terms and Conditions as may be agreed upon, or as may be prescribed or provided by the said Bill:

To make provision for facilitating the interchange and transmission of Traffic from, to, and over the said intended Railways, and the other Railways of the Company, and the Railways belonging to the other Companies, or either of them; and for securing through booking and invoicing, through Trains, and through Rates from, to, and over the said Railways respectively, or any of them:

To enable the Company and the Board of Police of the City of Glasgow, and any Companies, or Corporations, or Commissioners, or Road or Statute Labour Trustees, or other Bodies or Persons, to enter into and carry into effect such arrangements and agreements as may be expedient or proper for making, maintaining, working, or using the said intended Railways, Street, Stations, and Works, and for the construction and maintenance of any Sewers, Drains, or other Works which may be rendered necessary in carrying into effect the objects and purposes of the said Bill:

To confirm any Agreements made between the Company and the Owners, Lessees, or Occupiers of any Lands required to be taken for the purposes of the said intended Railways and other Works:

To amend or repeal, so far as may be necessary for the purposes of the said Bill, the following Acts relating to the North British Railway Company and their Undertaking—viz., The local and personal Acts, 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, 223, and 226; 27 and 28 Vict., Caps. 84, 100, and 292; 28 and 29 Vict., Caps. 125, 152, 186, 202, 206, 213, 308, and 309; and all other Acts (if any) relating to the North British Railway Company; the following Acts relating to the Edinburgh and Glasgow Railway Company, now amalgamated with the North British Railway Company—viz., The local and personal Acts, 9 and

10 Vict., Caps. 81, 202, and 332; 10 and 11 Vict., Caps. 83 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 and 237; 27 and 28 Vict., Caps. 81, 248, 271, 279, and 286; 28 and 29 Vict., Caps. 200, 213, 217, 328, and 356; and all other Acts (if any) relating to the Edinburgh and Glasgow Railway Company; the following Acts relating to the Glasgow and South-Western Railway Company and their Undertaking—viz., "The Glasgow and South-Western Railway Consolidation Act, 1855," and the several other local and personal Acts relating to the Glasgow and South-Western Railway Company and their Undertaking, passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 22d, the 22d and 23d, the 23d and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th, and the 28th and 29th years of the reign of Her present Majesty; the following Acts relating to the City of Glasgow Union Railway Company and their Undertaking—viz., "The City of Glasgow Union Railway Act, 1864," and "The City of Glasgow Union Railway Act, 1865;" and also "The Glasgow Police Act, 1862;" and, in so far as necessary, the several Acts recited in all or any of the Acts herein before mentioned, or some of them.

Plans and Sections describing the lines and levels of the said intended Railways, Street, and other Works, and the Lands, Houses, and Property which may be required to be taken for the purposes thereof, with Books of Reference to such Plans, containing the names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of such Lands, Houses, and Property, and published Maps with the Lines of the said intended Railways delineated thereon, and a Copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November, 1865, be deposited in the Office of the principal Sheriff-Clerk of the County of Lanark at Glasgow, in the Office of the principal Sheriff-Clerk of the County of Renfrew at Paisley, and in the Office of the principal Sheriff-Clerk of the County of Dumbarton at Dumbarton; and a Copy of so much of the said Plans, Sections, and Books of Reference as relates to each of the several Parishes above mentioned, and to the City or Royal Burgh of Glasgow, with a Copy of this Notice, will, on or before the 30th day of November, 1865, be deposited 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, 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, 1865.

Dated this 14th day of November, 1865.

MITCHELL, ALLARDICE, & MITCHELL,
Glasgow, Solicitors for the Bill.

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

NORTH BRITISH RAILWAY.

(COATBRIDGE, &c., BRANCHES.)

(Railways in Connection with the Glasgow and Coatbridge, Monkland, and Wilsontown Morningside and Coltness Railways; Deviation of Forth and Clyde Canal; Abandonment of Portions thereof, and of the Monkland Railways; Increase of Capital; Amendment of Acts.)

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

1. A Railway (hereinafter called Railway No. 1), to be wholly situate in the Parish of Old Monkland and County of Lanark, commencing by a Junction with the Line of Railway from Glasgow to Coatbridge, authorized by "The Edinburgh and Glasgow Railway (Coatbridge Branch) Act, 1865," at a point 200 yards or thereby north-westwards of the west end of Heriot's Row in the Village of Gartsherrie, and terminating by a Junction with the Monkland Railways, belonging to the Company, at a point adjoining the Bridge called the Red Bridge carrying the Parish Road to New Monkland Church over the Monkland Railways.

2. A Railway (hereinafter called Railway No. 2), to be wholly situate in the said Parish of Old Monkland and County foresaid, commencing by a Junction with the Monkland Railways at a point 102 yards or thereby southwards of the Booking Office attached to Sunnyside Station on the Monkland Railways, and terminating by a Junction with Railway No. 1 at a point 100 yards or thereby north-westwards from the said Booking Office.

3. A Railway (hereinafter called Railway No. 3), to be wholly situate in the said Parish of Old Monkland and County foresaid, commencing by a Junction with Railway No. 1 at a point 100 yards or thereby north-westwards from the said Booking Office, and terminating by a Junction with the Monkland Railways at a point 100 yards or thereby northwards from the northmost of the two Cottages called Hornock Cottages in the said Village of Gartsherrie.

4. A Railway (hereinafter called Railway No. 4), commencing by a Junction with the said Line of Railway from Glasgow to Coatbridge, authorized by "The Edinburgh and Glasgow Railway (Coatbridge Branch) Act, 1865," at a point in the said Parish of Old Monkland and County of Lanark 96 yards or thereby southwards from the southmost of the said Hornock Cottages, passing thence into the Parish of New Monkland and County of Lanark, and terminating by a Junction with the Dykehead Branch of the Monkland Railways, belonging to the Company, at a point in the said Parish of New Monkland 366 yards or thereby westwards from Grayrig Farm-steading.

5. A Railway (hereinafter called Railway No. 5), commencing by a Junction with the Railway in extension of the Dykehead Branch of the Monkland Railways, authorized by "The Monkland Railways (Branches) Act, 1865," at a point

in the Parish of New Monkland and County foresaid 308 yards or thereby southwards from Lucenburn Farm-steading, passing thence into the Parish of Slamannan and County of Stirling, and terminating by a Junction with the Monkland Railways at a point in the said Parish of Slamannan 1,320 yards, or thereby north-eastwards from the mile-post indicating fifteen and one-half miles from Kirkintilloch, measuring along the Monkland Railways.

6. A Railway (hereinafter called Railway No. 6), commencing by a Junction with the Shotts Branch of the Monkland Railways at a point in the Parish of Shotts and County of Lanark 490 yards or thereby north-eastwards from Brownhill Farm-steading, passing thence from, through, or into the Parishes of Cambusnethan in the County of Lanark, and Whitburn in the County of Linlithgow, or one of them, and terminating by a Junction with the Wilsontown Morningside and Coltness Railway, belonging to the Company, at a point in the said Parish of Whitburn 120 yards or thereby south-westwards from the Booking Office at Croffthead Station on the said Wilsontown Morningside and Coltness Railway.

7. A Railway (hereinafter called Railway No. 7), to be wholly situate in the Parish of Shotts and County of Lanark, commencing by a Junction with Railway No. 6 at a point 390 yards or thereby north-eastwards from the Farm-steading of Langrack, and terminating by a Junction with the said Shotts Branch of the Monkland Railways at a point 680 yards or thereby south-eastwards from the Farm-steading of Fauldhead.

8. A deviation of the Forth and Clyde Canal, to be wholly situate in the Parish of Maryhill and County of Lanark, commencing at a point 105 yards or thereby north-westwards from the centre of the Aqueduct called Stocking Field Aqueduct, carrying the said Canal over the Parish Road leading past Lochburn Farm-steading, from the Turnpike Road from Glasgow to Maryhill, and terminating at a point 90 yards or thereby southwards from the centre of the said Aqueduct.

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 aforesaid, for the purposes aforesaid, or some of them, and the other purposes of the said intended Act: also powers for the purchase of Lands and Buildings by agreement: also powers of deviation from the Lines of the proposed Railways, to the extent shown on the Plans hereinafter referred to, and powers of deviation from the Levels thereof, and to stop up, remove, alter, or divert permanently or temporarily 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 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 intended Act, or which would or might otherwise in any way prevent or obstruct any object or purpose of the intended 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 said intended Act to authorize the Company to abandon and relinquish the portions of the Line of the Monkland Railways, and Works connected therewith, which may be rendered unnecessary by the construction of the said intended Railways Nos. 1, 2, and 3, and Works, including the portions of the original Line of the Monkland and Kirkintilloch Railway authorized by the Act 5 Geo. IV., Cap. 49, lying to the westwards or southwards of the improved Lines or additional Lines of Railway authorized by the Act 6 and 7 Vict., Cap. 79, which portions so to be relinquished are situated in the Parish of Old Monkland and County of Lanark; and to authorize the Company to appropriate to the purposes of their Undertaking, or to Sell and Dispose of the said Portions of the said Line, including the Site thereof.

And it is proposed by the said intended Act to authorize the Company to abandon the formation of so much of the said Railway in extension of the Dykehead Branch of the Monkland Railways, authorized by "The Monkland Railways (Branches) Act, 1865," as lies to the eastwards of the point of junction therewith of the Railway No. 5 before described, which portion so to be abandoned lies in the Parish of New Monkland and County of Lanark.

And it is proposed by the said intended Act to provide that the said Deviation of the Forth and Clyde Canal shall belong to the Company of Proprietors of the Forth and Clyde Navigation, and be declared part thereof, and be subject to the provisions of the Acts regulating the same; and that the Portion of the said Canal which may be rendered unnecessary by the Deviation thereof shall be abandoned as a Portion of the said Canal, which Portion of the said Canal so to be abandoned is situated within the Parish of Maryhill and County of Lanark.

And it is proposed by the said intended Act to authorize the Company to appropriate to the purposes of the intended Act all or any part of their authorized and 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, or 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, 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, 223, and 226; 27 and 28 Vict., Caps. 84, 100, and 292; 28 and 29 Vict., Caps. 125, 152, 186, 202, 206, 213, 308, and 309; and

"The Edinburgh and Glasgow Railway (Extensions) Act, 1864," and all other Acts (if any) relating to the North British Railway Company; also, the Acts relating to the Monkland Railways Company, now included in the Undertaking of the North British Railway Company, viz.:—9 and 10 Vict., Cap. 107; 11 and 12 Vict., Cap. 134, and the several Acts therein recited, so far as not repealed thereby; 14 and 15 Vict., Cap. 62; 16 and 17 Vict., Cap. 90; 20 and 21 Vict., Cap. 78; 23 and 24 Vict., Cap. 178; 28 and 29 Vict., Caps. 201 and 217; and all other Acts (if any) relating to the Monkland Railways Company; also, the following Acts relating to the Company of Proprietors of the Forth and Clyde Navigation, viz.:—local and personal Acts: 4 and 5 Vict., Caps. 54 and 55; 5 and 6 Vict., Cap. 41; 8 Vict., Cap. 3; 8 and 9 Vict., Cap. 148; 9 Vict., Cap. 11; 9 and 10 Vict., Caps. 147 and 384; 11 and 12 Vict., Cap. 41; 13 and 14 Vict., Cap. 27; 15 Vict., Cap. 45; and 22 and 23 Vict., Cap. 32; and also all other Acts (if any) relating to the Forth and Clyde Navigation. And also, in so far as necessary, the several Acts recited in all or any of the Acts hereinbefore mentioned, or some of them.

And Notice is Hereby also Given, that a Plan and Section in duplicate of the proposed Railways, Deviation of Canal, and Works, 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 in the Offices at Glasgow, Hamilton, and Airdrie, of the principal Sheriff-Clerk of the County of Lanark; in the Office at Linlithgow of the principal Sheriff-Clerk of the County of Linlithgow; and in the Offices at Stirling and Falkirk respectively of the principal Sheriff-Clerk of the County of Stirling; and that a copy of so much of the said Plan, Section, and Book of Reference as relates to each Parish will be deposited with the Schoolmaster, or if there be no Schoolmaster, then with the Session-Clerk of such Parish; and that all such deposits will be made on or before the 30th day of November current, and will be accompanied by a copy of this Notice; and that on or before the 23d 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 the 14th day of November, Eighteen Hundred and Sixty-five.

MITCHELL, ALLARDICE, & MITCHELL,
Glasgow, Solicitors for the Bill.

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

NORTH BRITISH RAILWAY.
(WISHAW, &c., BRANCHES.)

(New Railways between the Glasgow and Coatbridge and Monkland Railways and the Wilsontown, Morningside, and Coltness Railway; and between the Wilsontown, Morningside, and Coltness Railway and Carlisle and Wilsontown; Increase of Capital; Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the ensuing 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,)—

1. A Railway (hereinafter called Railway No. 1), commencing by a Junction with the Railway from Glasgow to Coatbridge, authorized by "The Edinburgh and Glasgow Railway (Coatbridge Branch) Act, 1865," at a point in the Parish of Shettleston and County of Lanark fifteen chains or thereby south-westward from the Farm-steading of Glenduffhill, and terminating by a Junction with the Wilsontown, Morningside, and Coltness Railway, belonging to the Company (hereinafter called "the Morningside Railway"), at a point in the Parish of Cambusnethan and County foresaid sixteen chains or thereby north-westward from the Farm-steading of Watsonfoot.

2. A Railway (hereinafter called Railway No. 2), commencing by a Junction with Railway No. 1 at a point in the Parish of Bothwell and County foresaid one chain or thereby south-westward from the Farm-steading of Woodhead, and terminating at a point in the same Parish and County twenty-seven chains or thereby eastward from Burnhouse Farm-steading, by a Junction with the private Railway belonging to or used by the Monkland Iron and Steel Company, leading from the Monkland Iron and Steel Works to Thankerton Colliery.

3. A Railway (hereinafter called Railway No. 3), commencing by a Junction with Railway No. 2 at a point in the Parish of Bothwell and County foresaid sixteen chains or thereby south-eastward from Burnhouse Farm-steading, and terminating by a Junction with Railway No. 1 at a point in the Parish of Cambusnethan and County foresaid thirteen chains or thereby north-westward from Dimsdale Cottages.

4. A Railway (hereinafter called Railway No. 4), commencing by a Junction with Railway No. 1 at a point in the Parish of Cambusnethan and County of Lanark four chains or thereby north-eastwards from the Railway Hotel adjoining the Wishaw Station on the Caledonian Railway, and terminating by a Junction with Railway No. 3 at a point in the same Parish and County four chains or thereby south-eastwards from the south-east corner of the Distillery Buildings of Wishaw Distillery.

5. A Railway (hereinafter called Railway No. 5), commencing by a Junction with the Palace Craig Branch of the Monkland Railways, belonging to the Company, at a point in the Parish of Old Monkland and County foresaid two chains or thereby westwards from Puddock Hall Farm-steading, and terminating by a Junction with Railway No. 3 at a point in the Parish of Bothwell and County foresaid twenty chains or thereby north-eastwards of Thankerton House.

6. A Railway (hereinafter called Railway No. 6), commencing by a Junction with Railway No. 5 at a point in the Parish of Bothwell and County foresaid twenty-two chains or thereby eastward of Sweethill Farm-steading, and terminating in the same Parish and County at the Furnace Bank of Carnbroe Ironworks.

Which intended Railways, No. 1, No. 2, No. 3, No. 4, No. 5, and No. 6, and Works connected therewith, will pass from, in, through, or into, or be situate within the Parishes of Shettleston, Old Monkland, Bothwell, Blantyre, Hamilton, Dalsersf, Dalziel, and Cambusnethan, and the Town of

Hamilton, all in the County of Lanark, or some of them.

7. A Railway (hereinafter called Railway No. 7), commencing by a Junction with the Morningside Railway at a point in the Parish of Cambusnethan and County foresaid forty-five chains or thereby north-eastwards of Watsonfoot Farm-steading, and terminating at a point in the Parish of Carluke and County foresaid five chains or thereby north-eastwards from the Branch Office of the City of Glasgow Bank in the Village of Carluke.

8. A Railway (hereinafter called Railway No. 8), commencing by a Junction with Railway No. 7, at a point in the Parish of Carluke and County foresaid fifteen chains or thereby north-westwards from the Farm-house of Belston-place, and terminating in the same Parish and County at a point six chains or thereby southwards from Castlehill Farm steading.

Which intended Railways, No. 7 and No. 8, and Works connected therewith, will pass from, in, through, or into, or be situated within the Parishes of Cambusnethan and Carluke in the County of Lanark or one of them.

9. A Railway (hereinafter called Railway No. 9), commencing by a Junction with the Morningside Railway at a point in the Parish of Cambusnethan and County foresaid fourteen chains or thereby north-westwards from the House called Kirkhall, and terminating at a point in the Parish of Carnwath, and County foresaid eleven chains or thereby northwards from Crooklands Farm-house.

10. A Railway (hereinafter called Railway No. 10), commencing by a Junction with the Morningside Railway at a point in the Parish of Cambusnethan and County foresaid eight chains or thereby north-eastwards of Blackhall Cottage, and terminating by a Junction with Railway No. 9 at a point in the same Parish and County eleven chains or thereby north-eastwards from the Farm-steading of Bught.

11. A Railway (hereinafter called Railway No. 11), commencing by a Junction with Railway No. 9 at a point in the Parish of Carstairs and County foresaid nine chains or thereby northwards of the Farm-steading of Abbey, and terminating at a point in the Parish of Carnwath and County foresaid fifteen chains or thereby northwards of Backshot Farm-steading.

12. A Railway (hereinafter called Railway No. 12), commencing by a Junction with Railway No. 9 at a point in the Parish of Carnwath and County foresaid eight chains or thereby westward of Greenbank Farm-house, and terminating by a Junction with the Wilsontown Branch of the Caledonian Railway at a point in the same Parish and County fifteen chains or thereby south-eastwards of the Farm-steading of Crooklands.

Which intended Railways, No. 9, No. 10, No. 11, and No. 12, and Works connected therewith, will pass from, in, through, or into, or be situate within the Parishes of Cambusnethan, Carluke, Carstairs, and Carnwath, all in the County of Lanark, or some 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 Town aforesaid, for the several purposes aforesaid, or some of them, and the other purposes of the intended Act: also powers for the purchase of Lands and Buildings by agreement: also powers of deviation from the Lines of the proposed Railways, to the extent shown on the

Plans hereinafter referred to, and powers of deviation from the levels thereof; and to stop up, remove, alter, or divert, permanently or temporarily, all Turnpike and other Roads and Highways, Streets, 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 and Town 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, 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 Stock or Shares, and by mortgage, cash-credit, or 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, 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, 223, and 226; 27 and 28 Vict., Caps. 84, 100, and 292; 28 and 29 Vict., Caps. 125, 152, 186, 202, 206, 213, 308, and 309; and all other Acts (if any) relating to the North British Railway Company; and also, in so far as necessary, the several Acts recited in all or any of the Acts hereinbefore mentioned, or some of them.

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 Glasgow, Hamilton, Airdrie, and Lanark, of the principal Sheriff-Clerk of the County of Lanark;

and that a copy of so much of the said Plan, Section, and Book of Reference as relates to each Parish will be deposited with the Schoolmaster; or if there be no Schoolmaster, then with the Session-Clerk of such Parish; and that all such Deposits will be made on or before the 30th day of November current, and will be accompanied by a Copy of this Notice; and that on or before the 23rd 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 the 14th day of November, 1865.

MITCHELL, ALLARDICE, & MITCHELL,
Glasgow, Solicitors for the Bill.

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

NORTH BRITISH RAILWAY.

(STIRLING, &c., BRANCHES.)

(Railways from the Edinburgh and Glasgow Railway to Stirling, with Branches to the Monkland Railways and to the Stirlingshire Midland Junction Railway; Increase of Capital; Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the ensuing 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,)—

1. A Railway (hereinafter called Railway No. 1), commencing by a Junction with the Main Line of the Edinburgh and Glasgow Railway, now belonging to the Company, at a point in the Parish of Kirkintilloch and County of Dumbarton 50 yards or thereby eastwards of the east end of the Passenger Platform on the northern side of the said main line at the Campsie Junction Station, and terminating by a Junction with the Stirling and Dunfermline Railway, belonging to the Company, at a point in the Parish of Stirling and County of Stirling near the south end of the Passenger Platform on the east side of the Scottish Central Railway at the Stirling Station.

2. A Railway (hereinafter called Railway No. 2), commencing by a Junction with Railway No. 1 at a point in the Parish of Kirkintilloch and County of Dumbarton 350 yards or thereby north-eastwards of the east end of the Viaduct carrying the Edinburgh and Glasgow Railway over the Bathlin Burn, and the line of the Monkland Railways belonging to the Company, and terminating by a Junction with the said Monkland Railways at a point in the Parish of Cadder and County of Lanark 400 yards or thereby south-eastward of the east end of the said Viaduct.

3. A Railway (hereinafter called Railway No. 3), commencing by a Junction with Railway No. 1 at a point in the Parish of Denny and County of Stirling 235 yards or thereby westwards of Easter Bankhead House, and terminating by a Junction with the Railway called the Stirlingshire Midland Junction Railway, belonging to the Company, at a point in the Parish of Falkirk and County of Stirling 540 yards or thereby westward of the Bridge carrying

the said Stirlingshire Midland Junction Railway over the Turnpike Road leading from Camelon to Larbert.

Which intended Railways and Works will pass from, in, through, or into, or be situated within the Parish of Kirkintilloch, in the County of Dumbarton, the Parish of Cadder, in the County of Lanark, and the Parishes of Kilsyth, Denny, Dunipace, Larbert, Saint Ninians, Stirling, and Falkirk, and the Royal Burgh of Stirling, in the County of Stirling, or some 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 Royal Burgh aforesaid, for the several purposes aforesaid, or some of them, and the other purposes of the said intended Act: also powers for the purchase of Lands and Buildings by agreement: also powers of deviation from the lines of the proposed Railways, to the extent shown on the Plans hereinafter referred to, and powers of deviation from the Levels thereof, and to stop up, remove, alter, or divert permanently or temporarily all Turnpike and other Roads and Highways, Streets, 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 and Royal Burgh 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 intended Act, or which would or might otherwise in any way prevent or obstruct any object or purpose of the intended 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 and 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, or 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 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, 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, 223, and 226; 27 and 28 Vict., Caps. 84, 100, and 292; 28 and 29 Vict., Caps. 125, 152, 186, 202, 206, 213, 308, and 309; and all other Acts (if any) relating to the North British Railway Company: and also, in so far as necessary, the several Acts recited in all or any of the Acts hereinbefore mentioned, or some of them.

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 in the Office in Glasgow of the principal Sheriff-Clerk of the County of Lanark, in the Office at Dumbarton of the principal Sheriff-Clerk of the County of Dumbarton, and in the Offices at Stirling and Falkirk respectively of the principal Sheriff-Clerk of the County of Stirling; and that a copy of so much of the said Plan, Section, and Book of Reference, as relates to each Parish, and to the Royal Burgh of Stirling, will be deposited with the Schoolmaster, or if there be no Schoolmaster, then with the Session-Clerk of such Parish, and with the Town Clerk of the Royal Burgh of Stirling at his Office in Stirling; and that all such deposits will be made on or before the 30th day of November current, and will be accompanied by a copy of this Notice; and that on or before the 23d 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 the 14th day of November, Eighteen Hundred and Sixty-five.

MITCHELL, ALLARDICE, & MITCHELL,
Glasgow, Solicitors for the Bill.

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

CROFTHEAD AND KILMARNOCK EXTENSION RAILWAY.

(Construction of New Lines of Railway in lieu of portions of Railways authorised by "The Crofthead and Kilmarnock Extension Railway Act, 1865," and "The Glasgow and South-Western Railway (Kilmarnock Direct) Act, 1865;" Relinquishment of portions of those Authorised Railways;—Amendment of Acts.)

NOTICE is Hereby Given that Application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to empower the Crofthead and Kilmarnock Extension Railway Company (hereinafter called "The Company") to make and maintain the following Railways, and other Works, or some part thereof, and all proper Stations, Approaches, Roads of Access, and other works and conveniences in connection therewith, respectively—that is to say:—

First,—A Railway (hereinafter called "Line No. 1"), commencing by a junction with the authorised main line of the Crofthead and Kilmarnock Extension Railway, described as Railway No. 1 in "The Crofthead and Kilmarnock Extension Railway Act, 1865," at or near a point in the Parish of Stewarton and County of Ayr, about three chains north-westward from the Police Sta-

tion in the Village of Stewarton, and terminating by a junction with the authorised main line of the Glasgow and South-Western (Kilmarnock Direct) Railway described as Railway No. 1 in "The Glasgow and South-Western Railway (Kilmarnock Direct) Act, 1865," at or near a point in the same Parish, about six chains westward from the point where the old Turnpike Road from Stewarton to Kilmarnock crosses the boundary between the Parishes of Stewarton and Dreghorn, about eighteen chains southward from the farm steading of Byrehill;—which Line No. 1, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Parishes of Stewarton and Dreghorn, or one of them, in the County of Ayr.

Secondly,—A Railway (hereinafter called "Line No. 2"), commencing by a junction with the said main line of the Glasgow and South-Western (Kilmarnock Direct) Railway, as the same is intended to be altered under the powers of the said Bill in manner hereinafter mentioned, at or near a point in the Parish of Kilmarnock, or Laigh Kirk Parish of Kilmarnock, and County of Ayr, about one furlong eastward from the Bridge by which the Bonnyton Road is carried over the existing line of the Glasgow and South-Western Railway, near Bonnyton Farm Steading, and terminating on the west side of Hill Street of Kilmarnock, at or near a point about three chains southward from the junction of Buchanan Street with Hill Street aforesaid;—which Line No. 2, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the following places, or one or more of them—videlicet, the Parishes of Kilmarnock, Laigh Kirk of Kilmarnock, and Kilmaurs, and the Burgh of Kilmarnock, in the County of Ayr.

And it is Further Intended by the said Bill to empower and require the Glasgow and South-Western Railway Company to make and maintain a Deviation of the said authorised main line of the Glasgow and South-Western (Kilmarnock Direct) Railway, and all proper works and conveniences in connection therewith, commencing at or near a point on the said authorised main line, in the parish of Kilmarnock, or Laigh Kirk parish of Kilmarnock, about one furlong and three-quarters northward from Bonnyton Farm Steading, and terminating by a junction with the existing line of the Glasgow and South-Western Railway, at or near a point in the same parish about one chain westward from the western end of the Engine-shed, situate on the northern side of the last-mentioned Railway, at the junction therewith of the Railway from Kilmarnock to Troon;—which proposed Deviation, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the following places, or one or more of them,—videlicet, the Parishes of Kilmarnock, Laigh Kirk of Kilmarnock, and Kilmaurs, and the Burgh of Kilmarnock, in the County of Ayr.

And it is Further Intended by the said Bill to empower the Company, and the Glasgow and South-Western Railway Company, or one of them, for the purposes of the said proposed Line No. 2, and Deviation, to divert the line and alter the levels of the private railway which leads northward from the existing line of the Glasgow and South-Western Railway, at a point between the bridge by which the Bonnyton road is carried over the said existing

line, and the point of junction with that line of the railway from Kilmarnock to Troon;—which proposed diversion and alteration of levels, and lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Parishes of Kilmarnock, Laigh Kirk of Kilmarnock, and Kilmaurs, and the Burgh of Kilmarnock, in the County of Ayr, or one or more of those places.

And it is Further Intended by the said Bill to authorise and provide for the relinquishment of the portion of the said authorised Main Line of the Crofthead and Kilmarnock Extension Railway, between the point of commencement hereinbefore described of the said proposed Line, No. 1, and the point marked ten miles four furlongs from the commencement of the said authorised Main Line at Crofthead, on the deposited plans referred to in "The Crofthead and Kilmarnock Extension Railway Act, 1865;" as also for the relinquishment of the portion of the said authorised Main Line between the point marked on the said plans fourteen miles two furlongs from the said commencement of the said authorised Main Line and the authorised termination of that line on the western side of Hill Street of Kilmarnock; as also for the relinquishment of the portion of the authorised main line of the Glasgow and South-Western (Kilmarnock Direct) Railway, between the point of commencement hereinbefore described of the said proposed Deviation, and the authorised termination of the said authorised main line in the Parish of Kilmarnock.

And it is Further Intended by the said Bill to provide that the said proposed Line No. 1 and Line No. 2 shall be held to be in all respects integral portions of the main line of the Crofthead and Kilmarnock Extension Railway, and that the said proposed Deviation shall be held to be in all respects an integral portion of the main line of the Glasgow and South-Western (Kilmarnock Direct) Railway, and that the portion of the said Deviation which will be situate between the point of commencement thereof hereinbefore described and the point of junction therewith of the said proposed Line No. 2, shall be subject to the provisions of Section 18 of "The Glasgow and South-Western Railway (Kilmarnock Direct) Act, 1865," with respect to the portion of Railway No. 1 therein mentioned as situate between the intended junctions therewith of the Crofthead and Kilmarnock Extension Railway.

And Notice is Further Given, that duplicate Plans and Sections describing the lines, situation and levels of the said proposed Railways and Deviation, and other works, and the lands, houses, and other property through which the same are intended to be made, and within the limits of Deviation as defined on the said plans; and which may be required to be taken for the purposes of the said works, together with 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 lines of the said proposed Railways and Deviation 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 Thirtieth day of November instant, be deposited for public inspection in the Offices at Kilmarnock and Ayr respectively, of the principal Sheriff-Clerk of the County of Ayr, 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 respectively, with a Copy of this Notice as published in the *London and Edinburgh Gazettes*, will also, on or before the thirtieth day of November instant, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such parish, at the usual place of abode of such Schoolmaster or Session-Clerk.

And Notice is Further Given that it is intended by the said Bill to empower the Company, and the Glasgow and South-Western Railway Company, respectively, to deviate in the construction of the said proposed Railways and Deviation, to be made by them respectively as aforesaid, from the lines and levels delineated on the plans and sections intended to be deposited as aforesaid, to such an extent as will be defined on the said plans and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, water courses, telegraphic apparatus, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said proposed Railways and Deviation, or any of the Works and Conveniences connected therewith.

And it is Further Intended by the said Bill to empower the Company, and the Glasgow and South-Western Railway Company, respectively, to purchase, compulsorily and otherwise, the Lands, Houses, and other Property required for the several purposes to be carried into effect by them respectively as aforesaid; to convey passengers, goods, and other traffic on the said proposed Railways and Deviation; to levy tolls, rates, duties, and charges for the use of the said proposed Railways and Deviation, and relative Works, and the conveyance of such traffic; to confer certain exemptions from the payment of such several tolls, rates, duties, and charges; and to exercise all other usual and necessary powers.

And it is Further Intended by the said Bill to empower the Company, and the Glasgow and South-Western Railway Company, respectively, and the Owners of, and other parties interested in the Lands, Houses, and other Property required for the purposes of the said proposed Railways and Deviation and Works connected therewith, respectively, 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 Company, and the Glasgow and South-Western Railway Company respectively, of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price, or subject to such feu-duty, ground-annual or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect or be affected by the construction, maintenance, or use of the said proposed Railways and Deviation, and other works, and to execute all agreements, conveyances, contracts of feu, and of ground-annual, leases, and other deeds necessary for these purposes.

And it is Further Intended by the said Bill to empower the Company, and the Glasgow and South-Western Railway Company respectively, to apply to the purposes of the said proposed Rail-

ways and Deviation, and works connected therewith, to be executed by them respectively as aforesaid, the funds authorised to be raised and borrowed by such Companies respectively, under the powers of the Acts herein before mentioned, or under any other Acts relating to the said respective Companies, or to raise money for the said purposes respectively, by the creation and issue of Shares or Stock in the capital of such respective companies, on such terms and conditions, with such preferences, priorities, and privileges (if any), *inter se*, and in respect to the other Shares and Stock in the capital of such respective Companies, and subject, as regards preference shares or stock, to such powers of redemption (by the creation and substitution of ordinary shares or stock, to be created under the powers of the Bill or otherwise) as may be considered expedient, and also by borrowing upon mortgage, or bond, or cash credit; and to fund or issue Debenture Stock in lieu of the money so borrowed, or authorised to be borrowed.

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

And, for these and other purposes, it is Intended by the said Bill to amend "The Crofthead and Kilmarnock Extension Railway Act, 1865," and "The Glasgow and South-Western Railway (Kilmarnock Direct) Act, 1865;" as also "The Caledonian Railway Act, 1845," and the several other acts relating to the Caledonian Railway Company, and to the undertakings belonging to, and held in lease by, that Company, passed in the sessions of Parliament held respectively in the ninth and 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 and twenty-second, the twenty-second and 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, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty; as also, "The Glasgow and South-Western Railway Consolidation Act, 1855," and the several Acts relating to the Glasgow and South-Western Railway Company, and to the undertakings belonging to and held in lease by that Company, passed in the sessions of Parliament held respectively in the nineteenth and twentieth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and 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, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty; as also, the Acts recited in the several Acts before specified and referred to, and any other Acts relating to the said Companies and undertakings, jointly or separately.

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 twenty-third day of December next.

Dated this fourteenth day of November,
Eighteen Hundred and Sixty-Five.

KEYDEN, STRANG, & KEYDEN, Glasgow.
GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

AYR HARBOUR.

Construction of Dock, Breakwater, Railways, and other Works; Additional Powers to Harbour Trustees and Glasgow and South-Western Railway Company; 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 provide for the purposes and take and confer the powers hereinafter mentioned, or some of them, that is to say:—

To authorise the Trustees appointed and acting under "The Ayr Harbour Act, 1855," or the said Bill to make and maintain the several works hereinafter described, or some of them: First,—A Wet Dock or Tidal Basin, situate partly within high-water mark in the North Bay of Ayr, and partly on a portion of land recently reclaimed from the sea by the said Trustees, at the south-east end of the said North Bay, and extending in a north-easterly direction from the River Ayr or Harbour of Ayr, with an entrance to the said Dock or Basin from the said River or Harbour at a point two hundred and sixty-six yards or thereby to the eastward of the western end of the North Pier in the said Harbour; the south-west end of which Dock or Basin will be situate forty-four yards or thereby from the said River or Harbour, and the north-east end thereof will be situate two hundred and twenty yards or thereby from the said River or Harbour.

Second,—A Breakwater or Sea Wall commencing at or near the eastern end of the said North Pier, and terminating at the Sea Wall built by the Freeman of Newton, at a point fifty-two yards or thereby westward from the front of the house in York Street, Newton-upon-Ayr, presently occupied by Thomas Clark, engine-driver;

To make and maintain all embankments, piers, quays, jetties, wharfs, roads, rails, tramways, slips, landing places, and other works and conveniences, in connection with the said intended Dock or Basin and Breakwater, which may be necessary or expedient; which intended Dock or Basin and Breakwater and other works will be situate in the Parishes of Newton-upon-Ayr and Ayr, and the Royal Burgh of Ayr, or one or more of them, and County of Ayr.

To authorise the said Trustees and the Glasgow and South-Western Railway Company, or either of them, to make and maintain the Railways in connection with the said intended Dock or Basin and Harbour hereinafter described, or some of them, with all necessary works and conveniences—that is to say,

First, A Railway commencing by a junction with the Line of Railway No. 3, authorised to be constructed by "The Glasgow and South-Western Railway (Ayrshire Lines) Act, 1865," and described on the Plans deposited in reference thereto, at a point thirty-three yards or thereby north-west from the front of the said house in York

Street, Newton-upon-Ayr, occupied by Thomas Clark, engine-driver, and terminating at a point one hundred and eighty yards or thereby to the eastward of the western end of the said North Pier, and ten yards or thereby from the north wall of the River or Harbour of Ayr;

Second, A Railway commencing by a junction with the said authorised Line of Railway No. 3, forty yards or thereby to the southward of the point of junction therewith of the Railway first above described, and terminating at or near the north wall of the said River or Harbour at a point three hundred and thirty-four yards or thereby to the eastward of the western end of the said North Pier;

Third, A Railway commencing by a junction with the Railway first above described at a point one hundred and twenty-seven yards or thereby south-west from the north-eastern terminus or commencement thereof, and extending thence in a south-westerly direction one hundred and ninety five yards or thereby to the north-eastern end of the said intended Dock or Basin;

Fourth, A Railway commencing by a junction with the Railway second above described at or near a point one hundred and eight yards or thereby from the north-eastern terminus or commencement thereof, and extending thence in a south-westerly direction one hundred and eighty-seven yards or thereby to the north-eastern end of the said intended Dock or Basin;

To authorise the said Trustees to lay down and maintain Rails or Tramways on and near the sides of the said intended Dock or Basin, and to connect the same with the several Railways above described; which several intended Railways and other works will be situate in, or pass from, through, or into the said Parishes of Newton-upon-Ayr and Ayr, and the Royal Burgh of Ayr, or one or more of them, and County of Ayr.

To take power to deviate in the construction of the said several intended works to such extent as may be defined on the plans and sections to be deposited as after-mentioned, or as may be specified in the said Bill.

To take power to acquire by compulsory purchase or otherwise the Lands and Houses which may be required to be taken for the purposes of the said intended Dock or Basin, Breakwater, Railways, and other Works, and which are situate in the lines thereof as described on the Plans to be deposited as hereinafter mentioned, or within the limits of deviation defined thereon; to cross, alter, divert, or stop up any roads, streets, railways, sewers, or drains which it may be necessary or proper to cross, alter, divert, or stop up, in the construction of the said intended Dock or Basin, Breakwater, Railways, and other works; and to vary or extinguish all rights and privileges connected with such lands and houses, roads, streets, railways, sewers, or drains, which would interfere with or prevent the construction and use of the said intended Dock or Basin, Breakwater, Railways, and other Works.

To regulate the meetings, actings, and proceedings of the said Trustees; to provide for the appointment of an additional Trustee or Trustees under the said Act and the said Bill; to incorporate the said Trustees, and to confer on and vest in them all such powers, jurisdictions, authorities, rights, and privileges as may be necessary or expedient for the management, maintenance, extension, and improvement of the said Harbour, and for executing and completing the Dock, Basin, Breakwaters, Quays, Piers, Wharfs, and other works

authorised by the said Act, or the said Bill, for erecting Sheds, Warehouses, Hurries, Cranes, and Shutes, and laying down Rails and Tramways, and otherwise increasing and improving the accommodation for vessels and goods at the said Harbour and Dock or Basin, and for carrying into execution the purposes of the said Act and the said Bill.

To define and fix the limits of the said Harbour ; to continue the several existing Rates, Duties, and Dues leviable under the said Act, and to provide that the same shall be applicable to and leviable at and in respect of the said intended Dock or Basin, or to alter the said existing Rates, Duties, and Dues, or to repeal the same and to take power to levy new and additional Tolls, Rates, Duties, and Dues at and in the said Harbour and intended Dock or Basin, and for and in respect of Vessels entering or going out of the said Harbour or limits or precincts thereof, or entering and using the said Harbour, or the Dock, Basin, Quays, Piers, Wharfs, Slips, Planks, and Shutes, or other works or conveniences constructed or to be constructed in connection therewith, and for and in respect of Tugs or Towing Vessels provided by the said Trustees, and for and in respect of Animals, Goods, Articles, and things landed at or shipped in or from the said Harbour, or the Dock, Basin, Quays, Piers, Wharfs, Slips, or other Works connected therewith, and the use of Cranes, Weighing Machines, Warehouses, Sheds, Hurries, and Hawsers, and for and in respect of the said Railways and Tramways, and the conveyance of goods and traffic thereon ; and to confer, vary, or extinguish exemptions from payment of such existing or new Tolls, Rates, Duties, and Dues.

To abolish and extinguish the Customs or Dues leviable by the Magistrates and Town Council of the Royal Burgh of Ayr on animals, goods, and articles shipped in or landed from vessels in the River or Harbour of Ayr, on such terms and conditions, and on payment of such composition or compensation, as may be agreed on between the said Magistrates and Town Council and the said Trustees, or as may be fixed and specified in the said Bill ; and to provide that the said Customs or Dues, and all right and powers of levying the same, shall cease and determine.

To borrow a further sum of money for defraying the expense of the said intended Dock or Basin, Breakwater, and other Works, and for the general purposes of the said Harbour and Undertaking, on Mortgage and Security of the said Harbour and Undertaking, and Works, Lands, and Property connected therewith, and of the Tolls, Rates, Duties, and Dues leviable under the said Act or the said Bill.

To authorise the said Trustees and the Glasgow and South-Western Railway Company to make and enter into agreements with respect to the property, construction, maintenance, management, and use of the said intended Dock or Basin, Railways and Tramways, and other works and conveniences in connection therewith, and to authorise the said Company to pay and contribute, by way of loan or otherwise, towards the expense of constructing the said intended Dock or Basin, Breakwater, and other works, such sum as has been or may be agreed on, or as may be fixed by the said Bill, and to confirm any agreements which have been or may be entered into between the said Trustees and the said Company with regard to the several purposes before specified, or any of

them ; and to authorise the said Company to raise money for the purposes aforesaid by the issue of new shares, either ordinary, preferential, or guaranteed, or by borrowing on bond or mortgage.

To amend so far as may be necessary for carrying into effect the purposes of the said Bill, the provisions, or some of them, of "The Ayr Harbour Act, 1855," and "The Glasgow and South-Western Railway Consolidation Act, 1855," and the several other Acts relating to the Glasgow and South-Western Railway Company and their Undertaking, passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 22d, the 22d and 23d, the 23d and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th, and the 28th and 29th years of the reign of her present Majesty ; and to vary or extinguish all powers, rights, or privileges which would interfere with or prevent the execution of the purposes of the said Act and the said Bill, and to confer all such powers, rights, and privileges as may be necessary or expedient for carrying the same into effect.

Plans and Sections describing the lines, situation, and levels of the said intended Dock or Basin, Breakwater, Railways, and other works to be authorised by the said Bill, and the lands and houses in or through which the same are to be made and maintained, and which may be required to be taken for the purposes of the said intended Dock or Basin, Breakwater, Railways, and other works, with a Book of Reference to the said Plans containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands and houses, and published Maps with the lines of the said intended Railways delineated thereon, and a copy of this Notice as published in the *Edinburgh Gazette*, will, on or before the 30th day of November, 1865, be deposited in the office at Ayr of the principal Sheriff-Clerk of the County of Ayr, and with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each of the said Parishes of Newton-upon-Ayr and Ayr, at the residence of such Schoolmaster or Session Clerk, and with the Town Clerk of the Royal Burgh of Ayr, at his office in Ayr.

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, 1865.

Dated this 10th day of November, 1865.

WILLIAM BONE, Ayr.

LOCH & MACLAURIN,

8, Great George Street, Westminster.

GREENOCK AND SHAWS WATER.

(Transference to a Public Trust of the Powers and Property of the Board of Police of Greenock, so far as Relating to Supplying Water ; Acquisition by, and Transference to, such Trust or the said Board of Police, of the Works, Property, and Powers of the Shaws Water Joint Stock Company ; Dissolution and Winding up of that Company ; Power to such Trust or Board to Raise Money and Levy Rates ; Repeal and Amendment of Acts ; other Purposes.)

NOTICE is Hereby Given, that Application will be made to Parliament in the next Session for leave to bring in a Bill for the creation of a new Public Trust, for supplying with Water the Town of Greenock, and Suburbs and Places

adjacent, including the Port and Harbours and Shipping therein, and for driving Mills and Machinery; and for transferring to such Trust the Works, Property, and Powers of the Board of Police of Greenock (hereinafter called the Police Board), in regard to supplying Water, and of the Shaws Water Joint Stock Company (hereinafter called the Company); and for making all necessary provision for such purposes.

By which Bill it is intended to repeal the Act (Local) of the 3d year of the Reign of Her present Majesty, Cap. 27, intituled "An Act for the further improvement of the Town of Greenock, for better lighting and supplying the same with Water, for regulating the Police thereof, and for other purposes connected therewith," or the provisions of the said Act in so far as regards the supplying of Water, or all provisions therein remaining unrepealed, and also the whole provisions in regard to the supplying of water of "The Greenock Police and Improvement Act, 1865," and to enact new provisions in their room, and, among other purposes, to appoint a body of Trustees (hereinafter called the Trust) and to incorporate the Trust, and to make suitable provision for the appointment and election, and rotation of certain Members, and to provide as to the qualification of parties eligible to the Office of Trustees, and of electors; to provide for the meetings of the Trust, and as to its committees, quorum, voting, and disposal of business, for the appointment or continuance of Clerks, Treasurers, Collectors, and other Officers, and as to their accountability, for providing Offices, regulating Contracts, legal proceedings, mortgages, accounts, and notices; and all other matters and things calculated to carry out the objects of the Bill.

And by the Bill, the rights, powers, and property of the Police Board, under the Acts before mentioned, so far as regards the supplying of Water, and all purposes therewith connected, will be transferred to the Trust, with such amendments and modifications of the provisions in the said Acts thereanent, and such additional provisions as shall be suitable, and on such conditions as shall be just and equitable. And the Trust will be empowered to acquire, and the Company will be authorized to sell and transfer to the Trust for such price, compensation, annuities, or other consideration, and upon such terms and conditions as shall have been fixed and agreed upon, or as may yet be agreed upon, the whole Reservoirs, Aqueducts, Conduits, Waterfalls, Cisterns, Mains, Pipes, and other Works and Machinery, and Springs, Streams, Lands, Houses, Mill Sites, Feu Duties, and Casualties, and Rights of Superiority, Water Rents, Leases, and other Estate and effects, and Stock, heritable and moveable of whatsoever kind (excepting the Company's Reserve Fund), which shall, at the date of transfer, belong to the Company, with the right and power of supplying Water and charging rates or rents, or making other charges therefor, and all rights, powers, and privileges possessed by the Company, under its Acts of Parliament, viz., the Acts (local) of the 6th year of the Reign of His Majesty King Geo. IV., Chapter 106, and of the 8th and 9th year of the Reign of Her present Majesty, Chapter 72, or in any other way whatsoever; which whole works, estate, and effects, (excepting the said Reserve Fund), and rights, powers, and privileges will, with suitable amendments and modifications in regard to the same, be by the Bill vested in the Trust, subject to the debts, liabilities, and obliga-

tions of the Company, or some of them, which shall be assumed by the Trust. And such powers shall include the existing powers for the acquisition of lands and streams, and the construction of reservoirs and works by agreement, and for taking materials and acquiring and disposing of situations for mills and other works, and supplying them with water, and all other powers by the said Acts conferred; and power will also be taken to alter and enlarge the existing pipes and aqueducts and other works, and to make provision for carrying the same along roads and otherwise; and power will also be taken to dispose of superfluous lands and of lands not required for the purposes of the Bill, and all rights and privileges conferred by any of the recited Acts may be extended and applied to the whole or any of the works and property vested by the Bill in the Trust. And power will be taken for the dissolution of the Company and winding up of the affairs of the same, and distribution of its funds and effects among its Creditors and Shareholders, or for such other disposal of such funds and effects as has been or shall be agreed upon, or shall be sanctioned by Parliament.

And by the Bill a Deed of Agreement entered into between the Company and the Police Board for carrying out such transfer will be ratified and confirmed, and such other Agreements for the aforesaid purposes as may be found necessary will be ratified, sanctioned, or authorised.

And by the Bill the limits within which a supply of Water may be afforded by the Trust, will be extended and defined, and will include the area of the Town or Burgh of Greenock, as defined in "The Greenock Police and Improvement Act, 1865," and the whole limits of the said Act, and all places at present supplied with Water under the Acts above mentioned, or any of them, and all adjoining places and works; and the limits will also be defined within which the supply shall be compulsory, which may, if thought expedient, extend to the whole limits of supply. And power will be taken to render the introduction of water into all houses within the limits of compulsory supply imperative on the owners and occupiers thereof, or one or other of them, or on their failure power will be taken to the Trust so to introduce the Water at the expense of such owners and occupiers, or of one or other of them; and regulations will be made and powers taken in regard to the supply, and to prevent waste and impurity, and for the construction of public fountains and discontinuance of existing public Wells, or some of them, and for supply to baths and washhouses, and for extinguishing fires, cleansing streets, flushing drains, and all other Police and Sanitary objects; and also for supplying water to the Ships in the Port and Harbours, and for driving mills and machinery, and supplying steam power, and for all purposes to which water may be in any way applied; and to make all such provision in the premises as may be suitable.

And by the Bill power will be taken to levy rates and charges, and to alter existing rates and charges, and to confer, vary, and extinguish exemptions from payment of rates and charges; and power will be taken to the Trust to levy existing rates, assessments, or rents, or new or additional domestic and other water rates or rents, and public water rates or assessments, within the area before mentioned, and adjoining places and works, wheresoever the water is supplied, in respect of the supply and use of the water and

of the public advantages thereof, and for the acquisition of the works, property, and powers herein before referred to, and the other objects and purposes of the Bill, from the Occupiers and Owners, both or either of them, of lands, houses, mills, factories, warehouses, shops, and other heritages, and to levy existing or amended and increased rates or charges for the supply of water to ships, and to levy rents or rates and feu-duties for mill sites and waterfalls, and water power, and to levy rates or charges for all and whatsoever purposes the water may be applied to, and to make agreements or ratify existing agreements or provisions as to exemptions, or the mode of payment of such rates, assessments, and charges, and rents and feu-duties, with such amendments as may be necessary; and power will be taken generally to confer, continue, vary, or extinguish all exemptions from payment of rates and charges, and to vary or extinguish any other rights or privileges which will in any way interfere with the objects and purposes of the Bill, and to confer all rights and privileges which will further or aid in carrying out the same.

And to enable the Trust to accomplish the objects of the Bill, power will be taken to them to borrow money on the security of the rates, assessments, rents, or charges, to be authorised, and other income, and of the property and general undertaking of the Trust, by Mortgage, Bond, Cash Credit, terminable annuity, or otherwise, and in such form as may be expedient; and power will be taken to fund the debts of the Trust, and such provision will be made as to the existing debt of the Police Board, and as to the allocation or apportionment and security for repayment thereof as shall be just and equitable.

And power will be taken to repeal, vary or amend the several Acts, before referred to, and also the following Acts, or some of them, or some parts of them, viz.:—The Acts relating to the Port and Harbours of Greenock, viz., the following Acts of the reign of His Majesty King George the 3rd, of the 13th year, Chapter 28, of the 29th year, Chapter 43, and (Local) of the 41st year, Chapter 51, of the 43rd year, Chapter 87, of the 50th year, Chapter 167, of the 57th year, Chapter 32, and the Act of the 5th year (Session 2) of the reign of Her present Majesty, Chapter 54, and the Public General Act of the 27th and 28th year of the Reign of Her present Majesty, Chapter 93, and the Provisional Order as to the Port and Harbours of Greenock, thereby confirmed, and all and every other Acts or Act of Parliament which will be affected by or impede the objects of the Bill, and to alter or cancel all Agreements made under authority of or ratified by any of the Acts before mentioned or otherwise, which will affect or impede such objects.

And, if it shall be considered advisable, power will be taken in the said Bill (instead of the creation of a new Trust) for the acquisition by and transference to the Police Board itself of the works, property, plant, and powers of the Company (excepting their reserve fund) by agreement as aforesaid, and for investing in the Police Board all the powers, rights, and privileges hereinbefore mentioned, as intended to be conferred on and exercised by the Trust, to be by the Police Board held and exercised along with their existing powers.

And all powers will be taken by the Bill which shall be calculated to further the ends and objects of providing for the town and port and harbours

of Greenock, and places adjacent, a supply of water for all domestic, public, police, cleansing, sanitary, manufacturing, and shipping purposes, and for every other purpose to which the same may be applied.

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

Dated this 16th day of November, 1865.

JOHN KERR GRAY, } Greenock,
THOMAS KING, }
For the Board of Police of Greenock.

DAV. R. CRAWFORD, Greenock,
For the Shaws Water Joint-Stock Company.

JOHN GRAHAM,
3, Westminster Chambers, Westminster,
For Board of Police of Greenock.

GRAHAMES & WARDLAW,
30, Great George Street, Westminster,
For the Shaws Water Joint-Stock Company.

GREENOCK WATER.

(New Reservoirs and other Works for Additional Supply; Rates; Power to Borrow; other Purposes.)

NOTICE is Hereby Given, that Application will be made to Parliament in the next Session for leave to bring in a Bill to authorise the execution of additional Works for the purpose of affording a better Supply of Water to the Town of Greenock, and Suburbs and Places adjacent, including the Port and Harbours and Shipping therein, and for other purposes, and for making all necessary provision for such objects.

By which Bill it is intended to repeal the Act (local), of the 3d year of the Reign of Her present Majesty, Chapter 27, intituled "An Act for the further Improvement of the Town of Greenock, for better Lighting, and supplying the same with Water, for regulating the Police thereof, and for other purposes connected therewith," or the provisions of the said Act so far as regards Water, or all unrepealed provisions thereof, and the provisions as to Water contained in "The Greenock Police and Improvement Act, 1865," with the Acts of the Shaws Water Joint-Stock Company, viz.: the Acts (local) of the 6th year of the Reign of His Majesty King George IV., Chapter 106, and of the 8th and 9th year of the Reign of Her present Majesty, Chapter 72, and all other Acts which will in any way impede the objects of the Bill, and to cancel all agreements sanctioned by, or made under authority of any of the said Acts, or otherwise, which it may be necessary to set aside.

And for the purpose of providing for the introduction of a more plentiful and efficient supply of water, it is intended by the Bill to take the necessary powers to the body of Trustees in Greenock (hereinafter called the Trust) to be incorporated or appointed, with all usual and necessary powers, under the Bill, or under any Act of the next Session of Parliament for transferring to them the works, property, and powers of the Board of Police of Greenock (hereinafter called the Police Board), and of the Shaws Water Joint-Stock Company (hereinafter called the Water Company), in respect to supplying Water, or to the Police Board itself, if it shall be thought advisable in the said Bill to make the transfer of the Water Company's works and property to the Police Board, and, among others, powers shall be conferred on the Trust or the Police Board to

make and maintain the following additional works or some of them, viz. :—

First.—A Reservoir on the River or Water of Gryfe, commencing at a point in the East Parish or parish of Greenock, five furlongs or thereabouts in a south-westerly direction from Glenbrae farm-steading, thence extending to a point in the said East Parish, or parish of Greenock, one furlong and three-quarters of a furlong or thereabouts in a south-westerly direction from the said Glenbrae farm-steading, and terminating at a point in the parish of Inverkip, seven furlongs or thereabouts in a north-easterly direction from Lower Garvock farm-steading, with an alteration in the level of the road diverging from the road between Greenock and Largs by Loch Thom at a point in the Parish of Inverkip three and one half furlongs or thereabouts in a south-easterly direction from Killochend House and seven furlongs or thereabouts in a north-easterly direction from Lower Garvock farm steading, to Dowries farm steading, which alteration in level commences at a point in the Parish of Inverkip, one-half furlong or thereabouts in a south-easterly direction from or near the said point of divergence of the said road to Dowries farm steading, from the said road between Greenock and Largs by Loch Thom, and terminates at a point in the said Parish of Inverkip, two and one-half furlongs or thereabouts in a south-easterly direction from the said point of divergence of the said roads, which intended Reservoir and works will be wholly situated in the East Parish or parish of Greenock, the West Parish or parish of Greenock, the parish of Inverkip, and the parish of Kilmalcolm, or some of them, all in the county of Renfrew.

Second.—A Reservoir on the said River or Water of Gryfe, commencing at a point in the parish of Kilmalcolm, one furlong and one-quarter of a furlong or thereabouts in a north-easterly direction from Mansfield farm steading, thence extending to a point in the said parish of Kilmalcolm, two and one-half furlongs or thereabouts in a north-easterly direction from the said farm steading of Mansfield, and terminating at a point in the East Parish or parish of Greenock, two and one-half furlongs or thereabouts in a southerly direction from the said Glenbrae farm steading, which intended Reservoir will be wholly situated in the parish of Kilmalcolm and the East Parish or parish of Greenock, or one of them, both in the county of Renfrew.

Third.—A Watercourse commencing at a point in the East Parish or parish of Greenock, one-half furlong or thereabouts in a north-easterly direction from the said farm-steading of Glenbrae, and terminating by a junction with the reservoir first described, at a point in the East Parish or parish of Greenock one furlong and three-quarters of a furlong or thereabouts in a south-westerly direction from the said farm-steading of Glenbrae, which intended Watercourse will be situated in the East Parish or parish of Greenock, and the parish of Kilmalcolm, or one of them, both in the county of Renfrew.

Fourth.—A Conduit commencing by a junction with the Reservoir first described, at a point in the East Parish or parish of Greenock, two furlongs and one-quarter of a furlong or

thereabouts in a south-westerly direction from the said Glenbrae farm steading, and terminating on the south side of the existing Whinhill Reservoir, by a junction with the said existing Whinhill Reservoir, at a point in the West Parish or parish of Greenock, two and one-quarter furlongs or thereabouts in a south-easterly direction from Whinhill farm steading, which intended Conduit will be situated in the parish of Kilmalcolm, the East Parish or parish of Greenock, the West Parish or parish of Greenock, or some of them, all in the county of Renfrew.

Fifth.—A Watercourse and Filters, wholly situated in the West Parish or parish of Greenock, and the county of Renfrew, commencing by a junction with the existing Channel, Pipe, or Watercourse, conducting the water from the said existing Whinhill Reservoir, to the existing Reservoir or distributing basin situated between the said existing Whinhill Reservoir and Strone farm steading, at a point two and one-half furlongs or thereabouts in a south-easterly direction from the said Whinhill farm steading, and terminating by a junction with the said existing Reservoir or distributing basin, situated between the said existing Whinhill Reservoir and the said Strone farm steading, at a point three furlongs or thereabouts in a south-easterly direction from the said Whinhill farm steading.

Sixth.—A Main Pipe, commencing by a junction with the said existing Reservoir or distributing Basin situated between the said existing Whinhill Reservoir and the said Strone farm steading, at a point in the East Parish or parish of Greenock, two furlongs or thereabouts in a south-westerly direction from the said Strone farm steading, and terminating at a point in the said East Parish or parish of Greenock, at or near the west corner of Victoria Harbour, which Main Pipe will be situated in the East Parish or parish of Greenock, the West Parish or parish of Greenock, or one of them, both in the county of Renfrew.

And power will be taken to make all proper works in connection with the works before specified, including embankments, dams, weirs, sluices, catch-water drains, cuts, aqueducts, tunnels, bridges, cisterns, pipes, filtering apparatus, gauges, and all works and conveniences whatsoever, necessary or expedient for the purposes of the same, or for providing compensation or otherwise, and to alter and enlarge all existing reservoirs, conduits, pipes, and other works; and power will be taken to deviate in the construction of the said several works from the lines and levels shown on the plans and sections deposited as after-mentioned, to such extent as shall be delineated in the plans and defined in the Bill, and temporarily or permanently to alter, divert, or stop up all roads, bridges, streets, passages, railways, lines of telegraphs, canals, sewers, gas pipes, water pipes, water-courses, rivers, brooks, or streams, and to carry pipes or conduits and other works through, over, under, across or along the same as may be necessary.

And by the Bill power will be taken to intercept and divert, and to impound and store in the Reservoir first mentioned, and for the purposes of supply and other purposes under the said Act, the Waters of the River or Water of Gryfe and affluents and tributaries of the same, which Water

of Gryfe flows into the Black Cart River, which falls into the River White Cart and Cart Navigation, and thence into the River Clyde and River Clyde Navigation; and power will be taken to intercept and divert and to impound in the Reservoir second before mentioned, for the purpose of affording compensation to millowners and others or otherwise, the Waters not intercepted by the Reservoir first mentioned or allowed to pass therefrom and the Waters of the Garshangan burn and tributaries and affluents of the same, and the said River or Water of Gryfe, and tributaries and affluents of the same within the area of such last-mentioned Reservoir, which burns, tributaries and affluents flow into the said Water or River of Gryfe and with the said Water or River of Gryfe pass into the Rivers and Navigations before-mentioned; and power will also be taken by the Water-course third mentioned to intercept and convey to the Reservoir first mentioned the Waters of the burn or stream, known by the name of the Wee Burn, and tributaries and affluents of the same which Wee Burn, flows past the said Glenbrae Farm Steading, at a distance of about one half furlong therefrom, and into the said River or Water of Gryfe, and thence into the Rivers and Navigations before mentioned, to be impounded and stored in the Reservoir first mentioned, for the purposes before described; and by the Conduit fourth described, the said Waters impounded and stored in the Reservoir first described, will be conveyed to the said existing Whinhill Reservoir, and thence by the said existing Channel Pipe or Watercourse and the Water-course and Filters fifth described, to the said existing Reservoir or distributing basin situated between the said existing Whinhill Reservoir and the said Strone farm steading, and thence by the Main Pipe sixth described, the said Waters and also the Waters at present impounded and stored in the said existing Whinhill Reservoir, which at present flow partly into the Carts Burn and thence into the River Clyde and River Clyde Navigation, and partly into the said existing Reservoir or distributing basin, situated between the said existing Whinhill Reservoir and the said Strone farm steading, and thence into the Conduit belonging to the Shaws Water Joint-Stock Company, leading from the said existing Reservoir or distributing basin to the said Company's filters at Prospect Hill, and also the Waters at present impounded and stored in the said existing Reservoir or distributing basin situated between the said existing Whinhill Reservoir and the said Strone farm steading, which at present flow partly into the said Carts Burn and thence into the River Clyde and River Clyde Navigation, and partly into the said Conduit belonging to the Shaws Water Joint-Stock Company leading from the said existing Reservoir or distributing basin to the said Company's filters at Prospect Hill for distribution and supply under the powers of the Bill.

And power will be taken to acquire compulsorily, or by agreement, all lands, houses, brooks, streams, waters, and other property, and to hold, possess, and use the same for the purposes of the intended Act, and all rights and privileges connected with such property to be so taken, and all other rights and privileges which will in any way interfere with the objects and purposes of the Bill will be extinguished, and such rights and privileges as will further such objects and purposes will be conferred; and power will also be taken to dispose of superfluous lands and of lands not required for the purposes of the Bill.

And by the Bill power will be taken to apply

the additional supply of water to be so provided within the area to be defined in the said Bill, or in the intended other Bill to be introduced in the next Session of Parliament before referred to, and which area will include the Town or Burgh of Greenock, as defined in "The Greenock Police and Improvement Act, 1865," and the whole limits of the said Act, and all places at present supplied with water under the Acts before mentioned, or any of them, and all adjoining places and works, and the said additional supply shall be subject to the provisions in the said Bill, or in the said other intended Bill contained as to the area of compulsory supply, which may be the whole area of supply, and also as to the introduction, which shall be made imperative, of the water into all houses within the said area by the owners or occupiers of the same, or at their expense, and shall contain all necessary regulations as to waste and impurity; and all other regulations as to the use of the water that may be in the Bill of which notice is now given, or the said other Bill contained, and for the supply of baths and washhouses, extinction of fires, cleansing of streets, flushing of drains, and all other police and sanitary objects, the supply of ships, production of steam power, and all other purposes to which it may be applicable.

And by the Bill power will be taken to levy rates, duties, and charges, and to alter existing rates, duties, and charges, and to confer, vary, and extinguish, exemptions from payment of rates, duties, and charges, and power will be taken to levy existing rates, assessments, or rents, or new and additional domestic and other water rates or rents, and public water rates or assessments, within and over the extended area to be defined in the Bill, and before mentioned, and adjoining places and works wheresoever the water is supplied, in respect of the supply and use of the water and of the public advantages thereof, and for the objects and purposes of the Bill, from the occupiers and owners, both or either of them, of lands, houses, mills, factories, warehouses, shops, and other heritages, and to levy existing or amended and increased rates or charges for the supply of water to ships, and to levy rates and charges for all and whatsoever purpose the water may be applied to, and to make agreements or ratify existing agreements or provisions as to exemptions or the mode of payment of such rates, assessments, duties, and charges, and other considerations, with such amendments as may be necessary; and power will be taken generally to confer, continue, vary, alter, or extinguish all exemptions from payment of rates and charges, and to vary or extinguish any other rights or privileges.

And to enable the Trust, or Board of Police, as the case may be, to accomplish the objects of the Bill, power will be taken to them to borrow money on the security of the rates, duties, or charges to be authorised, or other income to arise, or of the general undertaking, by mortgage, bond, cash credit, terminable annuity or otherwise, and in such form as may be expedient, and if expedient to fund the debt so to be contracted, and to confer an equal security on the debt so to be contracted with the existing debt.

And power will be taken to repeal, vary, or amend the following additional Acts or some of them, or some parts of them, viz.:—The Acts referring to the Port and Harbours of Greenock, viz.:—The following Acts of the Reign of His Majesty King George the Third, of the 13th year, Chapter 28, of the 29th year, Chapter 43; and (Local) of the 41st year, Chapter 51, of the 43d

year, Chapter 87, of the 50th year, Chapter 167, of the 57th year, Chapter 32, and the Act of the 5th year (Session 2) of the Reign of Her present Majesty, Chapter 54, and the Public General Act of the 27th and 28th year of the said last-mentioned Reign, Chapter 93, and the Provisional Order as to the Port and Harbours of Greenock, thereby confirmed; and all and every other Acts or Act of Parliament which will be affected by or impede the objects of the intended Act and all agreements made or ratified by or under authority of any of the Acts before mentioned or otherwise, which will so affect or impede such objects, shall be cancelled.

And all powers will be taken by the Bill which shall be or seem calculated to further the ends and objects of the said undertaking in providing an additional and efficient supply of water for all domestic, public, police, cleansing, sanitary, manufacturing, and shipping purposes, and for every other purpose to which the same may be applied.

And Notice is also Hereby Given, That Duplicate plans and sections of the Works before mentioned, showing the brooks, streams, and waters to be diverted; and the lines, situation, and levels of the Works, and the lands, houses, and property to be, or that may be taken or interfered with as within the limits of deviation, and in and through which the works are to be made and maintained, under the powers of the Bill, with a duplicate 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 in the line of the works, or within such limits of deviation, and a copy of this Notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November instant, be deposited with the principal Sheriff-Clerk of the County of Renfrew, at his offices at Greenock and Paisley respectively, and a Copy of so much of the said Plans, Sections, and Book of Reference as relates to any of the parishes aforesaid, will, with a Copy of this Notice, on or before the said 30th day of November instant, be deposited with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such parish.

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

Dated this 16th day of November 1865.

JOHN KERR GRAY, } Greenock.
 THOMAS KING, }
 JOHN GRAHAM, 3 Westminster Chambers,
 Westminster,
 Parliamentary Agent.

DUNDEE WATER WORKS.

(Alteration and Extension of Works; Additional Capital; and Amendment of Acts; and other Purposes.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the ensuing Session for an Act for the purposes after-mentioned, or some of them. To authorise the Dundee Water Company (hereinafter called the Company) to make and maintain the following Works, or some of them, with all necessary conveniences and accommodations connected therewith, viz:—

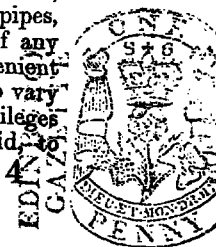
A Reservoir in or upon Crombie Den, and Lands thereto adjacent, partly in the Parish of Monikie, partly in the Parish of Carmyllie, and partly in the Parish of Panbride, all in the County

of Forfar, such Reservoir extending from a point on the Crombie Burn 400 yards or thereabout north-westward from Crombie Mill, in the Parish of Panbride aforesaid, to Kings Well, situate at the side of the Crombie Burn, in the Parish of Monikie aforesaid.

To intercept, take, and divert into the said Reservoir, and therein to store up and impound, and use for the purposes of the Company, the water of the Crombie Burn and affluents thereof, which stream called the Crombie Burn flows in and through the said Crombie Den, and then enters the Panbride Burn, and thence into the sea at or near Panbride Bleachfield, in the said Parish of Panbride, and passing through the Parishes of Carmyllie, Monikie, and Panbride aforesaid, and the Parish of Arbiriot, all in the County of Forfar, and to divert and take the water from the said intended Reservoir, and from the Crombie Burn aforesaid, and its affluents by the existing aqueducts to and into the existing Reservoirs of the Company at Craigton of Monikie, and also to make provision for an outflow of water from the said intended Reservoir into the channel of the said Crombie Burn equal to the quantity of water which the existing Acts of the Company provide shall run in the channel of the said Burn before any water shall be abstracted therefrom by the Company, and to make further and other regulations thereanent. To make and maintain a Road to the proposed Reservoir, commencing at the point on the public road between Monikie and Carmyllie where the farm road to Easterton branches off, and extending thence in a north-westerly direction to a point on the west side of Crombie Den about 550 yards from the before-mentioned point of commencement, and which road is, and will be, situated in the Parish of Monikie aforesaid.

To make and maintain all Embankments, Bridges, Culverts, Pipes, Cuts, Conduits, Sluices, Weirs, Aqueducts, Roads of access, Fences, and other Works which may be found necessary for collecting the said water, and storing and impounding the same in the said intended Reservoir, and for conveying the said water from the said Reservoir, and from the said Crombie Burn, to the existing Reservoirs, Conduits, and Pipes of the Company at Craigton of Monikie, and for all other purposes of the Company and of the said intended Act, to make all needful alterations on the existing Dams, Sluices, Aqueducts, and Conduits of the Company; which intended Reservoir and other Works are situated, and will be constructed, in the Parishes of Monikie, Panbride, and Carmyllie, in the County of Forfar aforesaid.

And it is proposed by the intended Act to authorise deviations from the lines of the intended Works, as shown upon the Plan and Sections thereof hereinafter referred to, within the limits also shown on the said Plan, or to be prescribed by the said Act, and to confer powers for the compulsory purchase of Lands, Houses, Streams, and other Property, or rights therein, required for the said Works and other purposes aforesaid, and also for the purchase of Lands and others aforesaid by agreement, and to stop up, alter or divert temporarily or permanently, all or any roads, streets, highways, railways, tramways, rivers, streams, reservoirs, canals, water courses, mains, pipes, bridges, or apparatus, erections or works of any description which may be necessary or convenient for the purposes of the undertaking, and to vary or extinguish all existing rights and privileges connected with any land and others aforesaid, 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.

To continue or alter and define the regulations with respect to and the quantity of the water provided to flow in the channel of the Crombie Burn aforesaid, and to alter and define the position of the Gauge thereon.

And it is proposed by the intended Act to authorise the Company to apply for the purposes of the said intended Act the corporate funds of the Company, and to empower them, for these purposes and other the purposes of the undertaking, at any time, or from time to time, to raise further Capital, by the creation and issue of additional Shares or Stock, and by Borrowing on Mortgage or Bond, or Cash Credit, or by any of those modes, and with or without a guarantee or preference, or priority in payment of Interest or Dividends over all or any other of the Shares or Stock of the Company; and also to enable the Company to divide the new Shares or Stock into classes, under such arrangements, and with such respective rights and privileges as may be authorised by the said intended Act; and also to enable the Company to raise money by the creation of Debenture Stock.

Also to incorporate with the said intended Act all or any of the powers or provisions of the "Water Works Clauses Acts, 1847 and 1863;" "The Company's Clauses Consolidation (Scotland) Act, 1845;" "The Company's Clauses Act, 1863;" "The Lands Clauses Consolidation (Scotland) Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and any other Act or Statutes bearing upon or referring to the purposes of the said intended Act.

And, for these and other purposes, it is proposed by the intended Act to alter, amend, extend, or enlarge, and to repeal certain of the provisions of "The Dundee Water Works Act, 1845," and "The Dundee Water Works (Extension) Act, 1853," and "The Dundee Water Works Act, 1862."

And Notice is Hereby Further Given, that a Plan and Section in duplicate of the intended Works, and the Brooks and Streams intended to directly divert into same, and of the Lands, Houses, and Property in and through which the said Works are intended to be made, and within the limits of deviation defined on the said plan, or which may require to be taken for the purpose of such Works, together with 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, Houses, and Property, with a copy of this Notice as published in the *Edinburgh Gazette*, will be deposited with the principal Sheriff-Clerk of the County of Forfar at his offices at Dundee and Forfar respectively, 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, 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 on or before the 30th day of November 1865, and will be accompanied by a Copy of this Notice, and that Copies of the Bill for effecting the objects afore-

said will be deposited in the Private Bill Office of the House of Commons before the 24th day of December next.

Dated Tenth November, One Thousand Eight Hundred and Sixty-Five.

SHIELL & SMALL, Dundee.

DODDS & HENRY,

18, Abingdon Street, Westminster.

TAIN WATER.

SUPPLY OF WATER; NEW WORKS.

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

To enable the Magistrates and Council of the Royal Burgh of Tain, as the Commissioners for carrying into operation in the said Burgh "The General Police and Improvement (Scotland) Act "1862," to make and maintain the following Works, or some of them, that is to say:—

1. A Reservoir, situate on the Stream called the Water of Scotsburn-Glen, and on the lands of Scotsburn-Glen, Lamington, and Culpleasant, the lower or eastern end of which Reservoir will be four hundred yards or thereabouts eastward of the boundary line between the Parishes of Tain and Logie-Easter at the point where the said line crosses the said Water of Scotsburn-Glen, and the upper or western end of which Reservoir will be five hundred yards or thereabouts westward of the said boundary line; which intended Reservoir will be situate in the said Parishes of Logie-Easter and Tain, and County of Ross.

2. A Conduit or Main-Pipe, commencing at or near the Well or Spring called Saint David's Well, on the lands of Culpleasant, in the parish of Tain, situate one hundred and ninety yards or thereabouts north of the said Water of Scotsburn-Glen and near to the boundary line above-mentioned, and terminating at or near the south-west angle of the Court-House, in the High Street of the Burgh of Tain; which intended Conduit or Main-Pipe will be situate in, or pass from, through, or into, the said parishes of Logie-Easter and Tain, and the Royal Burgh of Tain, in the County of Ross.

3. A Conduit or Branch-Pipe, commencing at or near a Well or Spring situate on the lands of Scotsburn-Glen, in the said Parish of Logie-Easter, one hundred and ten yards or thereby in a south-west direction from Saint David's Well aforesaid, and terminating at or near the said Saint David's Well; which intended Conduit or Branch-Pipe will be situate in, or pass from, through, or into, the said parishes of Logie-Easter and Tain, and County of Ross.

To make and maintain all necessary Embankments, Dams, Weirs, Sluices, Catch-water Drains, Culverts, Cuts, Tunnels, Roads of Access, and other Works and Conveniences in connection with the said intended Reservoir, Conduits, and Works, and all Pipes, Drains, Cuts, and other Works necessary for taking and collecting the Waters of the said Well or Spring called Saint David's Well, and of the said Well or Spring situate on the said lands of Scotsburn-Glen, and conveying the same into the said intended Conduits, or either of them.

To deviate in the construction of the said intended Works from the lines and levels delineated on the Plans and Sections to be deposited, as here-

inafter mentioned, to the extent defined on the said Plans, or specified in the said Bill; and to carry the said intended Works over, under, along, or across, and for that purpose temporarily or permanently to stop up, divert, or alter any road, highway, railway, or stream, in the parishes above mentioned.

To maintain and use the existing Waterworks and Pipes belonging to the said Magistrates and Council, or to unite and connect the same with the said intended Works.

To take power to acquire, by compulsory purchase or otherwise, the lands, houses, mills, manufactories, dams, springs, streams, water, and property which will or may be required to be taken or used for the purposes of, or in connection with, the said intended Reservoir, Conduits, and other Works; and to take, divert, and use the waters of the said stream called the Water of Scotsburn-Glen, and of the said Wells above described, and to impound, store, and convey the same in the said intended Reservoir, Conduits, and other Works, respectively, for the purpose of introducing an additional supply of water into the said Burgh of Tain, and districts adjoining thereto, within the said parish of Tain, and affording compensation to the Owners, Lessees, and Occupiers of Mills, Manufactories, and other Works, and other parties interested in the Water of the said Stream and Wells; which Wells above described flow into the said stream called the Water of Scotsburn-Glen, which under the name of the Water of Tain flows into the Dornoch Firth at a point near the Tain Station of the Highland Railway, in the parish of Tain, and County of Ross; and to vary or extinguish all existing rights and privileges connected with the lands, houses, mills, manufactories, dams, springs, streams, water, or property to be acquired or taken, and stored and diverted as aforesaid, which would interfere with or prevent the said supply of Water, or the construction, maintenance, or use of the said intended Reservoir, Conduits, and other Works, or the execution of any of the objects of the said Bill.

To authorise the said Magistrates and Council, as Commissioners aforesaid, to supply Water to the said Burgh of Tain, and to places and districts adjoining thereto, beyond the limits of the said Burgh, and within the Parish of Tain, and to levy Rates and Duties for, or in respect of Water so supplied by them, and to confer, vary, or extinguish exemptions from payment of Rates and Duties leviable under the authority of "The General Police and Improvement (Scotland) Act, 1862," or the said Bill, and to confer, vary, or extinguish other powers, rights, and privileges.

To authorise the said Magistrates and Council to defray the expense of the said intended works in whole or in part out of the Rates and Duties leviable under the authority of "The General Police and Improvement (Scotland) Act, 1862," or the said Bill, or out of the Corporate Property, Funds, or Revenues of the said Burgh; and for that purpose, and for the general purposes of the Undertaking, to borrow such sums as may be necessary by Mortgage or Bond, or otherwise, on the security of the said Property, Funds, or Revenues, or Rates and Duties.

Plans and Sections, describing the lines, situations and levels of the said intended works, and the lands, houses, and property, which may be required to be taken for the purposes thereof, or in connection therewith, and 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, on or before the 30th day of November 1865, be deposited in the Offices at Dingwall and Tain, of the Principal Sheriff-Clerk of the County of Ross, and with the Schoolmaster, or, if there be no Schoolmaster, with the Session Clerk of each of the said Parishes of Logie-Easter and Tain, at his residence, and with the Town Clerk of the Royal Burgh of Tain, at his Office in Tain.

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, 1865.

H. M. TAYLOR, Tain.

LOCH & MACLAURIN,

8, Great George Street, Westminster.

Tain, 10th Nov. 1865.

HAMILTON'S ESTATE.

Administration of Trust for the Benefit of Natives of Barony of Gorbals, and Appropriation of Funds.

NOTICE is Hereby Given, that Application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill to provide for the better administration and management of the Trust constituted or intended to be constituted by the Trust Disposition and Settlement executed by Agnes Hamilton, sometime Grocer in Gorbals of Glasgow, dated the 19th day of July 1821, and along with two Codicils thereto, dated respectively the 28th day of January 1834, and 13th day of October 1854, recorded in the Books of Council and Session the 18th day of June 1860, for the payment of Annuities not exceeding Four Pounds Sterling each to decayed natives and residents for Forty years in the Barony of Gorbals, in the Counties of Lanark and Renfrew, to be nominated by the Managers of the said Barony from time to time, such persons not being under the age of Sixty-five years, and the said annuities being payable during the lives of such annuitants at two or four terms in the year, as the said Managers might think best: By which Bill it is intended to provide for the purposes and to take and confer the powers hereinafter mentioned, or some of them, that is to say—

To set apart and appropriate out of the property or funds left by the said Agnes Hamilton, and now under the management of Peter White, Accountant in Glasgow, Judicial Factor on her Estate, appointed by the Court of Session on the 25th day of May 1860, such sum of money for the purposes of the trust above mentioned, and for the payment of the said Annuities as may be agreed upon by and between the heirs of the said Agnes Hamilton, and the other persons interested in the said Property and Funds, or as may be fixed and specified in the said Bill.

To define the purposes of the said trust, in so far as regards the payment of the said Annuities, and the application of the sum to be set apart and appropriated as aforesaid and the interest or annual income thereof, and the qualifications of and mode of choosing the persons entitled to the benefit of the said trust.

To appoint Trustees for the administration of the said trust, to transfer to and vest in them the sum to be set apart and appropriated as aforesaid, to provide for the investment of the funds and the

management of the trust, to authorise the Trustees to be so appointed to make bye-laws and regulations for the administration of the trust, and to confer on them all powers, rights, and privileges which may be necessary for carrying into effect the purposes of the said Bill.

To provide for the appropriation and payment of the residue of the said property and funds left by the said Agnes Hamilton, to and among her heirs and next of kin.

To ratify and confirm any Agreements which may have been or may be entered into by and between the said parties, or any of them, with respect to the several matters above mentioned, or any of them; to vary or extinguish any rights and privileges which would interfere with or prevent the execution of the purposes of the said Trust Disposition and Settlement or the said Bill; and to confer all such powers, rights, and privileges as may be necessary or expedient for carrying the same into effect.

Dated this 10th day of November, 1865.

J. F. WILKIE, S.S.C., Edinburgh.

McGRIGOR, STEVENSON, & FLEMING,
Writers, Glasgow.

LOCH & MACLAURIN,
8 Great George Street, Westminster.

BRIDGE OF ALLAN WATER.

Incorporation of Company; Purchase of Waterworks; New Works; and Supply of Water.

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 (hereinafter called the Company) for the purpose of supplying with Water the Town of Bridge of Allan and Suburbs thereof, and Places adjacent, within the Parishes of Logie and Lecropt, in the Counties of Stirling and Perth:—By which Bill it is intended to provide for the objects and take and confer the powers hereinafter mentioned, or some of them, that is to say:

To authorise the Company to make and maintain the Works hereinafter described, or some of them:

First, A Reservoir situate on the Stream called the Coxburn, and on portions of the lands of Blackhill and Pendreich, and in the Parish of Logie and Counties of Perth and Stirling; the lower end of which intended Reservoir will be six hundred and twenty yards, or thereby, in an easterly direction from the farm steading on the said lands of Pendreich, and the upper end of which intended Reservoir will be nine hundred and ten yards, or thereby, in an easterly direction from the said farm steading:

Second, A Conduit or Main Pipe, commencing at a point on the Lade or Conduit which conveys Water from the stream called Wharrie Burn to the Allan Water, two hundred and seventy-seven yards, or thereby, in a north-easterly direction from the farm steading on the said lands of Pendreich, and terminating at or near the lower end of the said intended Reservoir; which intended Conduit or Main Pipe will be situate in the Parish

of Logie and County of Perth; and which Lade or Conduit above described commences at a point on the Wharrie Burn, seventy-four yards, or thereby, in a north-westerly direction from Pendreich Mill, and terminates at the Allan Water, at a point one thousand yards, or thereby, in a southerly direction from the Town of Bridge of Allan:

Third, A Conduit or Main Pipe, commencing at or near the lower or westerly end of the said intended Reservoir, and terminating in the Distributing Pond or Tank hereinafter described; which intended Conduit or Main Pipe will be situate in the said Parish of Logie and County of Stirling:

Fourth, A Distributing Pond or Tank, situate at a point sixty-four yards, or thereby, in a northerly direction from the farm steading on the lands of Sunnyslaw, in the Parish of Logie and County of Stirling:

Fifth, A Conduit or Main Pipe, commencing at the said intended Distributing Pond or Tank, and terminating at or near the point where the centre line of Union Street and Well Road intersects the centre of the Turnpike Road leading from Perth to Stirling, in the said Town of Bridge of Allan, in the Parish of Logie and County of Stirling:

To make, lay, and maintain all necessary Embankments, Weirs, Dams, Cuts, Culverts, Sluices, Drains, Roads of Access, Main and Distributing Pipes, and other Works and Conveniences in connection with the said intended Reservoir, Distributing Pond and Conduits; and to cross, alter, divert, or use any Turnpike Roads, Highways, Streets, Sewers, or Drains which it may be necessary or proper to cross, alter, divert or use in the execution of the said intended Works:

To take powers for the purchase compulsorily or by agreement of the Lands, Houses, and other property which may be required to be taken for the purposes of the said intended Reservoir, Distributing Pond, Conduits, and other Works; and to vary or extinguish all rights and privileges connected with such Lands, Houses, and other property which would interfere with or prevent the construction or use of the said intended Reservoir, Distributing Pond, Conduits, and other Works:

To authorise the Company, if they think fit, to acquire by compulsory purchase the existing Waterworks at Bridge of Allan, belonging to Sir James Edward Alexander of Westerton, Knight, including the Reservoir situate on the lands of Sunnyslaw, part of the Estate of Westerton, in the said Parish of Logie and County of Stirling, the Conduit or Main Pipe leading therefrom to the said Town of Bridge of Allan, and the Distributing Pipes in and near the said Town, and the Lands, Houses, and Property, powers, rights, and privileges relating to or connected with the said Waterworks; or to contract with the said Sir James Edward Alexander for the Purchase of the said existing Waterworks, on such terms and conditions, and on payment of such price or of such Compensation in Shares of the Company, or otherwise, as may be agreed on; to confirm any Agreement which has been or may be made between the said Sir James Edward Alexander and the Company, or any person on their behalf, with respect to the purchase or acquisition of the said Waterworks; and to provide that the said Waterworks, if and when so purchased or acquired, shall form part of the Undertaking of the Company.

To authorise the Company to take and divert the waters of the said stream called the Coxburn, and of the said stream called the Wharrie Burn, and the feeders and tributaries thereof, and the springs, streams, and waters arising in or flowing through the Lands of Westerton, Blackhill, Pendreich and Mill of Pendreich, and to impound, store, and convey the said waters in the said existing or intended Reservoirs, Distributing Pond, and Conduits, and other works to be acquired or constructed by the Company, or some of them, and to supply with water the said Town of Bridge of Allan and Suburbs thereof, and places adjacent, within the said Parishes of Logie and Lecropt, in the Counties of Stirling and Perth; which streams, called the Coxburn and Wharrie Burn, flow into the Allan Water, which joins the River Forth at a point fourteen hundred and seventy-four yards, or thereby, below and to the south of Union Street, in the said Town of Bridge of Allan.

To authorise the Company to raise Money, by the issue of Shares, or by borrowing on Bond or Mortgage, for the purpose of defraying the expense of the said intended Works, and of the purchase or acquisition of the said existing Waterworks, and for the general purposes of their undertaking.

To authorise the Company to levy Rates, Rents and Charges, for and in respect of the said supply of Water by them; to alter the existing rates, rents and charges, leviable for the present supply; to confer, vary or extinguish exemptions from payment of such respective rates, rents and charges; to vary or extinguish all rights or privileges relating to or connected with the said existing Waterworks and Supply of Water, and other rights or privileges which would interfere with or prevent the said Supply of Water by the Company, or the execution of the several purposes of the said Bill; to confer on the Company all the usual powers of an incorporated Company, and to confer all such other powers, rights, and privileges as may be necessary for carrying into effect the purposes of the said Bill.

Plans and Sections describing the lines, situation, and levels of the said intended Reservoir, Distributing Pond, Conduits, and other Works, and the Lands, Houses, Waterworks, and Property which may be required 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, Waterworks, and Property, and a Copy of this Notice as published in the *Edinburgh Gazette*, will, on or before the 30th day of November 1865, be deposited in the Office, at Stirling, of the Principal Sheriff-Clerk of the County of Stirling, and in the Offices, at Perth and Dunblane, of the Principal Sheriff-Clerk of the County of Perth, and with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk, of each of the said Parishes of Logie and Lecropt, at the residence of such Schoolmaster or Session-Clerk.

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, 1865.

Dated this 13th day of November, 1865.

JAMES MONTEATH, Stirling.

LOCH & MACLAURIN,

8, Great George Street, Westminster.

NORTH BRITISH AND EDINBURGH AND BATHGATE RAILWAY COMPANIES.

Amalgamation or Purchase of Edinburgh and Bathgate Railway; 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 effecting the following purposes, or some of them, that is to say:—

To authorise the Edinburgh and Bathgate Railway Company to sell and transfer the Edinburgh and Bathgate Railway and their whole Undertaking, Works, Lands, Leases, Property, and effects to the North British Railway Company; and to authorise the North British Railway Company to purchase and take the transfer of the said Railway and Undertaking, Works, Lands, Leases, Property, and effects; or to amalgamate or provide for the amalgamation of the Undertaking of the Edinburgh and Bathgate Railway Company with the Undertaking of the North British Railway Company, in such manner, for such price or consideration, and on such terms and conditions, and from and after such date, 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 North British Railway Company all or some of the Rights, Powers, Privileges, Authorities, Contracts, Liabilities, and Obligations which at the time of effecting such sale or amalgamation may be vested in, or held, or enjoyed by the Edinburgh and Bathgate Railway Company in reference to their Undertaking, or to which they may be subject or liable under or in virtue of the Acts relating thereto, or otherwise.

To authorise the North British Railway Company to provide for the payment of the said price or 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 Shares or Stock in the Undertaking of the Edinburgh and Bathgate Railway Company in such manner and proportions, and with such Dividends, 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 the Shares or Stock in the Undertaking of the Edinburgh and Bathgate Railway Company, or any portion thereof, into guaranteed or preferential Shares or Stock in the Undertaking of the North British Railway Company, of such amount and with such Dividends as may be agreed on by and between the said Companies or as may be provided by the said Bill.

To terminate and extinguish the statutory lease of the Undertaking of the Edinburgh and Bathgate Railway Company to the North British Railway Company; and to confer on the Shares or Stock in the Undertaking of the North British Railway Company to be appropriated and assigned to the holders of Shares or Stock in the Undertaking of the Edinburgh and Bathgate Railway Company, and on the Shares or Stock in the last-mentioned Undertaking which may be converted into Shares or Stock in the Undertaking of the North British Railway Company, and on the Dividends payable on such Shares or Stock respectively, the same priority,

preference, and privileges as are at present conferred on or attached or belong to the rent payable by the North British Railway Company to the Edinburgh and Bathgate Railway Company under the Acts hereinafter mentioned, or any of them, or such other priority, preference, or privileges as may be agreed on by and between the said Companies, or as may be provided by the said Bill.

To authorise the North British Railway Company to raise any portion of the share or loan capital of the Edinburgh and Bathgate Railway Company which has not been issued, paid up, or borrowed, or additional capital in lieu thereof; and for that purpose to create and issue ordinary, preferential, or guaranteed Shares or Stock in the Undertaking of the North British Railway Company, or to borrow on bond or mortgage.

To provide for the Dissolution of the Edinburgh and Bathgate Railway Company and the payment and fulfilment of their Bonds, Mortgages, or Debentures, and other Debts, Liabilities, or Obligations; and to authorise the North British Railway Company to raise money so far as may be necessary 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; and to provide for cancelling or otherwise disposing of any forfeited or unissued Shares or Stock of the Edinburgh and Bathgate Railway 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 Edinburgh and Bathgate Railway Company and the North British Railway Company with reference to all or any of the matters aforesaid; and to authorise the Edinburgh and Bathgate Railway Company and the North British Railway Company to make and carry into effect other agreements 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 North British Railway Company and their Undertaking—viz., local and personal Acts, 9 and 10 Vic., c. 81, 202, and 332; 10 and 11 Vic., c. 83 and 246; 11 and 12 Vic., c. 116, 118, 127, and 160; 12 and 13 Vic., c. 39 and 86; 14 and 15 Vic., c. 55, and the provisions unrepealed of the Acts referred to in the Schedule to that Act; 14 and 15 Vic., c. 62; 15 Vic., c. 109; 16 and 17 Vic., c. 90, 151, and 152; 18 and 19 Vic., c. 127, 158, and 190; 19 and 20 Vic., c. 98 and 106; 20 and 21 Vic., c. 78, 91, 124, and 129; 21 and 22 Vic., c. 64, 65, 109, and 145; 22 and 23 Vic., c. 14, 24, 83, and 96; 23 and 24 Vic., c. 140, 145, 159, 178, and 195; 24 and 25 Vic., c. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226, and 248; 25 and 26 Vic., c. 47, 48, 49, 135, 138, 142, 145, 181, and 189; 26 and 27 Vic., c. 187, 194, 213, 223, 226, and 237; 27 and 28 Vic., c. 81, 84, 100, 248, 271, 279, 286, and 292; 28 and 29 Vic., c. 125, 152, 186, 200, 201, 206, 213, 217, 308, 309, 328, and 356; and the following Acts relating to the Edinburgh and Bathgate Railway Company, viz.:—local and personal Acts, 9 and 10 Vic., c. 332; 10 and 11 Vic., c. 246; and 11 and 12 Vic., c. 116 and 160; 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 North British Railway Company to levy the existing Tolls, Rates, and Charges on and for the use of the Edinburgh and Bathgate Railway and Works connected therewith, and the conveyance of traffic thereon, authorised to be levied by the said Acts relating to the Edinburgh and Bathgate Railway 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 Edinburgh and Bathgate Railway 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, 1865.

Dated this 13th day of November, 1865.

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

LOCH & MACLAURIN,
8 Great George Street, Westminster.

SOUTH-WESTERN & NORTH BRITISH UNION RAILWAYS.

Incorporation of Company; Construction of Railways from Glasgow and South-Western Railway near Newmilns, in the County of Ayr, to North British Railway near Morningside, in the County of Lanark; Compulsory Purchase of Lands; Working Arrangements with Subscriptions by and other Provisions Affecting the Glasgow and South-Western and North British Railway Companies; Working and Traffic Arrangements with those Companies; Facilities over their Railways; Alterations of their Tolls, 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 for the following, or some of the following, among other purposes:—

To incorporate a Company hereafter referred to as "The Company," and to enable the Company to make and maintain the Railways hereinafter mentioned, or some or one of them, or some part or parts thereof, together with all proper and necessary stations, approaches, bridges, roads, communications, and other works and conveniences connected therewith respectively, that is to say:—

(First), A Railway, No. 1, commencing in the parish of Galston and county of Ayr, by a junction with the Glasgow and South-Western Railway (Newmilns Branch), at a point 500 yards or thereabouts westward of the north-west corner of the dwelling-house belonging to Hugh Arnot, known by the name of Stonegate, and terminating in the parish of Cambusnethan and county of Lanark, at a point eight chains or thereabouts southwards of the southwest corner of the Railway Hotel adjoining Wishaw Station on the Cale-

donian Railway, and which said intended Railway (No. 1) and works and conveniences connected therewith, will be made or pass from, in, through, or into, and the lands, houses, and other property which may be taken for the purposes thereof are situated in the parishes of Galston and Loudoun, in the county of Ayr, and in the parishes of Strathaven or Avondale, Stonehouse, Glassford, Dalserf, Dalziel, Hamilton, Cambusnethan, Carluke, Kilbride, and Lesmahagow, in the county of Lanark, or some or one of them.

(Second), A Railway, No 2, commencing in the parish of Cambusnethan and county of Lanark, by a junction with the aforesaid proposed Railway No. 1, at a point eight chains or thereabouts southwards of the south-west corner of the Railway Hotel adjoining Wishaw Station on the Caledonian Railway, and terminating by a Junction with the Wilsontown, Morningside, and Coltness Railway, belonging to the North British Railway Company, at a point in the parish of Cambusnethan and county of Lanark twenty-nine chains or thereby north-westward from the farmstead of Watstonfoot, and which said intended Railway No. 2, and the works and conveniences connected therewith will be made or pass from, in, through, or into; and the lands, houses, and other property which may be taken for the purposes thereof are situate in the parishes of Cambusnethan, Dalziel, Shotts, Carluke, Dalserf, Stonehouse, and Hamilton and county of Lanark, or some or one of them.

(Third), a Railway, No. 3, commencing in the parish of Strathaven or Avondale and County of Lanark, at a point ten chains or thereabouts west of the south-west corner of the buildings known by the name of Holmhead, and terminating in the same parish and county by a junction with Railway No. 1, at a point fifteen chains or thereabouts north-west of the north-west corner of Gilmourtown School; which said intended Railway No. 3, and the works and conveniences connected therewith will be made, or pass from, in, through, or into, and the lands, houses, and other property which may be taken for the purposes thereof, are situate in the parishes of Strathaven or Avondale, Stonehouse and Glassford, and County of Lanark, or some or one of them.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:—

To empower the Company to construct sidings, stations, goods depôts, hotels, warehouses, works, buildings, and conveniences in connection with the said Railways.

To empower the Company to deviate laterally from the lines of the intended Railways and Works to the extent shown on the plans, and to deviate vertically from the levels as shown on the sections hereinafter mentioned.

To enable the Company to make such openings in and alterations of the Glasgow and South-Western and North British Railways, or either of them, as may be necessary for the purposes of the said Bill and to form junctions and communications with the rails and works of the said Railways, or either of them, and otherwise to interfere with those Railways, or either of them, and the lands and works thereof respectively, and to regulate such junctions and the use thereof.

To cross under, over, or on the level of, and divert, alter, or stop up, whether temporarily or permanently, turnpike, statute-labour, public accommodation, and other roads and highways, footways, streets, railways, stations, tramways,

bridges, rivers, streams, brooks, aqueducts, water-courses, canals, navigations, sewers, drains, reservoirs, and gas, water, and other pipes within the aforesaid parishes and extra parochial and other places, or any of them so far as may be necessary by reason or for the purposes of the said intended Railways and works, or either of them, or of the said Bill.

To purchase and take by compulsion, and also by agreement, lands, houses, tenements, and property for the purposes of such intended Railways or either of them, Stations and Works, and of the said Bill; and to authorise and empower all owners of lands, houses, and other property, whether persons or incorporations, trustees, or others holding under entail, or other legal disability, to sell or convey their lands, houses, and other property, or any part thereof, necessary for the purposes aforesaid, to the Company, for such annual feu-duty, ground annual, or rent charge, or for such consideration in shares, mortgages, or bonds of the Company as may be fixed or agreed on, as the value of such lands, houses, and other property, and to provide that such feu-duty, ground annual, or rent charge shall form a preferable lien or burden on the revenues and property of the said intended Company, and to vary or extinguish all rights and privileges in any manner connected with such lands, houses, and other property.

To levy tolls, rates, and duties upon, or in respect of the intended Railways or either of them, stations, and Works; to alter, vary, or extinguish existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

To enter into and carry into execution with any Company or Corporation, or any Commissioners, Road and Bridge Trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for maintaining, or working the said intended Railways or either of them and Works, or for the use of the same.

To authorise the Glasgow and South-Western and the North British Railway Companies, or any or either of them, by themselves or their nominees, to subscribe funds towards, and take and hold shares in the capital of the Company, or otherwise to contribute towards the proposed undertaking, or any part or parts thereof, and to guarantee to or for the Company interest, dividend, annual or other payments on share or stocks, and the principal and interest of any loan, and to advance and lend money to the Company; and for these purposes, or for any of the purposes of the Bill, to apply their existing funds and any moneys which they have still power to raise, and to raise moneys by the creation of new shares or stock in their respective undertakings with or without preference, priority, or guarantee in payment of dividend or interest, or other special advantages or privileges, and by borrowing on mortgage, bond, or otherwise.

To enable the Company on the one hand, and the Glasgow and South-Western and the North British Railway Companies respectively, and any other Railway Company, to be incorporated in the ensuing Session of Parliament, or any or either of them, on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements with respect to the working, use, management, and maintenance, and repair by all or any of such Companies of the said intended Railways, or either of them, Stations and Works, or any part or parts thereof; the

supply of engines, rolling and working stock, plant and machinery, and of officers and servants; the allowances and payments to be made, and the conditions to be performed with respect to such working, use, management, maintenance, and services; the regulation, management, interchange, accommodation, conveyance, apportionment, transmission and delivery of traffic; the levying, fixing, collection, payment, division, appropriation, and distribution of the tolls, fares, charges, and revenue, and any other objects and purposes of the said Bill, and to authorise the appointment of Joint Committees for carrying into effect any such contracts, agreements, or arrangements as aforesaid; and to confirm any contract, agreement, or arrangement already made, or which, previously to the passing of the said Bill, may be made touching any of the matters aforesaid.

To require and compel the Glasgow and South-Western and the North British Railway Companies, or either of them, and their or either of their respective lessees and assigns, upon such terms as shall be agreed upon, or failing such agreement as shall be settled by arbitration, or as may be provided for by the Bill, to receive, book through, forward, accommodate, transmit, and deliver on, over, and from their respective Railways or undertakings, or the Railways or undertakings of which they, or any one of them respectively is, are, or may be lessees, or which may be under the arrangement, management, or control of any one of them, and at the stations, warehouses, and booking-offices thereof respectively; and to afford all necessary facilities for all passengers, goods, animals, carriages, and other traffic of whatsoever description coming from or destined for the intended Railways, or either of them, or any part thereof; and if need be to alter and vary the tolls, rates, and charges which the Glasgow and South-Western and the North British Railway Companies respectively, or any one of them may be entitled to take and receive upon their respective railways or undertakings, or upon the railways or undertakings of which they, or any one of them respectively is, are, or may be lessees, or which may be under the arrangement, management, or control of those Companies or of any one of them; and to confer, vary, and extinguish exemptions from such tolls, rates, and charges.

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

To vary or extinguish all rights and privileges which would impede or interfere with any of the objects and purposes of the Bill, or with any such contracts, agreements, or arrangements, and to confer other rights and privileges.

To incorporate with the Bill all or some of the powers and provisions of "The Companies Clauses Consolidation (Scotland) Act 1845," "The Companies Clauses Act 1863," "The Lands Clauses Consolidation (Scotland) Act 1845," "The Lands Clauses Consolidation Acts Amendment Act 1860," "The Railways Clauses Consolidation (Scotland) Act 1845," "The Railways Clauses Act 1863," and "The Railway Companies Powers Act 1864," and of any other Acts which it may be necessary to incorporate therewith, and to insert in the Bill all other powers and provisions neces-

sary for effecting all or any of the objects of this Notice which may be comprised in the Bill.

To alter, amend, enlarge, or repeal, so far as necessary for the purposes of the Bill, the following local and personal Acts of Parliament, or some of them, that is to say, the following Acts relating to the Glasgow and South-Western Railway Company, and their undertakings, or to the joint lines from Glasgow to Paisley, that is to say, "the Glasgow and South-Western Railway Consolidation Act 1855," and the Acts therein recited; and the several other 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, the 27th and 28th, and the 28th and 29th years of the reign of her present Majesty, and any other Acts relating to the Glasgow and South-Western Railway Company.

Also, the several Acts following, or some of them, relating to the North British Railway Company, viz.—14 and 15 Victoria, cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act 16 and 17 Vic., cap. 152; 18 and 19 Vic., cap. 127; 19 and 20 Vic., cap. 98; 20 and 21 Vic., caps. 91, 124, and 129; 21 and 22 Vic., caps. 65, 109, and 145; 22 and 23 Vic., caps. 14, 24, 83, and 96; 23 and 24 Vic., caps. 140, 145, 159, and 195; 24 and 25 Vic., caps. 102, 114, 131, 177, 186, 214, and 226; 25 and 26 Vic., caps. 47, 48, 49, 142, 145, 181, and 189; 26 and 27 Vic., caps. 194, 213, 223, and 226; 27 and 28 Vic., caps. 84, 100, and 292; and 28 and 29 Vic., caps. 125, 152, 186, 202, 206, 213, 308, and 309, and any other Acts relating to the North British Railway Company.

Duplicate plans and sections describing the lines and levels of the said intended Railways, Stations, and Works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, as also a published map, with the lines of the proposed Railway delineated thereon, and a copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection on or before the 30th day of November 1865, in the offices at Ayr and Kilmarnock of the principal Sheriff-Clerk for the county of Ayr, and also in the offices at Glasgow, Lanark, and Hamilton, of the principal Sheriff-Clerk for the county of Lanark; and a copy of so much of the said plans, sections, and books of reference as relates to each of the said several parishes, together with a copy of the said *Gazette* Notice, will, on or before the 30th day of November 1865, 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.

On or before the 23d December next 1865, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 15th day of November 1865.

WHITE-MILLAR & ROBSON, Edinburgh,
Solicitors for the Bill.

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

CLYDE NAVIGATION.

(Formation of Streets, or Roads of Access, to and from Stobcross Dock and Springfield Quay, and other Works—Compulsory Purchase of Lands—Powers to Clyde Trustees to Raise Additional Money—Repeal or Alteration of Provisions of "The Edinburgh and Glasgow Railway (Extensions) Act, 1864," and "The Caledonian Railway (Glasgow Harbour) Act, 1864," and Powers of Caledonian, Edinburgh and Glasgow and North British Railway Companies thereunder—Change of Levels and Gradients—Lateral and Vertical Deviations of Lines of Railways—Further Powers to and Provisions Affecting the North British and Caledonian Railway Companies—Contribution by these Companies to Expense of Construction of Works—Powers to them to Raise Additional Money—Arrangements with these Companies—Amendment of Acts and other Purposes.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the ensuing Session thereof, by the Trustees of the Clyde Navigation, in this Notice called "The Trustees," for leave to bring in a Bill for all or some of the following objects and purposes:—

To enable the Trustees to form, make, and maintain the following streets or roads and other works, or some or one of such streets or roads and other works, or some part or parts thereof, with all necessary and proper appliances, approaches, bridges, communications, and other relative works and conveniences; that is to say—

I. To widen the diversion of the Pointhouse Road authorised by the local and personal Act relating to the Clyde Navigation, 9th Vict., cap. 23, or the Act therein recited, such widening commencing at and from the south end of the eastern side of Sandyford Street, and terminating in the intended street of 40 feet in width, authorised to be formed by the 21st section of "The Edinburgh & Glasgow Railway (Extensions) Act, 1864," at the street or road numbered 104 in the Parish of Barony of Glasgow, on the plans deposited with the principal Sheriff-Clerk of the County of Lanark, in the month of November, 1863, for the purposes of "The Edinburgh and Glasgow Railway (Extensions) Act, 1864," and leading from the north-eastern end of the Lands of Stobcross to the Pointhouse Road nearly opposite to Messrs. Barclay & Curle's patent slip, at a point on that road or street 146 yards or thereabouts to the south-eastward of the south-eastward corner of Stobcross House.

II. A road or street commencing by a junction with Kelvinhaugh Street, at a point on the south-eastern side of that street, 56 yards or thereabouts to the north-westward of the south-westward corner of Saint Vincent Crescent, continuing thence in a southwardly direction, and terminating by a junction with the widening firstly before described, of the said authorised diversion of the Pointhouse Road, at a point on the March or Boundary dividing the lands of Stobcross and Over Newton, and which point is 363 yards or thereabouts to the eastward of the south-east corner of Sandyford Street, and all necessary works connected therewith.

III. A street or road commencing at the termination of the proposed widening, firstly hereinbefore described, of the said authorised diversion of the Pointhouse Road, at a point 146 yards or

thereabouts to the south-eastward of the south-eastward corner of Stobcross House, and terminating by a junction with the west side of Finnieston Street, at a point 34 yards or thereabouts to the south of the intersection of Finnieston Street and Stobcross Street, and all necessary works connected therewith.

IV. A street or road commencing on the eastern side of Finnieston Street, at a point 27 yards or thereabouts south of the intersection of Finnieston Street and Stobcross Street, and terminating by a junction with Stobcross Street, at a point in that street opposite the southern end of Grace Street, and all necessary works connected therewith.

All which streets, roads, and other works, on the north side of the River Clyde, are, or will be, situated in the Barony Parish of Glasgow and County of Lanark.

V. A street or road on the south side of the River Clyde, commencing at a point on the north side of the Paisley Road, opposite the north end of Pollok Street, thence proceeding in a northerly direction, and terminating by a junction with the Springfield Quay, at a point near the west end of the Springfield Shed, belonging to the Trustees, and all necessary Works connected therewith: which Street, or Road, and other Works are, or will be, situated in the Parish of Govan and County of Renfrew.

To authorise the Trustees to purchase, take, and acquire, by compulsion or otherwise, lands, houses, heritages and other property, for the purposes of the said several Streets or Roads, and other works, herein before-mentioned, or some of them, and of the said Bill: which several lands, houses, heritages, and other property and works before mentioned, are, or will be, situated in the Barony Parish of Glasgow in the County of Lanark, and in the Parish of Govan in the County of Renfrew respectively.

To confer on the Trustees all necessary and proper powers for effecting the foresaid, or the following objects, or some of them, that is to say—

For power to deviate in the formation or construction of the said proposed Streets or Roads and other Works, laterally from the lines and vertically from the levels delineated on the Plans and Sections to be deposited as hereinafter mentioned, to such an extent as will be defined on the said Plans and Sections, and provided by the said Bill.

For power to make such openings in, and alterations of, the lines, stations, and works of the Edinburgh & Glasgow Railway, and of the Caledonian Railway, authorised by "The Edinburgh & Glasgow Railway (Extensions) Act, 1864," or by "The Caledonian Railway (Glasgow Harbour) Act, 1864," as well during the construction as after the completion of the said lines of railway, stations, and works, as may be necessary for any of the purposes of the Bill.

To occupy, use, cross, pass under, or over, or alter, stop up, and divert, so far as may be necessary for the purposes of making, maintaining, and using the said intended streets, roads, communications, and other works, or any of the works and conveniences connected therewith, and for the purposes of the Bill, either temporarily or permanently, any turnpike or other roads, streets, highways, paths, passages, bridges, sewers, telegraphic apparatus, gas, water, and other pipes, railways and tramways, within the Parishes aforesaid.



To empower the Trustees, and the owners of, and other parties interested in the lands, houses, heritages, and other property required for the several purposes aforesaid, and any other bodies, companies, corporations, commissioners, trustees, and other person or persons, holding under entail, or other legal disability, to contract and agree with each other for the acquisition by the Trustees, of such lands, houses, heritages, and other property, absolutely or by way of feu, lease in perpetuity, or otherwise, for such price, annual feu-duty, ground-annual, or rent charge, or for such other consideration, mortgage, or Bond of the Trustees, as may be fixed or agreed on as the value of such lands, houses, heritages, and other property, and for the acquisition, purchase, commutation or extinction of any duties, customs, or other payments, and other rights and privileges, and restrictions or prohibitions, which may affect or be affected by the construction, maintenance, or use of the said proposed streets, roads, or communications, and other works, or by the interference with any streets, lanes, courts, passages or thoroughfares, and to execute all agreements, conveyances, contracts of feu and of ground-annual, mortgages, bonds, and other deeds necessary for these purposes.

It is also intended by the Bill to authorise and require the Caledonian Railway Company, and that Company and the Edinburgh and Glasgow Railway Company, or the North British Railway Company, as in right and place of the said Edinburgh and Glasgow Railway Company (hereinafter in this notice called the Companies), or one or more of them, to relinquish and abandon, or otherwise to authorise the relinquishment and abandonment of the lands, grounds, and heritages required for the said Roads or Streets, and other Works, in so far as they are situate, or pass through any lands or heritages belonging to the Companies, or either of them. Farther, to authorise and require the Companies, or either of them, to make such lateral and vertical deviations, and to alter the levels and gradients of such parts of their lines of Railway as may be necessary to permit of the said Streets, Roads, accesses, or other Works, being formed in a proper and convenient manner, or to empower the Trustees to make such deviations, or to alter such levels and gradients.

To repeal, annul, alter, or vary "The Edinburgh and Glasgow Railway (Extensions) Act, 1864," and "The Caledonian Railway (Glasgow Harbour) Act, 1864," and the several agreements set forth in the schedules to those Acts respectively, or so much of these Acts and agreements as relates to the railways, tramway, station or stations, and other works, as authorised by these Acts respectively, and also all or any contracts, agreements, and other deeds or instruments which in any way relate to these railways, tramways, station or stations, and other works, and to the lands, houses, and property authorised to be purchased for the purposes thereof, and to vary or extinguish all existing rights and privileges which would in any way prevent or hinder the purposes of the said Bill being fully effected, and to confer other rights and privileges.

To authorise and empower the Trustees to sell and dispose of the lands, houses, heritages, and other property already or hereafter to be acquired by them, and which may not be wanted for the purposes of their undertaking, or of the said Bill, on such terms, and subject to such stipulations, and at such time or times, and at such price or for

such consideration as the Trustees may fix, or as may be provided for in the said Bill.

To authorise and empower the Trustees to erect and maintain sheds, warehouses, and conveniences connected therewith, on any portion of the lands now belonging to them, or any lands which they may hereafter acquire, and to levy rates and rents in respect thereof.

To authorise and require the Companies, or one or more of them, to defray the whole or a portion of the expense of the construction and maintenance of the said several intended Roads or Streets, and other Works and lands and other property required for the formation thereof, out of their existing Funds, and any moneys which they have still power to raise, and, if need be, to authorise and require the Companies, or either of them, to raise money for the several purposes aforesaid, by the creation of shares or stock in their respective undertakings, and either with or without any preference or priority in the payment of dividend, or other privileges attached thereto, over all or any of the existing obligations, preference, and ordinary capital of the said respective Companies, and also respectively, if necessary, to alter their existing Tolls or Rates, or to raise money by borrowing, and by the issue of Debenture Stock, and by such other means as may be considered expedient, or shall be provided by the Bill, and to vary and postpone all existing rights and privileges to give effect to any such preference or priority as aforesaid, and also to reduce, vary, or alter the powers already conferred on the Companies with respect to the raising of Capital or the creation of Shares.

To enable the Trustees on the one hand, and the Companies, or either of them, on the other hand, to enter into, and carry into effect Contracts and Agreements with reference to any of the objects and purposes of the Bill, and with reference to the acquisition of Lands, or of any rights in Lands, for the purposes of the Works to be authorised by the said intended Bill, the construction, maintenance, and use of the said Works—the portion of the expense thereof to be defrayed by the Companies, and other matters relating thereto, and to confirm any Contracts or Agreements already entered into, or which may hereafter be entered into, with reference to the matters aforesaid.

To enable the Trustees to borrow, on the security of their present and future works, lands, and property, and of the tolls, rates, duties, and charges which they are already authorised to levy, or which they may be authorised to levy under the powers of the said Bill, additional money for the purposes of the said works, and conveniences, purchase of lands, houses, Heritages, and other property, to be acquired and taken under the said Bill, and for the other purposes of their undertaking.

To abolish and extinguish and free and relieve the Trustees from any prohibition, or restriction, or other provision against the erection of warehouses and other works which may be contained in the Title Deeds of the Trustees, or the Title Deeds of the Proprietors of the Stobcross Estate, or of the Companies, or either of them, or in the Title Deeds of any other party, or parties whatever, and to make such provision otherwise as may not preclude the Trustees from erecting on the grounds now belonging to them, or which may hereafter be acquired by them, all such Sheds, Warehouses and other Works and conveniences as they may consider expedient.

To authorise the Trustees to levy Tolls, Rates, and Duties, to alter and vary the Tolls, Rates, and Duties now leviable by them in respect of their undertakings, or some of them, and to confer exemptions from the payment of Tolls, Rates, and Duties, and to confer, vary, or extinguish other rights and privileges.

To vary or extinguish all rights, franchises, exemptions, restrictions, prohibitions, rates, and privileges which would in any manner impede or interfere with the purposes and objects of the said Bill, or any of them, and to confer, vary, or extinguish other powers, rights, rates, and privileges.

To incorporate with the Bill all or some of the powers and provisions of "The Lands Clauses Consolidation (Scotland) Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation (Scotland) Act, 1845;" and "The Railways Clauses Act, 1863," and of any other Acts which it may be necessary to incorporate therewith, and to insert in the said Bill all other powers and provisions necessary for effecting all or any of the objects of this notice, or which may be comprised in the Bill.

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

The following Acts relating to the Edinburgh and Glasgow Railway Company, or some of them, viz., 9 and 10 Victoria, cap. 333; 11 and 12 Victoria, cap. 160; 12 and 13 Victoria, cap. 39; 15 Victoria, cap. 109; 16 and 17 Victoria, cap. 151; 18 and 19 Victoria, caps. 158 and 190; 21 and 22 Victoria, cap. 64; 24 and 25 Victoria, caps. 84 and 248; 25 and 26 Victoria, caps. 135 and 138; 26 and 27 Victoria, cap. 237; 27 and 28 Victoria, caps. 81, 271, and 279; 28 and 29 Victoria, caps. 200, 217, and 328; and any other Acts relating to the Edinburgh and Glasgow Railway Company. Also the several Acts following, or some of them, 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 28 and 29 Vict., caps. 125, 152, 202, 206, 213, and 309, and any other Acts relating to the North British Railway Company; also the several Acts following, or some of them, relating to the Caledonian Railway Company, viz., "The Caledonian 'Railway' Act, 1845," and the several other Acts relating to the Caledonian 'Railway' Company, passed respectively in the 9th and 10th, the 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, and the 28th and 29th years of the Reign of Her present Majesty, and any other Acts relating to the Caledonian Railway Company; also the Acts following, or some of them, relating to the Clyde Navigation, viz., "The Clyde Navigation 'Consolidation' Act, 1858; and the provisions unrepealed of the Acts

referred to in the Schedule of that Act;" and "The Clyde Navigation (Glasgow Harbour Tramways) Act, 1864," and any other Acts relating to the Clyde Navigation; also "The Glasgow Police Act, 1862."

And Notice is hereby further given, that duplicate plans and sections describing the lines, situations, and levels of the said proposed new Streets or Roads, and other works, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation, as defined on the said plans, and which may be required to be taken for the purposes of the said several objects, 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, 1865, in the Office of the Principal Sheriff-Clerk for the County of Lanark, at his Office at Glasgow, and in the Office of the Principal Sheriff-Clerk of the County of Renfrew, at his Office in Paisley, and a copy of the said plans, sections, and book of reference, together with a copy of the said Notice, as published in the *Edinburgh Gazette*, will, on or before the 30th day of November, 1865, be deposited for public inspection with the Schoolmasters, or if there be no Schoolmasters, with the Session-Clerks of the Barony Parish of Glasgow and Govan respectively, at the usual places of abode of such Schoolmasters or Session-Clerks, and also with the Town-Clerks of the Royal Burgh of Glasgow, at their Office in Glasgow.

And Notice is Hereby lastly Given, that on or before the 23rd day of December, 1865, printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1865.

A. TURNER,
Town-Clerk of Glasgow, and Secretary to the
Clyde Navigation Trustees, Glasgow,
Solicitor for the Bill.
SIMSON & WAKEFORD,
22 Abingdon Street, Westminster,
Parliamentary Agents.

GUARDIAN FIRE AND LIFE ASSURANCE COMPANY.

Amendment of Act; Investment of Monies; Power to acquire Business of, and to Amalgamate with other Assurance Companies; Alteration and Enlargement of the Powers of the Company and of the Directors,

NOTICE is Hereby Given, that it is intended to apply to Parliament, in the next Session, for an Act for the following purposes, or some of them, that is to say :—

To amend the local and personal Act 13 and 14 Victoria, chapter XXV, entitled "The Guardian Assurance Company's Act, 1850," or some part or parts thereof, and to re-enact parts thereof, with amendments, and (so far as may be necessary or expedient) to alter and amend the powers and provisions of the Deeds of Settlement of the Guardian Fire and Life Assurance Company (hereinafter called the Company), bearing date respectively the 17th day of December 1821, and the 26th day of July 1822.

To alter and regulate the existing capital of the Company, and the terms and conditions on which

it may be held; to enable the discontinuance of further additions to existing capital, and the reduction of the present amount of the capital of the Company; and to enable the distribution of further profits beyond the amount already authorized to be distributed.

To make further provisions for the investment of the monies of the Company, and to authorize the purchase of Offices and places of business elsewhere than in London.

To empower the Company, or the Court of Directors, from time to time, upon such terms and conditions as may be agreed upon, to acquire, by purchase or otherwise, all or any part of the property and business of any other Fire or Life Assurance Company or Society; and to enable the Company to amalgamate with any other such Company or Society; and to enable any such other Company or Society to sell or dispose of all or any part of their property and business to the Company; and to empower the respective Companies, or the Directors thereof, to make such arrangements as regards alteration of amount of capital and otherwise as may be requisite or deemed expedient for the purposes aforesaid.

To enable the Company to make bye-laws, rules, and regulations for the conduct of their business and affairs; and, with the consent of a specified proportion of Policy Holders affected thereby, to make alterations in the laws and regulations as to alteration of amount of capital and otherwise as and when deemed expedient.

To alter and fix the number and qualification of Directors; to alter and amend the existing provisions as to election and going out of office of Directors, their remuneration and powers; and to authorize the issue of Policies assuring payments during illness from accident, or upon death arising from accident, and the keeping of separate funds to answer such policies and payments if deemed expedient.

To authorize the possession and use of a Common Seal; and to amend and alter the provisions of the before-mentioned Act as regards the vesting of the assets of the Company in the Trustees thereof, and as to the Policies and Annuities held by Trustees or Mortgagees or other persons not having the entire beneficial interest therein.

To vary the existing regulations of the Company as to the meetings of the Company, and the mode of convening the same.

To enable the Company, or the Court of Directors, to comply with any rules and regulations in force in any British Colony or Foreign States, and which it may be necessary to comply with before opening an Office of the Company in such Colony or State.

To confer upon the Company, and the Directors thereof, further powers, rights, and privileges for enabling the Company, and the Directors of the Company, the better to carry on, manage, and regulate the business of the Company, and to confer on the Company and the Directors of the Company; and also to vary or extinguish other rights and privileges.

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

Dated this 14th day of November 1865.

PARKIN & PAGDEN,
Lincoln's Inn,
Solicitors to the Company.

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

GLASGOW & SOUTH-WESTERN RAILWAY.

(AYRSHIRE, &c., LINES.)

(Construction of New Railways in the Counties of Ayr, Lanark, and Dumfries—Abandonment of Portions of Authorised Lines in the County of Ayr—Increase of Capital—Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament, in the ensuing Session, for an Act to effect the objects following, or some of them, viz. :—

To enable the Glasgow and South-Western Railway Company, hereinafter called "The Company," to make and maintain the following Railways, or some of them, with all proper works, stations, approaches, and conveniences connected therewith, respectively, viz. :—

First.—A Railway, designated Railway No. 1, commencing near Drumsmeddan, by a Junction with the Railway No. 5, authorised by The Glasgow and South-Western Railway (Ayrshire Lines) Act, 1865, at or near a point marked 6 miles 5 furlongs on the deposited Plans of the said authorised Railway, No. 5, and terminating near Cronberry, by a Junction with the Muirkirk Branch of the Company, at or near a point thereon 575 yards or thereabouts in a North-easterly direction from the Bridge by which the said Muirkirk Branch is carried over the Bella Water; which proposed Railway No. 1 will pass from, through, or into the Parishes of Ochiltree, Old Cumnock, and Auchinleck, or some of them, in the County of Ayr.

Second.—A Railway, designated Railway No. 2, commencing by a Junction with the Railway No. 4, authorised by the Glasgow and South-Western Railway (Ayrshire Lines) Act, 1865, at or near a point marked 5 miles on the deposited Plans of the said authorised Railway No. 4, and terminating by a Junction with the said proposed Railway No. 1, at or near a point 890 yards, or thereabouts, in a North-easterly direction, from Drumsmeddan Farm Steading, in the occupation of George Brown; which proposed Railway No. 2 will be wholly situate in the Parish of Ochiltree, in the County of Ayr.

Third.—A Railway, designated Railway No. 3, commencing by a Junction with the Glasgow and South-Western Railway, at or near a point thereon, 650 yards or thereabouts in a south-easterly direction from the passenger booking-office at Old Cumnock Station, and terminating by a Junction with the proposed Railway No. 1, at or near a point 480 yards or thereabouts in a westerly direction from Plantainside Smithy; which proposed Railway No. 3 will be wholly situate in the parish of Old Cumnock, in the County of Ayr.

Fourth.—A Railway, designated Railway No. 4 (in substitution for the portion hereinafter described of the Railway No. 1, authorised by the Glasgow and South-Western Railway (Ayrshire Lines) Act, 1865, proposed to be abandoned) commencing at or near a point marked 7 miles 6 furlongs on the deposited plans of the said authorised Railway No. 1, and terminating by a Junction with the Glasgow and South-Western Railway at or near the passengers' booking-office at Mauchline Station; which proposed Railway No. 4 will pass from, through, or into the Parishes of Tarbolton and Mauchline or one of them, in the County of Ayr.

Fifth.—A Railway, designated Railway No. 5, commencing by a junction with the Glasgow and South-Western Railway, at or near a point thereon, 190 yards or thereabouts in a north-westerly direction from the Passenger booking office at Sanquhar Station, and terminating by a junction with the Railway authorised by the Caledonian Railway (Muirkirk Branch) Act 1865, at or near a point on the said last mentioned authorised Railway, about midway between the points marked 6 miles, and 6 miles 1 furlong on the deposited plans thereof, about 1080 yards or thereabouts in a north-westerly direction from Carmacoup Mill; which proposed Railway No. 5 will pass from, through, or into the Parishes of Sanquhar and Kirkconnel, and the Royal burgh of Sanquhar, or some of them in the County of Dumfries, and the Parishes of Crawfordjohn and Douglas, or one of them, in the County of Lanark.

Sixth.—A Railway, designated Railway No. 6, commencing by a junction with the said proposed Railway No. 5, at or near a point thereon, 420 yards or thereabouts in a south-easterly direction from Carmacoup Mill, and terminating by a junction with the said Railway authorised by the Caledonian Railway (Muirkirk Branch) Act 1865, at or near a point on the said last mentioned authorised Railway, between the points marked 6 miles 3 furlongs, and 6 miles 4 furlongs on the deposited plans thereof, about 410 yards or thereabouts in a westerly direction from Carmacoup Mill; which proposed Railway No. 6 will be wholly situate in the Parish of Douglas, in the County of Lanark.

To enable the Company to abandon the construction of portions of the Railways authorised by the Glasgow and South-Western Railway (Ayrshire Lines) Act 1865, after mentioned, that is to say:—

First.—So much of the Railway No. 1, authorised by the said Act, as extends from a point at or near the point marked 7 miles 6 furlongs on the deposited Plans of the said authorised Railway No. 1, to the termination thereof, at or near the Passenger booking office at Mauchline Station.

Second.—So much of the Railway No. 4, authorised by the said Act, as extends from a point at or near the point marked 5 miles on the deposited Plans of the said authorised Railway No. 4, to the termination thereof, at a point 740 yards or thereabouts to the eastward of Drumsmeddan farm steading, in the occupation of George Brown.

Third.—So much of the Railway No. 5, authorised by the said Act, as extends from a point at or near the point marked 6 miles 5 furlongs on the deposited plans of the said authorised Railway No. 5, to the termination thereof, at or near a point 740 yards or thereabouts, to the eastward of Drumsmeddan farm steading, in the occupation of George Brown.

To enable the Company to cross, alter, stop up, and divert all such roads, streams, canals, railways, tramways, sewers, telegraphic apparatus, water and gas pipes, and other works, as it may be necessary or expedient to cross, alter, stop up, or divert for making, maintaining, or using the several proposed Railways, or any of the works connected therewith.

To enable the Company to purchase, compulsorily or by agreement, or to lease, or feu, or otherwise acquire lands, houses, and other property, for the purposes of the intended Act, and to vary and extinguish all existing rights and privileges in any manner connected with such lands, houses, and other property, and all such

other rights and privileges as it may be necessary or expedient to vary or extinguish in carrying into execution any of the purposes of the said Act.

To enable the Company to levy tolls, rates, and charges in respect of the said proposed Railways, and the conveyance of traffic thereon, and to confer certain exemptions from payment of such tolls, rates, and charges, and to confer other rights and privileges.

To enable the Company to raise by the issue of new Shares or new Stock, either ordinary, guaranteed or preferential, and on mortgage or bond, such additional capital as may be necessary for the purposes hereinbefore-mentioned, and to fund or issue Debenture Stock in lieu of the capital raised, or authorised to be raised on mortgage or bond.

To alter, amend, extend and enlarge, or to repeal all or some of the existing powers and provisions of the several local and personal Acts following, or some of them, (that is to say), "The Glasgow and South-Western Railway Consolidation Act, 1855," and the several other Acts relating to the Glasgow and South-Western Railway Company and their undertaking, passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th, and the 28th and 29th years of the reign of Her present Majesty.

And Notice is Hereby Given, That Plans and Sections, describing the lines, situation, and levels of the said proposed Railways, and the lands, houses, and other property which may be required to be taken for the purposes thereof; together with Books of Reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses and other property, and also published maps to a scale of not less than half an inch to a mile, with the lines of the said proposed Railways delineated thereon, and copies of this Notice, as published in the *Edinburgh Gazette*, will be deposited for public inspection in the Offices at Ayr and Kilmarnock, of the Principal Sheriff-Clerk of the County of Ayr; in the Office at Dumfries, of the Principal Sheriff-Clerk of the County of Dumfries; and in the Offices at Glasgow and Lanark, of the Principal Sheriff-Clerk of the County of Lanark; and that a copy of so much of the said Plans, Sections, and Books of Reference as relates to each of the said Parishes, together with a like Copy of this Notice, will be deposited with the Schoolmaster, or, if there be no Schoolmaster, then with the Session-Clerk of such Parish, at the usual place of abode of such Schoolmaster or Session-Clerk; and that so much of the Plans, Sections, and Books of Reference as relates to the Royal Burgh of Sanquhar, together with a like copy of this Notice, will be deposited with the Town-Clerk of the said Royal Burgh, at his Office in Sanquhar; and that all such deposits will be made on or before the 30th day of November, 1865.

Copies of the Bill for effecting the said objects will be deposited in the Private Bill Office of the House of Commons, on or before the 23rd day of December, 1865.

Dated this 10th day of November, 1865.

MORRISONS & ANDERSON,
40 St. Vincent Place, Glasgow,
JAMES KERR, 14 Bridge Street,
Glasgow, } Solicitors.
PRITT, SHERWOOD, VENABLES & GRUBBE,
Westminster, Parliamentary Agents.

CALEDONIAN RAILWAY.

GREENOCK AND GOUROCK EXTENSIONS.

(Construction of Railways to Albert Harbour at Greenock, and to Gourrock, and of Pier at Gourrock; Arrangements with Greenock Harbour Trustees; Acquisition of Gourrock Harbour; Dissolution of Gourrock Harbour Company; Repeal and Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill to empower the Caledonian Railway Company (hereinafter called "the Company") to make and maintain the following Railways and Pier or Quay, or some one or more of them, or some part thereof, and all proper Works and conveniences connected therewith respectively, that is to say, *First*, A Railway (hereinafter called "Line No. 1,") commencing by a Junction with that portion of the Company's undertaking called the Glasgow Paisley and Greenock Railway, at or near a point about five chains south-eastward from where that Railway crosses Bogle Street in the town of Greenock, and terminating in the Firth of Clyde at or near a point about nine chains northward from the northern end of Fox Street in the town of Greenock; which proposed Line No. 1, and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the following places, or some of them, viz. the Parish of Greenock, the East Parish of Greenock, the New or Mid Parish of Greenock, the West Parish of Greenock, and the Town of Greenock, all in the County of Renfrew, and the Firth of Clyde in or *ex adverso* of those Parishes: *Secondly*, A Railway (hereinafter called "Line No. 2,") commencing by a Junction with Line No. 1 at or near a point about two chains southward from the junction of Robertson Street and Brisbane Street in the town of Greenock, and terminating at or near the present Waiting-Room at Gourrock Pier; which proposed Line No. 2, and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the following places, or some of them, viz. the Parish of Greenock, the West Parish of Greenock, the Parish of Inverkip, the Town of Greenock, and the burgh or village of Gourrock, all in the County of Renfrew, and the Firth of Clyde in or *ex adverso* of those Parishes: *Thirdly*, A Railway (hereinafter called "Line No. 3,") commencing by a Junction with Line No. 1, at or near a point about five chains southward from the point of intersection of Brougham Street and Forsyth Street in the town of Greenock, and terminating at or near the northern corner of the Basin or Dock in course of construction, called the West or Albert Harbour of Greenock; which proposed Line No. 3, and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the following places, or some of them, viz. the Parish of Greenock, the West Parish of Greenock, and the Town of Greenock, in the County of Renfrew, and the Firth of Clyde, in or *ex adverso* of the said Parishes: *Fourthly*, A Pier or Quay, with landing-stages, rails, and other conveniences, commencing at or near a point about three chains northward

from the junction of King Street with Shore Street, in the burgh or village of Gourrock, and terminating in the Firth of Clyde at or near a point about one and a half chains southward from the southern end of Gourrock Pier; which proposed Pier or Quay, and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the Parish of Inverkip, and the Burgh or Village of Gourrock, in the County of Renfrew, and the Firth of Clyde, in or *ex adverso* of the said Parish.

And Notice is Further Given, That Duplicate Plans and Sections, describing the lines, situation, and levels of the said proposed Railways, and Pier or Quay, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said Plans, and which may be required to be taken for the purposes of the said Works, together with 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 lines of the proposed Railways delineated thereon so as to show their general course and direction, and a copy of this Notice as published in the *London and Edinburgh Gazettes*, will, on or before the thirtieth day of November instant, be deposited for public inspection in the offices at Paisley and Greenock respectively of the principal Sheriff-Clerk of the County of Renfrew; and that a copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the Parishes before specified respectively, with a copy of this Notice as published in the *London and Edinburgh Gazettes*, will also, on or before the thirtieth day of November instant, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such Parish, at the usual place of abode of such Schoolmaster or Session-Clerk.

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

And it is Further Intended by the said Bill to empower the Company, and the Trustees for the Port and Harbours of Greenock, to enter into arrangements and execute agreements with each other with respect to the construction, maintenance, and use of so much of the said proposed Railways, and Works and conveniences connected therewith, as is intended to be situate on or connected with the existing or intended Works and appurtenances of the said West or Albert Harbour of Greenock, and with respect to the construction, maintenance, and use of such last-mentioned Works, and the accommodation of traffic thereat,

and the interchange of traffic between the same and the said proposed Railways, and other Railways of the Company.

And it is Further Intended by the said Bill to empower the Gourock Harbour Company to sell and convey their Undertaking, including their lands, works, property, powers, rights, and privileges, to the Company, and to empower the Company to acquire, hold, use, exercise, and enjoy the same, upon payment of such price or other consideration, and upon such other terms and conditions, as may have been or may be agreed on, or as shall be provided by the said Bill; or to transfer to and vest in the Company by the said Bill the said Undertaking, including as aforesaid; as also to provide for the payment and fulfilment by the Company of the debts, liabilities, and obligations, or some of them, of the Gourock Harbour Company, and to provide for the dissolution and winding up of that Company; as also to confer upon the Company all such rights and privileges, and powers of management and control in and over the said Harbour, the said proposed Pier or Quay, the Works and conveniences connected therewith respectively, and the adjacent portions of the Firth of Clyde within the limits to be specified in the said Bill, as may be necessary for the regulation and police thereof, and for securing free access for vessels thereto; and to incorporate with the said Bill certain of the provisions of "The Harbours, Docks, and Piers Clauses Act 1847."

And it is Further Intended by the said Bill to empower the Company to purchase, compulsorily and otherwise, the lands, houses, buildings, manufactories, and other property required for the several purposes aforesaid, or any parts thereof which may be required for such purposes, without being obliged to purchase the whole of any house, building, or manufactory; to convey passengers, goods and other traffic on the said proposed Railways; to levy tolls, rates, duties and charges for the use of the said proposed Railways and Pier or Quay and relative Works, and the conveyance of such traffic; to continue or alter the existing tolls, rates, and duties leviable at the said Harbour, to levy new tolls, rates and duties in respect thereof; to confer certain exemptions from the payment of such several tolls, rates, duties and charges; and to exercise all other usual and necessary powers.

And it is Further Intended by the said Bill to empower the Company, and the Owners of and other parties interested in the lands, houses, and other property required for the several purposes aforesaid, and any other Companies, Corporations, Commissioners, Trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the Company of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price, or subject to such feu-duty, ground-annual or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect or be affected by the construction, maintenance or use of the said proposed Railways, and Pier or Quay, and of the said Harbour, and other Works; and to execute all agreements, conveyances, contracts of feu and of ground-annual, leases, and other deeds necessary for these purposes.

And it is Further Intended by the said Bill to empower the Company to raise money for the pur-

poses of the said proposed Railways, Pier or Quay, and other Works, and for the purpose of acquiring the said Harbour and paying the debts and liabilities affecting the same, by the creation and issue of shares or stock, on such terms and conditions, with such preferences, priorities and privileges, (if any) *inter se* and in respect to the other shares and stock in the Company, and subject, as regards preference shares or stock, to such powers of redemption (by the creation and substitution of ordinary shares or stock to be created under the powers of the Bill or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond, or cash-credit; and to fund or issue Debenture stock in lieu of the money so borrowed or authorized to be borrowed.

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

And, for these and other purposes, it is Intended by the said Bill to amend "The Caledonian Railway Act 1845," and the several other Acts relating to the Caledonian Railway Company, and to the undertakings belonging to and held in lease by them, passed in the Sessions of Parliament held respectively in the ninth and 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 and twenty-second, the twenty-second and 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, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty: as also to amend or repeal an Act passed in the fifth and sixth years of the reign of His late Majesty King William the Fourth, intituled "An Act for erecting and maintaining a Pier or Harbour at Gourock in the County of Renfrew," and to re-enact some of the provisions thereof with such amendments as may be considered expedient; as also, so far as may be necessary for the purposes of the said Bill, to amend "The Clyde Navigation Consolidation Act 1858," "The Greenock Police and Improvement Act 1865," and the several Acts relating to the Port and Harbours of Greenock, viz. 13 George III, chapter 28; 29 George III, chapter 43; 41 George III, chapter 51; 43 George III, chapter 87; 50 George III, chapter 167; 57 George III, chapter 32; 5 Victoria, Session 2, chapter 54; and the public General Act 27 and 28 Victoria, chapter 93, confirming a provisional order relating to the said Port and Harbours; and the several Acts recited in the various Acts above specified and referred to.

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 twenty-third day of December next.

Dated this First day of November
Eighteen hundred and sixty-five.

HOPE & MACKAY, W.S., Edinburgh.
KEYDEN, STRANG, & KEYDEN, Glasgow.
GRAHAM'S & WARDLAW,
30 Great George Street, Westminster.

CALEDONIAN RAILWAY.

CORSTORPHINE JUNCTION.

(Construction of Connecting Branch Railway from the Caledonian Railway to the North British Railway Company's Edinburgh and Glasgow Line near Edinburgh; Arrangements with that Company; Running Powers and Facilities over their Lines; and Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill to empower the Caledonian Railway Company (hereinafter called "the Company,") to make and maintain a Branch Railway (to be called the Corstorphine Branch), and all proper Works and conveniences in connection therewith; commencing by a Junction with the Main Line of the Caledonian Railway from Carlisle to Edinburgh, at or near a point in the parish of St. Cuthbert's and County of Edinburgh about three furlongs north-eastward from the Booking-Office at the Slateford Station of the Caledonian Railway, and terminating by a Junction with the Main Line of that part of the undertaking of the North British Railway Company called the Edinburgh and Glasgow Railway, at or near a point in the parish of Currie and County of Edinburgh about six and a half furlongs eastward from the Booking-Office at Gogar Passenger Station on the said Edinburgh and Glasgow Railway; which proposed Branch 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 Parishes of St. Cuthbert's, Colinton, Corstorphine, and Currie, or some of them, all in the County of Edinburgh.

And Notice is Further Given, that Duplicate Plans and Sections, describing the line, situation, and levels of the said proposed Branch Railway, and the lands, houses, and other property through which the same is intended to be made, and within the limits of deviation as defined on the said Plans, and which may be required to be taken for the purposes of the said Works, together with 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 proposed Branch 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 thirtieth day of November instant, be deposited for public inspection in the Office at Edinburgh of the principal Sheriff-Clerk of the County of Edinburgh; 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 respectively, with a copy of this Notice as published in the *London and Edinburgh Gazettes*, will also, on or before the thirtieth day of November instant, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such Parish, at the usual place of abode of such Schoolmaster or Session-Clerk.

And Notice is Further Given that it is intended by the said Bill to empower the Company to deviate in the construction of the said proposed Branch Railway, from the line and levels delineated upon the Plans and Sections intended to

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

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

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

And it is Further Intended by the said Bill to empower the Company and the North British Railway Company to enter into arrangements and execute agreements with each other in respect to the use of, and the interchange, forwarding, working and conducting of traffic between, over, and upon the undertakings belonging to and held in lease by them 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 provision with respect to these matters, or any of them, in the said Bill.

And it is Further Intended by the said Bill to empower the Company, and all other Companies and Persons lawfully using any of the Railways of the Company, to run over and use with their engines and carriages, and to use with their clerks, officers, and servants, those portions of the Railways of the North British Railway Company which intervene between the Junction thereof with the Scottish Central Railway at Larbert and the eastern end of the North British Railway Company's station at Haymarket, Edinburgh, or any part of the said portions of Railways; and also such additional portion of the Railway of the North British Railway Company, at or near such Junction at Larbert, as may be necessary for conveniently passing traffic between the Railways of

that Company and the Railways of the Company, including the said proposed Branch Railway; and also such other portions of the Railways of the North British Railway Company as shall be defined in the said Bill; and the stations, sidings, watering-places, and other Works and conveniences connected with the several portions of Railways to be run over and used as aforesaid, upon such terms and conditions, and on payment of such tolls, rates, rent, or other consideration, as may be agreed upon or settled by arbitration, or defined by or under the powers of the said Bill: As also to provide facilities for the forwarding of traffic from, to, or beyond any of the Railways of the Company, including as aforesaid, over the said portions of Railways, or any part thereof, upon such terms and conditions as may be agreed upon, settled by arbitration, or defined as aforesaid; As also, for these several purposes, to alter the tolls, rates, and charges leviable by the North British Railway Company in respect of the use of the said several portions of Railways and Works connected therewith, and of the conveyance of traffic thereon, to enable the Company to levy tolls, rates, and charges in respect thereof, and to confer, vary, and extinguish exemptions from payment of such tolls, rates, and charges, and other rights and privileges in relation to the said portions of Railways and Works, and the use thereof, and the conveyance of traffic thereon.

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

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

And, for these and other purposes, it is Intended by the said Bill to amend "The Caledonian Railway Act 1845," and the several other Acts relating to the Caledonian Railway Company, and to the undertakings belonging to and held in lease by them, passed in the Sessions of Parliament held respectively in the ninth and 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 and twenty-second, the twenty-second and 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, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty: as also "The Edinburgh and Glasgow Railway Consolidation Act 1852," and the several Acts relating to the

Edinburgh and Glasgow Railway Company and to the undertakings formerly belonging to and held in lease by them, passed in the Sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the sixteenth and seventeenth, the eighteenth and nineteenth, the nineteenth and twentieth, the twenty-first and twenty-second, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty; as also "The North British, Edinburgh Perth and Dundee, and West of-Fife Railways Amalgamation Act 1862," and the several Acts relating to the North British Railway Company and to the undertakings belonging to and held in lease by them, passed in the Sessions of Parliament held respectively in the fourteenth and fifteenth, the sixteenth and seventeenth, the eighteenth and nineteenth, the nineteenth and twentieth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty; as also "The North British and Edinburgh and Glasgow Railway Companies Amalgamation Act 1865," and any other Acts relating to the North British Railway Company and to the undertakings belonging to and held in lease by 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 twenty-third day of December next.

Dated this First day of November
Eighteen hundred and sixty-five.

HOPE & MACKAY, W.S., Edinburgh.
GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

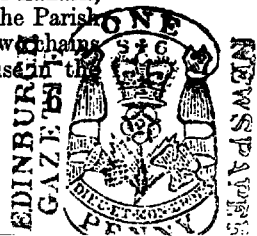
CALEDONIAN RAILWAY.

STONEHOUSE AND GALSTON BRANCHES.

(Construction of Railway from the Stonehouse Branch of the Caledonian Railway to Galston, with a Branch to the Glasgow and South Western Railway Company's Newmilns Branch; Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill to empower the Caledonian Railway Company (hereinafter called 'the Company'), to make and maintain the following Railways, or one of them, or part thereof, and all proper stations, approaches, roads of access, and other Works and conveniences in connection therewith respectively; that is to say,—

First, A Railway (hereinafter called 'Line No. 1') commencing by a Junction with that portion of the Company's undertaking called the Stonehouse Branch, at or near the south-western termination thereof near Cot Castle Farm-steading, in the Parish of Stonehouse and County of Lanark, and terminating at or near a point in the Parish of Loudoun and County of Ayr, about two chains north-westward from the westmost house of the



Parish of Galston, on the northern side of Titchfield Street in Galston; which Line No. 1, and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Parishes of Stonehouse and Avondale in the County of Lanark, and of Loudoun and Galston in the County of Ayr, or some of them.

Secondly, A Railway (hereinafter called 'Line No. 2') commencing by a Junction with Line No. 1 at or near a point in the Parish of Loudoun and County of Ayr near the southern side of the turnpike road which leads from Galston to Newmilns, and about one furlong and a half westward from the Toll-house on the said road near the western end of the village of Newmilns, and terminating in the Parish of Galston and County of Ayr, by a Junction with the Glasgow and South-Western Railway Company's Branch Railway to Newmilns, at or near a point about one furlong north-westward from the houses called Stonygate; which proposed Line No. 2, and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Parishes of Loudoun and Galston, in the County of Ayr, or one of them.

And Notice is Further Given, that Duplicate Plans and Sections, describing the lines, situation, and levels of the said proposed Railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said Plans, 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 property, and a published map with the lines of the proposed Railways delineated thereon so as to show their general course and direction, and a copy of this Notice as published in the *London and Edinburgh Gazettes*, will, on or before the thirtieth day of November instant, be deposited for public inspection in the Offices at Hamilton and Glasgow respectively, of the principal Sheriff-Clerk of the County of Lanark, and in the Offices at Kilmarnock and Ayr respectively, of the principal Sheriff-Clerk of the County of Ayr; 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 respectively, with a copy of this Notice as published in the *London and Edinburgh Gazettes* will also, on or before the thirtieth day of November instant, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each of the said Parishes, at the usual place of abode of such Schoolmaster or Session-Clerk.

And Notice is Further Given that it is intended by the said Bill to empower the Company to deviate, in the construction of the said proposed Railways, from the lines and levels delineated on the Plans and Sections intended to be deposited as aforesaid, to such an extent as will be defined on the said Plans and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, water-courses, telegraphic apparatus, and gas and water-pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said proposed Railways or any of

the Works and conveniences connected therewith.

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

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

And it is Further Intended by the said Bill to empower the Company to raise money for the several purposes aforesaid, by the creation and issue of shares or stock, on such terms and conditions, with such preferences, priorities, and privileges (if any) *inter se* and in respect to the other shares and stock in the 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 Bill, or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond, or cash-credit; and to fund or issue Debenture stock in lieu of the money so borrowed or authorised to be borrowed.

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

And, for these and other purposes, it is Intended by the said Bill to amend "The Caledonian Railway Act 1845," and the several Acts relating to the Caledonian Railway Company, and to the undertakings belonging to and held in lease by them, passed in the Sessions of Parliament held respectively in the ninth and 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 and twenty-second, the twenty-second and 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, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty.

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 twenty-third day of December next.

Dated this First Day of November
Eighteen hundred and sixty-five.

HOPE & MACKAY, W.S., Edinburgh.
GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

CALEDONIAN RAILWAY.

LANARKSHIRE, RENFREWSHIRE, AND MID-LOTHIAN BRANCHES.

(Construction of Branch Railways in the Parishes of Carluke, Shotts, Cambusnethan, Carnwath, Carstairs, Hamilton, Old Monkland, New Monkland, Blantyre, Cambuslang, and East Kilbride in the County of Lanark, and of Middle Church of Paisley, Abbey of Paisley, and Kilbarchan in the County of Renfrew, and of West Calder in the County of Edinburgh; Extension of time for Sale of Superfluous Lands; Provident Fund; Arrangements with other Railway Companies; Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill to empower the Caledonian Railway Company (hereinafter called "the Company,") to make and maintain the following Branch Railways, or some one or more of them, or some part thereof, and all proper Works and conveniences in connection therewith respectively, that is to say,—

First, A Branch Railway, (hereinafter called "Line No. 1,") commencing by a Junction with the Main Line of the Caledonian Railway at or near a point in the parish of Carluke and County of Lanark, adjacent to the Bridge over the said Main Line about two and a half furlongs northward from the farm-steading of Brackenhill, and terminating by a Junction with the authorized Line of the Railway described as Railway No. 1 in, and intended to be formed by the Company under the powers of, "The Caledonian Railway (Cleland and Midcalder Railway and Branches) Act 1865," at or near a point in the parish of Shotts and County of Lanark, about four chains southwestward from the farm-steading of Calderhead; which proposed Line No. 1 and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parishes of Carluke, Cambusnethan, and Shotts, all in the County of Lanark.

Secondly, A Branch Railway (hereinafter called "Line No. 2,") commencing by a Junction with Line No. 1 at or near a point in the parish of Carluke and County of Lanark about eight chains westward from North Hyndshaw Smithy, and terminating at or near a point in the same Parish about five chains southeastward from the eastmost Blast Furnace of Castlehill Iron Works; which proposed Line No. 2 and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parishes of Carluke and Cambusnethan in the County of Lanark.

Thirdly, A Branch Railway (hereinafter called "Line No. 3,") commencing by a Junction with Line No. 1 at or near a point in the parish of Cambusnethan and County of Lanark about one and a half furlongs southeastward from the farm-steading of Southdyke, and terminating by a Junction with the authorized Line of the Branch Railway intended to be formed by the Company in extension of their Wilsontown Branch under the authority of "The Caledonian Railway (Additional Powers) Act 1865," at or near the termination of the said authorized Line about twelve chains westward from the farm house of Wester Greenwell in the parish of Carnwath and County of Lanark; which proposed Line No. 3 and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parishes of Cambusnethan, Carstairs, Carluke, and Carnwath, all in the County of Lanark.

Fourthly, A Branch Railway (hereinafter called "Line No. 4,") commencing by a Junction with the Main Line of the Caledonian Railway at or near a point in the parish of Carluke and County of Lanark about two furlongs southward from Waterlands Cottage, and terminating in the same Parish at or near the Mineral Pit situated about three furlongs eastward from the farm-steading of Mauldslic Mains; which proposed Line No. 4 and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate wholly in the parish of Carluke in the County of Lanark.

Fifthly, A Branch Railway (hereinafter called "Line No. 5,") commencing by a Junction with Line No. 4 at or near a point in the parish of Carluke and County of Lanark about three furlongs southeastward from the farm-steading of Eastend, and about two furlongs northward from Scoular Hall, and terminating in the same Parish at or near the Mineral Pit about one and a half furlongs northward from Hallcraig House; which proposed Line No. 5 and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate wholly in the parish of Carluke in the County of Lanark.

Sixthly, A Branch Railway (hereinafter called "Line No. 6,") commencing by a Junction with the Main Line of the Caledonian Railway at or near a point in the parish of Carluke and County of Lanark about one and a half furlongs northward from the Bridge over the said Main Line situated about two and a half furlongs northward from the farm-steading of Brackenhill, and terminating at or near a point in the same Parish about two furlongs eastward from Jollyfield, and about two furlongs southwestward from Shawfield; which proposed Line No. 6, and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate wholly in the parish of Carluke in the County of Lanark.

Seventhly, A Branch Railway (hereinafter called "Line No. 7,") commencing by a Junction with that portion of the undertaking of the Company called the Clydesdale Junction Railway at or near a point about two chains north-westward from its south-eastern termination near Clyde Street of Hamilton in the parish of Hamilton and County of Lanark, and terminating by a Junction with

the Main Lesmahagow Branch of the Caledonian Railway at or near a point in the same Parish about two and a half furlongs southward from Ross House; which proposed Line No. 7 and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parish of Hamilton and the Town of Hamilton, in the County of Lanark.

Eighthly, A Branch Railway (hereinafter called "Line No. 8,") commencing by a Junction with that portion of the undertaking of the Company known as the Glasgow Paisley and Greenock Railway at or near a point about two and a quarter furlongs, measured along the Line of that Railway, northward from the Bridge in the Middle Church Parish of Paisley and County of Renfrew, by which that Railway is carried over the Road leading from North Greenhill by Westmarch Cottage to Westmarch and Patison's Mound, and terminating at or near a point in the Parish of Kilbarchan and County of Renfrew, on the east side of the Turnpike-Road leading from Johnstone to Houstoun, about six chains northward from Johnstone Bridge by which the said Turnpike-Road is carried over Black Cart Water; which proposed Line No. 8, and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Middle Church Parish of Paisley, the Abbey Parish of Paisley, the Parish of Kilbarchan, and the Town of Paisley, all in the County of Renfrew.

Ninthly, A Branch Railway (hereinafter called "Line No. 9") commencing by a Junction with the Rutherglen and Coatbridge Branch of the Caledonian Railway, at a point in the parish of Old Monkland and County of Lanark, at or near the Bridge by which that Branch is carried over the public road which leads northward from Bogleshole farm-steading, and terminating at or near a point in the same Parish about seven chains westward from Clyde Cottage near to the Clyde Iron Works; which proposed Line No. 9 and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate wholly in the parish of Old Monkland in the County of Lanark.

Tenthly, A Branch Railway (hereinafter called "Line No. 10") commencing by a Junction with the extension of the Glasgow Garnkirk and Coatbridge Railway through Coatbridge now forming part of the Company's Main Line from Carlisle to Glasgow, at or near a point in the parish of Old Monkland and County of Lanark, about two chains southward from the Dundivan Academy at Coatbridge, and terminating at a point in the same Parish in or near the northern side of the Calder Oil Company's Works on the lands of Palacecraig occupied by Messrs. Greenshields and Poynter; which proposed Line No. 10, and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parishes of Old Monkland and New Monkland in the County of Lanark.

Eleventhly, A Branch Railway (hereinafter called "Line No. 11") commencing by a Junction with Line No. 10 at or near a point in the parish of Old Monkland and County of Lanark about one furlong and a half southward from Cliftonhill House, and terminating near the south side of the Turn-

pike-Road leading from Coatbridge to Airdrie at or near a point in the same Parish about seven chains south-westward from Coats House; which proposed Line No. 11 and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate wholly in the parish of Old Monkland in the County of Lanark.

Twelfthly, A Branch Railway (hereinafter called "Line No. 12") commencing by a Junction with the Main Line of the Caledonian Railway from Carlisle to Edinburgh at or near the point in the parish of West Calder and County of Edinburgh where the Bog or Cobbinshaw Burn is carried under the said Main Line by a Culvert, which point is about two and a half furlongs south-eastward from the farm-steading of Kiprig, and terminating at or near a point in the same Parish about four and a half furlongs south-westward from the farm-steading of Harburnhead; which proposed Line No. 12 and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate wholly in the parish of West Calder in the County of Edinburgh or Midlothian.

Thirteenthly, A Branch Railway (hereinafter called "Line No. 13") commencing by a Junction with that portion of the Company's undertaking called the Hamilton and Strathaven Railway at a point in the Parish of Blantyre, at or near the Bridge by which that Railway is carried over the public road which leads from High Blantyre by Hunthill to Barnhill, and terminating by a Junction with the authorised Extension of the Busby Railway intended to be formed by the Busby Railway Company under the powers of "The Busby Railway (Kilbride Extension) Act 1865," at or near the authorised termination thereof, at a point at or about half a furlong north-eastward from the United Presbyterian Church in the village of East Kilbride; which proposed Line No. 13, and the Works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the Parishes of Blantyre, Cambuslang, and East Kilbride, all in the County of Lanark.

And Notice is Further Given, That Duplicate Plans and Sections describing the Lines, situation and levels of the said proposed Branch Railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said Plans, 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 other property, and a published Map with the Lines of the proposed Branch 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 thirtieth day of November instant, be deposited for public inspection in the Offices at Glasgow, Airdrie, Hamilton, and Lanark respectively, of the principal Sheriff-Clerk of the County of Lanark, in the Office at Paisley of the principal Sheriff-Clerk of the County of Renfrew, and in the Office at Edinburgh of the principal Sheriff-Clerk of the County of Edinburgh or Midlothian; 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 respectively, with a copy of this Notice as published in the *London and Edinburgh Gazettes*, will also, on or before the thirtieth day of November instant, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of each such Parish, at the usual place of abode of such Schoolmaster or Session-Clerk.

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

And it is Further Intended by the said Bill to empower the Company to purchase, compulsorily and otherwise, the lands, houses, and other property required for the several purposes aforesaid; to convey passengers, goods, and other traffic on the said proposed Branch Railways; to levy tolls, rates, and charges for the use of the said proposed Branch Railways and relative Works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges; and to exercise all other usual and necessary powers.

And it is Further Intended by the said Bill to empower the Company, and the Owners of and other parties interested in the lands, houses, and other property required for the purposes aforesaid, and any other Companies, Corporations, Commissioners, Trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the Company of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground-annual or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect or be affected by the construction, maintenance or use of the said proposed Branch Railways and other Works; and 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 raise money for the purposes of the said proposed Branch Railways and other Works, by the creation and issue of shares or stock, on such terms and conditions, with such preferences, priorities and privileges (if any) *inter se* and in respect to the other shares and stock in the Company, and subject, as regards preference shares or stock, to such powers of redemption (by the creation and substitution of ordinary shares or stock or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond or cash-credit; and to fund or issue debenture stock in lieu of the money so borrowed or authorised to be borrowed; and to

extend the periods limited by the several Acts now in force relating to the undertaking of the Company, or any part thereof, for the sale of superfluous lands.

And it is Further Intended by the said Bill to enable the Company on the one hand, and the London and North-Western, the Midland, the North-Eastern, the Glasgow and South-Western, and the North British Railway Company, or any or either of them on the other hand, from time to time to make and enter into contracts or agreements for the passage along their respective Railways of engines, carriages, and waggons belonging to them respectively, or to any other Company or person, upon payment of such tolls, rates, or duties, and under such conditions and restrictions as may be mutually agreed upon, and for the division or apportionment of the tolls, rates, duties, and revenues arising on their respective undertakings, and for the better and more economical working and management of those undertakings, and to appoint Joint-Committees and make all other arrangements for more effectually carrying out the objects of such contracts or agreements.

And it is Further Intended by the said Bill to vary or extinguish all duties, customs, or other payments, and 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 it is Further Intended by the said Bill to empower the Company to establish and maintain a Provident Fund for the benefit of their officers, servants, and workmen, and their widows and children, and to make rules for the government and regulation of such Fund, and to apply in aid thereof so much of the Company's funds as may from time to time be deemed expedient.

And, for these and other purposes, it is Intended by the said Bill to amend "The Caledonian Railway Act 1845," and the several Acts relating to the Caledonian Railway Company, and to the undertakings belonging to and held in lease and worked by that Company, passed in the Sessions of Parliament held respectively in the ninth and 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 and twenty-second, the twenty-second and 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, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty; as also "The Glasgow and South-Western Railway Consolidation Act 1855," and the several Acts relating to the Glasgow and South-Western Railway Company, and to the undertakings belonging to and held in lease and worked by that Company, passed respectively in the nineteenth and twentieth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her pre-

sent Majesty; as also the Acts recited in the several Acts before referred to, and any other Acts relating to the Caledonian Railway Company, and to the Glasgow and South-Western Railway Company, and to the undertakings belonging to and held in lease and worked by these Companies jointly or separately; as also the Act (local and personal) 9th and 10th Victoria, chapter 204, and the several other Acts relating to the London and North-Western Railway Company; the Act (local and personal) 7th and 8th Victoria, chapter 18, and the several other Acts relating to the Midland Railway Company; the Acts (local and personal) 6th William IV., chapter 81, and 17th and 18th Victoria, chapter 211, and the several other Acts relating to the North-Eastern Railway Company; and the North British Railway Consolidation Act 1858, and the several other Acts relating to the North British Railway Company.

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 twenty-third day of December next.

Dated this First day of November
Eighteen hundred and sixty-five.

HOPE & MACKAY, W.S., Edinburgh.
GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

CALEDONIAN RAILWAY.

EDINBURGH STATION.

(Alteration of Terminus of Caledonian Railway at Edinburgh; Acquisition of Land, and Enlargement and Improvement of Station there; Erection of Station Hotel; 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 confer upon the Caledonian Railway Company (hereinafter called "the Company,") all necessary powers and authorities for effecting all or some of the several objects and purposes following, That is to say,—

To make and maintain a line or lines of Railway, and all proper Works and conveniences in connection therewith, commencing by a Junction with the Main Line of the Caledonian Railway from Carlisle to Edinburgh at a point at or near the north-eastern face of the Tunnel by which the said Main Line passes under Tobago Street of Edinburgh, and terminating at a point near Braehouse, and about one chain to the westward of Lothian Road, Edinburgh; which proposed line or lines of 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 following places, or one or more of them, that is to say, the Parish of St. Cuthbert's, the City of Edinburgh, and the Royal Burgh of Edinburgh, all in the County of Edinburgh:

To take and acquire (for the purpose of improving and enlarging the Company's Lothian Road Station, and of Station accommodation, Sidings, Sheds, and other Works, and of a Station Hotel, and other conveniences), all or part of the lands, houses, and other property bounded by a line drawn from a point at or near the centre of the north-eastern face of the before-mentioned Tunnel in a straight direction to a point in the Lothian

Road, near the western side thereof, about one chain northward from the cart entrance from that Road to the Company's Goods Shed at their Lothian Road Station, thence proceeding in and along the said road and Rutland Place to Rutland Street, thence in and along Rutland Street to Rutland Square, thence in and along the south-eastern portion of the north-eastern side of the said Square, thence in and along the south-eastern side of that Square, thence in and along the south-eastern portion of the south-western side thereof, thence in a nearly straight direction through the north-eastern corner of the Company's Mineral Dépôt to a point near the north-western end of the north-eastern face of the said Tunnel, and thence in a straight direction to the point of commencement above described of the said line; and also to take and acquire (for the purpose of improving the access to the said enlarged Station, and other purposes) all or part of those lands and buildings in Rutland Place and Rutland Street lying on the north-western side of that street, and on the north-eastern side of St. Thomas' Chapel, and also the said chapel; which lands, houses, buildings, and other property which may be taken for the several purposes aforesaid, are situate in the said Parish of St. Cuthbert's, the City of Edinburgh, and the Royal Burgh of Edinburgh, in the County of Edinburgh, or one or more of them.

To improve and enlarge the said Lothian Road Station, to maintain the said Station as so improved and enlarged, to construct, provide, and maintain station-accommodation, sidings, sheds, and other Works on the lands to be acquired for that purpose as aforesaid, and to erect and maintain thereon a Station Hotel, with refreshment-rooms and other conveniences, and to let or manage the same.

To deviate in the construction of the line or lines of Railway and in the site of the improved and enlarged Station before mentioned, from the lines and levels delineated on the Plans and Sections intended to be deposited as hereinafter mentioned, to such an extent as will be shown on the said Plans and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, water-courses, telegraphic apparatus, and gas and water-pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said line or lines of Railway and Station and Hotel, and other Works hereinbefore mentioned, or any of the Works and conveniences connected therewith:

To purchase, compulsorily and otherwise, all or any of the lands, houses, buildings, manufactories, and other property delineated on the Plans and described in the Book of Reference thereto, to be deposited as hereinafter mentioned, or any parts thereof which may be required for the purposes aforesaid without being obliged to purchase the whole of any house, building, or manufactory; and to vary or extinguish all existing rights and privileges connected with such lands, houses, and other property, or other rights, privileges, and exemptions which may in any way interfere with the execution of the said Works, or with any of the other objects or purposes of the said Bill; and to confer all rights, privileges, and exemptions necessary or expedient for effecting the objects and purposes aforesaid, or any of them or in relation thereto; as also to convey passengers, goods, and other traffic on the said proposed line or lines

of Railway; and to levy tolls, rates, and charges for the use thereof and of the relative Works, and for the conveyance of such Traffic; and to confer certain exemptions from the payment of such tolls, rates, and charges; and to exercise all other usual and necessary powers:

To enable the Company, and the Owners of and other parties interested in the lands, houses, and other property required for the purposes aforesaid, and any other Companies, Corporations, Commissioners, Trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the Company of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground-annual or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges which may affect or be affected by the construction, maintenance or use of the said proposed line or lines of Railway, and Station and Hotel and other Works; and to execute all agreements, conveyances, contracts of feu and of ground-annual, leases, and other deeds necessary for these purposes:

To apply any of the funds of the Company which they now have or may receive or have power to raise, towards the construction of the said proposed line or lines of Railway and Station and Hotel and other Works; and the acquisition of the said lands, houses, and other property; and also to enable the Company to raise money by the creation and issue of shares or stock, on such terms and conditions, with such preferences, priorities and privileges (if any) *inter se* and in respect to the other shares and stock in the Company, and subject, as regards preference shares or stock to such powers of redemption (by the substitution of ordinary shares or stock to be created under the powers of the said Bill or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond or cash-credit; and to fund or issue debenture stock in lieu of the money so borrowed or authorised to be borrowed:

To amend a verbal error in the thirteenth section of "The Caledonian and Scottish Central Railways Amalgamation Act 1865," and also for the several aforesaid and other purposes to amend the last-mentioned Act and "The Caledonian Railway Act 1845," and the several other Acts relating to the Company, and to the undertakings belonging to and held in lease by them, passed in the Sessions of Parliament held respectively in the ninth and 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 and twenty-second, the twenty-second and 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, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of Her present Majesty.

And Notice is Further Given, That Duplicate Plans and Sections, describing the line, situation, and levels of the line or lines of Railway proposed to be executed as aforesaid, and the lands, houses, and other property through which the same are intended to be made, and within the limits of

deviation as defined on the said Plans, and which may be required to be taken for the purposes of the several before-mentioned Works, and also describing the lands, houses, and property intended to be taken as aforesaid for the purpose of improving and enlarging the said Lothian Road Station, and improving the access thereto, and of Station accommodation, sidings, sheds, and other Works and Station Hotel and other conveniences, 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 proposed line or lines of Railway delineated thereon so as to show the general course and direction thereof, and a copy of this Notice as published in the *London and Edinburgh Gazettes*, will, on or before the thirtieth day of November instant, be deposited for public inspection in the Office at Edinburgh of the principal Sheriff-Clerk of the County of Edinburgh, and that a copy of so much of the said Plans, Sections, and Book of Reference as relates to the said Parish of St Cuthbert's and to the Royal Burgh of Edinburgh respectively, will also, on or before the thirtieth day of November instant, be deposited for public inspection with the Schoolmaster, or if there be no Schoolmaster, with the Session-Clerk of the said 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 Edinburgh.

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 twenty-third day of December next.

Dated this First day of November
Eighteen hundred and sixty-five.

HOPE & MACKAY, W.S., Edinburgh.

GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

FORTH AND CLYDE NAVIGATION.

(New Canals in connection with the Monkland Canal; Additional Capital; Amendment of Acts.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament in the ensuing Session, by the Company of Proprietors of the Forth and Clyde Navigation, hereinafter called "the Company," for an Act for all or some of the following purposes (that is to say) :—

To authorise the Company to make and maintain the canals or navigable cuts hereinafter described, or one of them, or some part or parts thereof, together with all proper and sufficient basins, aqueducts, towing paths, piers, walls, slips, gates, sluices, wasters, dams, cuts, bridges, arches, wharves, quays, roads, approaches, drains, sewers, culverts, embankments, tramways, stages, works, and conveniences connected therewith (that is to say) :—

1. A Canal commencing in the Parish of Old Monkland, in the County of Lanark, by a junction with the Monkland Canal of the Company, at a point thereon, one hundred and eighty yards or thereabouts to the south of the southward end of the Palace Craig Loading Wharf on such Canal,

and terminating in the parish of Cambusnethan, in the said County, at a point one hundred yards or thereabouts to the south-eastward of a pit at Cambusnethan Colliery, known as No. 6 Pit, and which said intended Canal will pass from, in, through, or into, the several parishes, townships, and other places following, or some of them, viz., Old Monkland, Bothwell, Dalziel, and Cambusnethan, all in the County of Lanark.

2. A Canal, wholly situate in the Parish of Cambusnethan, in the County of Lanark, commencing by a junction with the intended Canal, No. 1, at or near the intended termination thereof, before described, and terminating at or near the East and West Lanarkshire Turnpike Road leading from Edinburgh to Ayr, at a point one thousand and twenty yards or thereabouts from the centre of the bridge carrying the said road over the river Clyde, measured along the said road in a north-easterly direction from the centre of said bridge.

To authorise the purchasing by compulsion or agreement, of lands, buildings, and hereditaments for the purposes of the intended Works.

To authorise the altering, diverting, or stopping up of all turnpike and other roads, highways, streets, railways, tramways, aqueducts, canals, streams and rivers within or adjoining to the aforesaid parishes, townships or other places, or any of them, with which it may be necessary to interfere in the construction of the intended Works.

To vary, repeal, or extinguish all existing rights or privileges, in any manner connected with the lands and buildings proposed to be purchased or taken, or which would, in any manner, impede or interfere with the construction, maintenance, or use of the said intended Works, and to confer other rights and privileges.

To deviate from the line and levels of the said intended Canals and Works, to the extent and within the limits defined on the plans and sections hereinafter mentioned, or as may be prescribed and provided for in and by the said intended Act.

The said intended Canals and Works will be supplied with water from and out of the Monkland Canal, which canal is supplied with water by or from the Hillend Reservoir, the Black-Loch Reservoir, the Lilly-Loch Reservoir, and the Roughrig Reservoir, by and through the River Calder, and the water in which said Monkland Canal flows or proceeds into the Forth and Clyde Navigation, the Forth and Cart Junction Canal, and the River Clyde Navigation, and other provisions will be made for supplying from time to time the said intended Canals and Works with water.

To authorise the levying of tolls, rates, duties, and other charges for and in respect of the use of the intended Canals and other Works, and the conveniences and accommodation connected therewith, to grant exemptions from such tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges.

To enable the Company to raise a further sum of money, by the creation and issue of New Shares or Stock, with or without a preference or priority in payment of dividend and other privileges, and by borrowing on mortgage or bond, or by any or either of those modes, and to apply to the purposes of the intended Act such part of their corporate funds as they may think fit, and to make further provision with respect to the transfer of mortgages of the Company; to authorise the Company to create and issue Debenture Stock.

And Notice is Hereby Given, that Plans and Sections of the said intended Canals and Works, and of the lands and buildings so proposed to be purchased and taken as aforesaid, together with books of reference to such plans, and also a copy of this Notice, as published in the *Edinburgh Gazette*, will be deposited on or before the 30th day of November, in the present year, in the offices at Glasgow, Hamilton, and Airdrie, respectively, of the principal Sheriff-Clerk of the County of Lanark; and that on or before the said 30th day of November, a copy of so much of the said plans sections and Books of Reference as relates to each of the said parishes, and a copy of the said *Gazette* Notice will be deposited with the Schoolmaster of such parish at his residence, or if there be no Schoolmaster, then with the Session-Clerk of such parish at his residence, and in the case of any extra-parochial place, with the Schoolmaster or Session-Clerk of some adjoining parish at his residence.

And the said Bill will also alter, amend, extend, and enlarge, so far as necessary, the powers and provisions of the following Acts (local and personal), or some of them (that is to say,) Acts relating to the Company and their undertaking, viz.:—10 Geo. III., cap. 105: 30 Geo. III., cap. 73: 53 Geo. III., cap. 75: 4 and 5 Vic., cap. 54 and 55: 5 Vic., cap. 41: 8 Vic., cap. 3: 8 and 9 Vic., cap. 148: 9 Vic., cap. 11: 9 and 10 Vic., cap. 147 and 384: 11 and 12 Vic., cap. 41: 13 and 14 Vic., cap. 27: 15 Vic., cap. 45: and 22 and 23 Vic., cap. 32: and any other Act or Acts relating to the Company.

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

Dated the 16th day of November, 1865.

MONCRIEFF, PATERSON, FORBES & BARR,
Glasgow.

ELSDALE & BYRNE, London.

In Parliament.—Session 1866.

THE CONTRACT CORPORATION (LIMITED).

Sub-division of Original Shares; Alteration of Memorandum of Association.

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

To vary the Memorandum of Association and Articles of Association of the Corporation, and especially to alter and reduce the nominal value or amount of the shares in the Corporation, and to distribute accordingly among the Shares to be created under the powers of the Bill, by the sub-division of the existing Shares, the sums already paid upon such existing Shares of the Corporation.

And the Bill will accordingly vary the rights, powers, and privileges of the existing Members of the Corporation, and of all parties who may be affected by the arrangement aforesaid.

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

Dated this 9th day of November 1865.

EDWARDS & CO., Westminster,
Solicitors for the Bill.

MERRYBENT AND DARLINGTON RAILWAY.

(Incorporation of Company for Making a Railway from Melsonby, in the North Riding of the County of York, to the Darlington and Barnard Castle Branch of the North-Eastern Railway, with a Branch therefrom, in the Township of Barton, in the Parish of Barton, in the said North Riding—to enter into Working and Traffic Arrangements with the North-Eastern Railway 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 Merrybent and Darlington Railway Company," or such other name as shall be deemed expedient, hereafter called "the Company," 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 (No. 1), with all necessary Stations, Bridges, Works, and Conveniences connected therewith, and Approaches thereto, commencing in a certain Field, called "Street Field," in the Township and Parish of Melsonby, in the North Riding of the County of York, belonging to The Merrybent and Middleton Tyas Mining and Smelting Company Limited, now in the occupation of Matthew Martin, adjoining the Leeming Lane Turnpike Road, at a point in the said field about 170 yards south-west of the centre of the Little Hang Bank Bridge, crossing the Waterfall Beck, and thence passing in, through, or into the several Parishes, Townships, or other places following, or some of them, that is to say:—Melsonby, Barton, Gilling, Stanwick, St. John Stanwick, Newton Morrell, Manfield, and Cleasby, all in the said North Riding; Coniscliffe, Low Coniscliffe, High Coniscliffe, Archdeacon Newton, Cockerton, and Darlington, all in the County of Durham, and terminating by a Junction with the Darlington and Barnard Castle Branch of the North-Eastern Railway, in the Township of Archdeacon Newton and Parish of Darlington, in the said County of Durham, at a point 282 yards west of the Milestone on the said last-mentioned Branch Railway denoting two miles from Darlington.

To make and maintain another Railway (No. 2), with all necessary Stations, Bridges, Works, and Conveniences connected therewith, and Approaches thereto, commencing by a Junction with the said intended Railway (No. 1), in a field (numbered 232 on the tithe commutation map of Barton) belonging to Leonard Lawrie Hartley, in the occupation of Richard Robinson, in the Township of Barton, in the Parish of Barton, in the said North Riding of the County of York, proceeding thence in a south-easterly direction through lands of Robert Henry Allen, and terminating at a field in the said Township of Barton, and Parish of Barton, belonging to Joseph Boyer, Esquire, adjoining the Turnpike Road leading from the Village of Barton aforesaid to the Turnpike Road leading from Boroughbridge to Peirsebridge, all in the said North Riding of the County of York.

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 termination of the said intended Railway No. 1, and the construction of any Works in and upon Property belonging to the

North-Eastern Railway Company at, or contiguous to, such intended Junction.

To deviate, in constructing the proposed Railways and Works, from the lines 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, and places required for the purposes of the several Railways 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 other works interfered with by the said intended Railways or Works, or which would in any manner interfere with the construction, maintenance, or use of the said intended Railways and Works, or any of them.

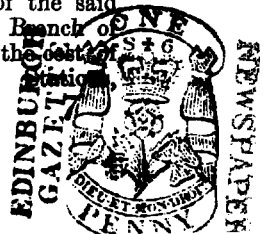
To levy tolls, rates, and charges for, or in respect of, the said intended Railways and Works, and for the conveyance of traffic thereon, to alter existing tolls, rates, and charges, and to grant exemptions from payment of such tolls, rates, and charges.

To alter, cross on the level, or over or under, or otherwise vary, stop up, and divert any turnpike and other roads, highways, railways, tramways, footpaths, rivers, waters, mill dams, and other works which it may be necessary to interfere with in the construction or use of the said intended Railways and Works.

To create a joint stock or capital, and to raise money by borrowing on mortgage of the undertaking, and to confer on the 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 Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Railways 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 Company" and the North-Eastern Railway Company 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 maintenance and management, working and use, by the North-Eastern Railway Company, of the said intended Railways and other works, the conveyance of the traffic thereon, and the providing of rolling stock for the same or any part thereof, and the payment and also the fixing division and apportionment between the said Companies of the costs, charges, and expenses of such maintenance and management, use and working, and of the tolls, rates, and charges to be received in respect of such traffic.

To enable "the Company" and the North-Eastern Railway Company 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 Railway No. 1, with the said Branch of the North-Eastern Railway, and as to the cost of constructing and maintaining such



Sidings, and necessary Works respectively, 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 in relation to the matters aforesaid.

To empower the Company to run over, work, and use with their Engines and Carriages, and for all purposes, the Railway Offices, Junctions, Sidings, Water, Watering Places, Machinery, and Works of the North-Eastern Railway Company, or some portions thereof, at and between the said intended Junction and the Darlington Station inclusive, and to require the North-Eastern Railway Company to book through, receive, and forward over their Railway, between the said Junction of the said Railway No. 1 and the Darlington Station of the last named Company inclusive, all Passengers, Goods, Minerals, Animals, and other Traffic to and from the said intended Railways, and to afford all necessary facilities for the passage and transmission of, and to forward with due diligence, all such Traffic upon, over, along, and from their system of railways and other railways worked or used by them, and in like manner to require the said intended Company to book through, receive and forward over the said intended Railways, all passengers, goods, minerals, animals, and other Traffic to and from the North-Eastern Railway Company, 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 Railways, and to enable either of the said Companies 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, 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;" "The Forcett Railway Act, 1865;" 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; 27 Vic., cap. 20; 27 and 28 Vic., caps. 49, 55, and 67; 28 Vic., cap. 111; and 28 and 29 Vic., caps. 251, 267, 363, and 368; 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 lines and levels of the said intended Railways, 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 lands and houses proposed to be taken, and a published Map, wherein will be defined the general course or direction of such Railways, and also a copy of this Notice, as published in the *London Gazette*, will be deposited on or before the 30th 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, Townships, or places in or through which the said intended Railways 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 30th 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 23rd day of December next.

Dated this Ninth day of November, 1865.

DURNFORD & CO.,

39, Parliament Street,

Parliamentary Agents.

NORTH-EASTERN RAILWAY.

(LEEDS AND WETHERBY BRANCH.)

Power to Construct a Railway between the Leeds and Selby and Church Fenton and Harrogate Branches—Additional Capital—Amendment of Acts—and other Purposes.

NOTICE is Hereby Given, that Application will be made to Parliament in the next Session for an Act to enable the North-Eastern Railway Company, hereinafter called "The Company," to make and maintain the Railway following, with all proper Stations, Works, Conveniences, and Approaches connected therewith, that is to say:—

A Railway commencing in the Township of Austhorpe, and Parish of Whitkirk, in the West Riding of the County of York, by a Junction with the Leeds and Selby Branch of the North-Eastern Railway, at a point thereon about 182 yards (measured along that Branch) eastward of the centre of the Bridge which carries the Public Road called Holly Shaw Lane over that Branch, and near the Cross Gates Station thereon, thence passing from, through, into, and in the several Parishes, Townships, and extra-parochial, or other places following, or some of them, that is to say:—Austhorpe, Whitkirk, Seacroft, Barwick-in-Elmet, Scholes, Morwick, Stanks, Potterton, Kiddal-with-Potterton, Thorner, Scarcroft, Bardsey, Rigton, Bardsey-cum-Rigton, Bramham, Harewood, East Keswick, Collingham, Linton, Wetherby, and Spofforth, all in the said West Riding, and terminating in the Township of Wetherby, and Parish of Spofforth, in the said West Riding, by a Junction with the Church Fenton and Harrogate Branch of the North-Eastern Railway, at a point thereon, on the West side of the Wetherby Station, about 22 yards (measuring along that Branch) Westward of the centre of the Bridge which carries that Branch over the Ferry Bridge and Boroughbridge Turnpike Road.

And in such intended Act powers will be sought to cross on the level, or over, or under, and to divert, alter, or stop up, whether temporarily or permanently, all such Turnpike Roads, Parish Roads, Highways, Streets, and other Roads, Rivers, Streams, Canals, Navigations, Railways, Viaducts, Tram-Roads, Bridges, and other Works within the said Parishes, Townships, and extra-parochial or other Places aforesaid, or some of them, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up, or interfere with, for the purposes of the Act, or any of them, and to appropriate the sites thereof respectively to the use of the Company and purposes of their undertaking; and to purchase, by compulsion or otherwise, all or any of the Lands and Houses situate in the before-mentioned Parishes, Townships, extra-parochial, and other Places, and delineated on the Plans to be deposited as hereinafter mentioned, and any other Lands and Houses which may be required for the purposes of the said intended Railway and Works, or for extraordinary purposes connected therewith; and to alter, vary, or extinguish all existing Rights, Privileges, and Exemptions connected with such Lands and Houses, or which would in any manner impede or interfere with those purposes respectively, or any of them, and to confer, vary, alter, or extinguish other Rights, Privileges, and Exemptions; and also power to levy Tolls,

Rates, and Duties for or in respect of the use of the said proposed Railway and Works, and for the conveyance of Traffic thereon, and to alter existing Tolls, Rates, and Duties, and to confer, vary, or alter such exemptions from the payment of such existing and proposed Tolls, Rates, and Duties, as may be thought expedient.

And it is also proposed by such intended Act, to authorize the Company to apply to the purposes of that Act any moneys which they have raised, or are authorized to raise under their other Acts of Parliament, and to raise, by the creation of new Shares or Stock, and by borrowing, further sums of money for the purposes of the said intended Act, and to authorize the assigning to all or any of such new Shares or Stock such guaranteed dividend or dividends, and such preferences, priorities, or privileges, in the payment of dividends or otherwise over, or *pari passu* with, all or any other classes or class of Shares or Stock in the Company as may be agreed upon, or as may be provided by or under the provisions of such intended Act.

And Notice is Hereby Further Given, that on or before the 30th day of November instant, duplicate Plans and Sections of the said proposed Railway and Works, together with a Book of Reference to such Plans, and a published Map, whereon will be defined the general course and direction of the said proposed Line of Railway, and a Copy of this Notice, as published in the *London Gazette*, will be deposited for public inspection with the Clerk of the Peace for the West Riding of the County of York, at his Office at Wakefield, in the said West Riding; and that on or before the said 30th day of November instant, a copy of so much of the said Plans, Sections, and Book of Reference as relates to each Parish or extra-parochial Place in or through which the said proposed Railway and Works are intended to be made, and also a copy of this Notice, as published in the *London Gazette*, will be deposited with the Parish Clerk of each such Parish, at his place of abode, and as regards any extra-parochial place, with the Clerk of some adjoining Parish, at his place of abode.

And it is also proposed by the said intended Act to repeal, alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and personal Acts of Parliament following (that is to say):—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, 221, and 238; 27 Vic., cap. 20; 27 and 28 Vic., caps. 49, 55, and 67; 28 Vic., cap. 111; and 28 and 29 Vic., caps. 251, 267, 363, and 368; and the several Acts in such Acts respectively, or any of them, recited or referred to, and any other Acts relating to the Company or to any Railway now belonging to or held or used by them, and to make other provision in lieu of the provisions so repealed, altered, or amended.

On or before the 23rd day of December next, Printed Copies of the said intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1865.

RICHARDSON, GUTCH, & CO.,
Solicitors, York.

NORTH-EASTERN RAILWAY.

(GILLING, HELMSLEY, AND PICKERING
BRANCH.)

Power to Construct a Railway between Gilling, Helmsley, and Pickering—Additional Capital—Amendment of Acts—and other Purposes.

NOTICE is Hereby Given, that Application will be made to Parliament in the next Session for an Act to enable The North-Eastern Railway Company, hereinafter called "The Company," to make and maintain the Railway following, with all proper Stations, Works, Conveniences, and Approaches connected therewith, that is to say:—

A Railway, commencing in the Township of Cawton, and Parish of Gilling, in the North Riding of the County of York, by a Junction with the Thirsk and Malton Branch of the North-Eastern Railway, at a point about 570 yards west of and measured from the centre of a road called Carr Lane, where that road crosses the said Branch on the level, thence passing from, through, into, and in the several Parishes, Townships, and extra-parochial, or other places following, or some of them, that is to say:—Gilling, Cawton, Oswaldkirk, West Newton Grange, Stonegrave, East Newton and Laysthorpe, Ampleforth, Ampleforth St. Peter, Nunnington, Helmsley, Sproxton, Harome, Rieveaulx, Pockley, Beadlam, Nawton, Kirkdale, Ryedale, Wombledon, Skiplam, Welburn, Welburn and Skiplam, Fadmoor, Gillamoor, Sunley Court, Muscoates, Kirkby Moorside, Keldholme, Sinnington, Little Edston, Edston, Great Edston, Appleton-le-Moor, Lastingham, Hutton-le-Hole, Middleton, Wrelton, Aislaby, Rosedale West, Spaunton, Cropton, and Pickering, all in the said North Riding, and terminating in the Township and Parish of Pickering, in the said North Riding, by a Junction with the Whitby and Pickering Branch of the North-Eastern Railway at a point about 121 yards north of the north end of the Passenger Shed of the Pickering Station.

And in such intended Act powers will be sought to cross on the level, or over, or under, and to divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, highways, streets, and other roads, rivers, streams, canals, navigations, railways, tram roads, and other works within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up, or interfere with, for the purposes of such proposed Railway and Works, or any of them, and to appropriate the sites thereof respectively to the use of the Company and purposes of their undertaking, and to purchase by compulsion or otherwise, all or any of the lands and houses situate in the before mentioned parishes, townships, extra-parochial, and other places, and delineated on the plans to be deposited as hereinafter mentioned, and any other lands and houses which may be required for the purposes of the said proposed Railway and Works, or for extraordinary purposes connected therewith, and to alter, vary, or extinguish all existing rights, privileges, and exemptions connected with such lands and houses, or which would in any manner impede or interfere with the construction, maintenance, and use of the said proposed Railway and Works, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions; and also powers to levy tolls, rates,

and duties for or in respect of the use of the said proposed Railway and Works and for the conveyance of traffic thereon, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish such exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

And it is also proposed by such intended Act to authorize the Company to apply to the purposes of that Act any moneys which they have raised, or are authorized to raise under their other Acts of Parliament, and to raise, by the creation of new shares or stock, and by borrowing, further sums of money for the purposes of the said intended Act, and also for the general purposes of the Company, and to authorize the assigning to all or any of such new shares or stock such guaranteed dividend or dividends, and such preferences, priorities, or privileges, in the payment of dividends or otherwise, over, or *pari passu* with, all or any other classes, or class, of shares or stock in the Company, as may be agreed upon, or as may be provided by or under the provisions of such intended Act.

And Notice is hereby further Given, that on or before the 30th day of November instant, duplicate Plans and Sections of the said proposed Railway and Works, together with a Book of Reference to such Plans, and a published Map, whereon will be defined the general course and direction of the said proposed line of Railway, and a copy of this Notice, as published in the *London Gazette*, will be deposited for public inspection with the Clerk of the Peace for the North Riding of the County of York, at his Office at Northallerton, in the said North Riding. And that on or before the said 30th day of November instant, a copy of so much of the said Plans, Sections, and Book of Reference as relates to each parish, or extra-parochial place, in or through which the said proposed Railway and Works are intended to be made, and also a copy of this Notice, as published in the *London Gazette*, will be deposited with the Parish Clerk of each such parish, at his place of abode, and as regards any extra-parochial place, with the Clerk of some adjoining parish, at his place of abode.

And it is also proposed by the said intended Act, to repeal, alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and personal Acts of Parliament following (that is to say), 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, 221, and 238; 27 Vic., cap. 20; 27 and 28 Vic., caps. 49, 55, and 67; 28 Vic., cap. 111; and 28 and 29 Vic., caps. 251, 267, 363, and 368; and the several Acts in such Acts respectively, or any of them, recited or referred to, and any other Acts relating to the Company, or to any Railway now belonging to, or held, or used by them, and to make other provision in lieu of the provisions so repealed, altered, or amended.

On or before the 23rd day of December next, Printed Copies of the said intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1865.

RICHARDSON, GUTCH, & CO.,

Solicitors, York.

NORTH EASTERN RAILWAY.

(YORKSHIRE NEW LINES AND WORKS.)

Power to Construct Railways from Knaresborough to Boroughbridge; at Pilmoor and Malton; between the Middlesbrough and Guisbrough and Cleveland Branches; the Ayton and North Yorkshire and Cleveland Branches; and at and near York, with a Station there. Alteration of Roads at York, Selby, and Hull; purchase of additional Lands; Additional Capital; Amendment of Acts, and other Purposes.

NOTICE is Hereby Given, that Application will be made to Parliament, in the next Session, for an Act to enable The North-Eastern Railway Company, hereinafter called "The Company," to make and maintain the Railways following, with all proper Stations, Works, Conveniences, and Approaches connected therewith, that is to say:—

1. A Railway commencing in the township and parish of Knaresborough, in the West Riding of the County of York, by a Junction with the York and Knaresborough Branch of the North-Eastern Railway, at and on the east side of the bridge which carries a road called the Back Lane over that Branch, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Knaresborough, Scriven with Tentergate, Ferrensby, Farnham, Walkingham Hill, Walkingham Hill with Ockany, Arkendale, Staveley, Copgrove, Minskip, Aldborough, Roecliffe, Boroughbridge, and Milby, in the said West Riding, and Kirby on the Moor, Langthorpe, Aldborough, and Milby, in the West and North Ridings of the said County of York, or one of them, and terminating in the township of Milby and parish of Aldborough, in the said West and North Ridings, or one of them, by a Junction with the Boroughbridge Branch of the North-Eastern Railway, near to the Boroughbridge Station thereof, at a point about 520 yards eastward of the terminus of that Branch.

2. A Railway commencing in the township and chapelry of Raskelf and parish of Easingwold, in the said North Riding, by a Junction with the Thirsk and Malton Branch of the North-Eastern Railway, at a point about 630 yards north-east of, and measured from the centre of the road called Raskelf Lane, leading from Raskelf to Sessay, where that road crosses that Branch on the level, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Raskelf, Easingwold, Sessay, and Brafferton, all in the said North Riding, and terminating in the township and parish of Brafferton aforesaid, by a junction with the said Boroughbridge branch at a point about 980 yards south-west of the gate house on that branch occupied by Thomas Wright.

3. A Railway commencing in the township and parish of Settrington, in the East Riding of the County of York, by a junction with the York and Scarborough Railway of the Company, at a point about 475 yards south-west of where that railway crosses Settrington Beck, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Settrington and Scagglethorpe, in the said East Riding, and Malton and Old Malton, in the said North Riding, and terminating in the township of Old Malton and parish of Malton aforesaid by a Junction with

the said Thirsk and Malton Branch at a point about 946 yards north-west of, and measured from the centre of, a road called the Outgang Road, where it crosses the said Thirsk and Malton branch on the level.

4. A Railway commencing in the township of Pinchinthorpe and parish of Guisbrough, in the said North Riding, by a Junction with the Middlesbrough and Guisbrough Branch of the North Eastern Railway at a point about 308 yards south-west from where the Bridle Road from Upsall Mill to Newton crosses that branch on the level, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Pinchinthorpe, Guisbrough, Morton, Ormesby, Upsall, and Eston, all in the said North Riding, and terminating in the township and parish of Guisbrough aforesaid by a Junction with the Cleveland Line of the North-Eastern Railway at a point about 119 yards westward of where an occupation road from Barnaby Farm House into the highway from Stockton to Guisbrough passes under the said Cleveland Line by a bridge.

5. A Railway situate wholly in the township of Battersby, and parish of Ingleby Greenhow, in the said North Riding, commencing by a Junction with the Ayton Branch of the North-Eastern Railway, at and on the south east side of the bridge which carries that Branch over the highway from Ayton to Kildale, and terminating by a Junction with the North Yorkshire and Cleveland Line of the Company, at and on the south west side of the point where the highway from Ayton to Battersby crosses that line on the level.

6. A Railway commencing in the Township of Holgate and parish of St. Mary Bishophill Junior, in the said West Riding, by a Junction with the Main Line of The North-Eastern Railway, at and on the South side of the point where the bridge carrying the road from the York and Boroughbridge Turnpike Road to Acomb Landing crosses the said Main Line, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—St. Mary Bishophill Junior, and Holgate, in the said West Riding, and St. Mary Bishophill Junior, and Holy Trinity, Micklegate, in the County of the City of York, and terminating in the township and parish of St. Mary Bishophill Junior, in the County of the City of York, by a Junction with the main line of the North Eastern Railway, at a point thereon where a straight line drawn up the centre of the street called Mount Ephraim and across that Railway would intersect it.

7. A Railway situate wholly in the township and parish of St. Mary Bishophill Junior, in the County of the City of York, commencing by a Junction with the York and Scarborough Railway, at the south end of the Bridge carrying that Railway over the River Ouse, and terminating by a Junction with the proposed Railway No. 6, at a point in the east fence of the said York and Scarborough Railway distant about 47 yards north of the bridge carrying the occupation road called Thief Lane over that Railway.

Also a Station on or in connection with the two last mentioned proposed Railways, to be situate between the said York and Scarborough Railway and the public road called Thief Lane, and in the township and parish of St. Mary Bishophill Junior, in the County of the City of York.

And also a Road through the Walls of the said City of York, commencing at a point about 5 yards from the north west corner of the York Station Hotel, and in a line with the north west side thereof, in the township and parish of St. Martin cum Gregory, in the City of York and County of the same City, thence passing from, through, into, and in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, St. Martin cum Gregory, and All Saints North Street, in the City of York and County of the same City, and St. Mary Bishophill Junior, in the County of the City of York, and terminating at a point in the said public road called Thief Lane, in the said township and parish of St. Mary Bishophill Junior, about 40 yards, measuring along the centre of that lane, northward from a point about 4 yards from the north west corner of the Cholera Burial Ground or Cemetery, and in a line with the North Eastern boundary wall thereof.

And also to stop up, discontinue, and extinguish all rights of way over so much of the occupation road called Thief Lane, as is situate between its Junction with the said public road called Thief Lane, and a point about 43 yards west of the west side of the bridge carrying that occupation road over the York and Scarborough Railway, and to vest the site of the portion of road so to be stopped up in and appropriate it to the purposes of the Company; and in lieu of the same portion of road to construct a new road, wholly in the township and parish of St. Mary Bishophill Junior, in the County of the City of York, commencing at a point in the occupation road called Thief Lane, about 48 yards south east, measuring along the centre of that lane, from a point about 5 yards northwards of the north end of the western fence of a field adjoining the said occupation road, belonging to Thomas Fothergill, Esq., and occupied by Joseph Laytham, and terminating at a point about 7 yards from the north-west corner of the Ebor Works, and in a line with the northern boundary thereof.

And also to divert and alter the line and levels of the Bawtry and Selby turnpike road at Selby, and carry that road over the Leeds and Selby Railway, and the authorised York and Doncaster Branch by a bridge, with all necessary approaches and works, and to stop up, discontinue, and extinguish all rights of way over so much of the said turnpike road as extends about 18 yards north-west of the said Railway, measuring from the centre of the Railway, where it crosses the said road, and about 120 yards south-east of the said Railway, measuring as aforesaid, and to vest the site of the portion of road so to be stopped up in and appropriate it to the purposes of the Company; which said intended diversion and alteration, will be wholly made in the township and parish of Selby, in the said West Riding, and will commence at a point in the said turnpike road, distant about 220 yards north-west of the said railway, measuring as aforesaid, and terminate at a point in that road distant about 385 yards south-east of the said Railway, measuring as aforesaid.

And in such intended Act powers will be sought to purchase by compulsion or otherwise, lands and houses, for the purposes of the said proposed Railways, Station, Roads, and Alteration of Roads, and Works; and also lands and houses for stand-age ground, station accommodation, sidings, and other general purposes connected with the under-

taking of the Company, or for the accommodation of the traffic thereof, and to enable the Company to apply the same for those purposes respectively; which last-mentioned lands and houses are situate as follows, that is to say:—

In the townships of Morton and Upsall and parish of Ormesby, in the said North Riding, certain lands lying on the north-west side of and adjoining the Middlesbrough and Guisbrough Branch of the North Eastern Railway, and extending from the point of commencement of the proposed Railway No. 4, to or near to the point of Junction of the Ayton Branch Railway with the said Middlesbrough and Guisbrough Branch.

In the parish of Holy Trinity, in the Town and County of the Town of Kingston-upon-Hull, certain lands, houses, and buildings, situate on the north side of and near to the Hull and Selby Railway, and in or adjoining the streets called Bath Place, Manor House Street, and Kingston Street, including the Borough Gaol and House of Correction there.

Powers will also be sought by the said intended Act to divert and alter the line and levels of so much of the said street called Bath Place as is eastward of the Hull Public Baths, and to carry the same therefrom into Manor House Street, at a point distant about 37 yards northward from the centre of the Hull and Selby Railway, where it crosses that street on the level, and to stop up and discontinue as a public thorough-fare parts of Bath Place and Manor House Street aforesaid, and to vest the sites of those parts respectively in and appropriate them to the purposes of the Company; which said intended diversion will be wholly made in the said parish of Holy Trinity, in the Town and County of the Town of Kingston-upon-Hull.

And in such intended Act powers will be sought to cross on the level, or over, or under, and to divert, alter or stop up whether temporarily or permanently, all such turnpike roads, parish roads, highways, streets, and other roads, rivers, streams, canals, navigations, railways, viaducts, tram roads, bridges and other works, within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up for the purposes of the intended Act, or any of them, and to appropriate the sites of so much thereof respectively as shall be stopped up or rendered unnecessary to the use of the Company and purposes of their undertaking. Powers will also be applied for to alter, vary, or extinguish, all existing rights, privileges, and exemptions connected with any lands, houses, or other property whatsoever, proposed to be purchased, taken, used, or interfered with for the purposes aforesaid, or any of them, or which would in any manner impede or interfere with the construction, maintenance, and use of the said proposed or existing Railways, roads, and works respectively, or the objects or purposes of the said intended Act, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions, and also powers to levy tolls, rates, and duties for or in respect of the use of the said proposed Railways and Works, and to alter existing tolls, rates, and duties, and to confer such exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

And it is also proposed by such intended Act to authorise the Company to apply to the purposes of that Act any monies which they have raised, or

are authorised to raise under their other Acts of Parliament, and to raise, by the creation of new shares or stock, and by borrowing, further sums of money for the purposes of the said intended Act, and also for the general purposes of the Company; and to authorise the assigning to all or any of such new shares or stock such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends or otherwise over, or *pari passu* with, all or any other classes or class of shares or stock in the Company as may be agreed upon, or as may be provided by or under the provisions of such intended Act.

And Notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans defining the lines of the proposed railways, new roads and alteration of roads, and the lands proposed to be purchased by compulsion, and sections showing the levels of the said proposed railways, new roads and alteration of roads, and works, together with a published map, whereon will be defined the general course and direction of each of the proposed railways, and a book of reference to such plans, and a copy of this notice, as published in the *London Gazette*, will be deposited for public inspection with the several Clerks of the Peace following, that is to say,—As regards the railways numbered 1 and 6, and the alteration of the Bawtry and Selby Turnpike Road, with the Clerk of the Peace for the West Riding of the County of York, at his office at Wakefield, in the said West Riding. As regards the Railways numbered 1, 2, 3, 4, and 5, and the lands in the parish of Ormesby, with the Clerk of the Peace for the North Riding of the County of York, at his office at Northallerton, in the said North Riding. As regards the Railway numbered 3, with the Clerk of the Peace for the East Riding of the County of York, at his office at Beverley, in the said East Riding. As regards the Railways numbered 6 and 7, and the proposed new station and roads, and alteration of roads at York, with the Clerk of the Peace for the City of York and County of the same City, at his office in the City of York; and as regards the lands and houses and alteration of streets in the parish of Holy Trinity, in Kingston-upon-Hull, with the Clerk of the Peace for the Town and County of the Town of Kingston-upon-Hull. And that on or before the said thirtieth day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said proposed Railways, Roads, and Works are intended to be made, or within which the said lands are situate, and also a copy of this notice, as published in the *London Gazette*, will be deposited with the parish clerk of each such parish, at his place of abode, and as regards any extra-parochial place, with the clerk of some adjoining parish, at his place of abode.

And it is also proposed by the said intended Act to repeal, alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say, 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, 221, and 238; 27 Vic., cap. 20; 27 and 28 Vic., caps. 49, 55, and 67; 28 Vic., cap. 111; and 28 and 29 Vic., caps. 251, 267, 363, and 368,

and the several Acts in such Acts respectively or any of them recited or referred to, and any other Acts relating to the Company, or to any Railway now belonging to, or held, or used by them, and to make other provision in lieu of the provisions so repealed, altered, or amended.

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

Dated this Tenth Day of November, 1865.

RICHARDSON, GUTCH, & CO.,
Solicitors, York.

NORTH EASTERN RAILWAY.

(COUNTY OF DURHAM NEW LINES AND WORKS.)

Powers to Construct Railways at Norton, Ferryhill, and Hartlepool, and Timber Pond in Hartlepool Slake; to alter Roads at Hartlepool, Stockton upon Tees, and Gateshead; to purchase additional Lands; to subscribe to Hexham and Allendale Railway; Agreements with Hartlepool Port and Harbour Commissioners; Additional Capital; Amendment of Acts; and other Purposes.

NOTICE is Hereby Given, that Application will be made to Parliament in the next Session for an Act to enable The North Eastern Railway Company, hereinafter called "The Company," to make and maintain the Railways following, with all proper Stations, Works, Conveniences, and approaches connected therewith, that is to say:—

1. A Railway situate wholly in the township and parish of Norton, in the County of Durham, commencing by a Junction with the Stockton Branch of the West Hartlepool Line of the Company at a point about 374 yards south east of the platform entrance to the Booking Office at the Norton Station, and terminating by a Junction with the said West Hartlepool Line at a point about 33 yards west of where the occupation road to Hornley's farm-house crosses that line on the level.

2. A Railway commencing in the township of Ferryhill and parish of Merrington, in the said County, by a Junction with the said West Hartlepool line at a point about 1016 yards north of the platform entrance to the Booking Office at the Ferryhill Station on the North Eastern Railway, and thence passing from, through, into, and in the several parishes, townships, and extra parochial or other places following, or some of them, that is to say—Ferryhill, Merrington, Bishop Middleham, and Thrislington, all in the said county, and terminating in the said township of Ferryhill and parish of Merrington, by a Junction with the Byers Green Branch of the said West Hartlepool line at a point about 176 yards east of where the road leading from Thinford to Cleves-Cross crosses that Branch on the level.

3. A Railway commencing in the township of Thrislington and parish of Bishop Middleham, in the said county, by a Junction with the said West Hartlepool line at a point about 70 yards south of where the occupation road leading from Thrislington Hall crosses that line, and thence passing from, through, into, and in the several parishes, townships and extra parochial or other places following, or some of them, that is to say, Thrislington, Bishop Middleham, Ferryhill, Cornforth, and Merrington, in the said county, and terminating

in the said township of Thrislington and parish of Bishop Middleham, by a Junction with the Hartlepool Branch of the North Eastern Railway, at a point about 8 yards west of where the road leading from Thinford Mill to Bishop Middleham crosses that Branch on the level.

4. A Railway commencing in the township and parish of Stranton, in the said county, by a Junction with the Passenger Railway of the Company from West Hartlepool to Hartlepool, at a point about 154 yards south of the south-west corner of the boundary wall of the Gas Works adjoining Cleveland Road, in the said parish of Stranton, and thence passing from, through, into, and in the several parishes, townships, and extra parochial or other places following, or some of them, that is to say, Stranton, Hart, and Hartlepool, all in the said county, and terminating in the township and parish of Hart, in the said county, by a Junction with the Railway of the Company from Hartlepool to Ferryhill, at a point about 785 yards north-west of where the road to the Hartlepool Cemetery passes under that Railway.

5. A Railway situate wholly in the township of Hartlepool and parish of Hart, in the said county, commencing by a Junction with the proposed Railway No. 4, in a field belonging to the Trustees of the late Duke of Cleveland and Frederick Acclom Milbank, Esq., and in the occupation of Matthew Carter, situate about 230 yards south-west from Warren Hall, and at a point in that field distant about 88 yards, measuring due north, from the southernmost corner thereof, and terminating by a Junction with the said Railway from Hartlepool to Ferryhill, at a point distant about 110 yards south east from where the road to the Hartlepool Cemetery passes under that Railway.

And in such intended Act powers will be sought to enable the Company to construct a Timber Dock or Pond at the south side of the Slake at Hartlepool, in the said county, with all requisite sluices, locks, and other works; which said proposed Dock or Pond will be wholly made in the township and parish of Stranton, in the said county, and will extend in an easterly direction from the south end of the present southernmost Timber Dock adjoining the said Slake, to or near to the north-east end of the Timber Gearing by which the Passenger Railway from West Hartlepool to Hartlepool is carried over the south-east corner of the said Slake.

And also to enable the Company to stop up the road at the south end of the said Slake leading to Middleton, from a point distant about 175 yards eastward from where the said road joins Cleveland road, in the parish of Stranton, to a point in the said road so to be stopped up opposite or near to a dwelling-house and butcher's shop, in the said road, belonging to William Oddy, and occupied by George Wilson, and to appropriate the site of the said portion of road so to be stopped up to the purposes of the Company; and in lieu thereof to form a new road between the said points, and across the said Slake, on the north side of the said proposed Timber Pond and works thereof; which said intended new road will be wholly in the said township and parish of Stranton.

And in such intended Act powers will be sought to enable the Company to divert and alter the line and levels of the road called Bishopton Lane, at Stockton-upon-Tees, or some part thereof, and to carry that road under the Railway of the Company

from Stockton to Leeds by a bridge, with all necessary approaches and works, and to stop up, discontinue, and extinguish all rights of way over that portion of the said road which is at present crossed by the said Railway on the level; which said intended diversion and alteration will be wholly made in the township and parish of Stockton-upon-Tees, in the said county, and will commence at a point on the said road distant about 210 yards, in an easterly direction, from the centre of the said Railway where it crosses the said road, and will terminate at a point on the said road distant about 188 yards, measuring along the said road in a westerly direction, from the said centre of the said Railway.

And to construct a drain under the said Bishopton Lane, for a distance of about 193 yards, in a westerly direction, from the terminus of the proposed diversion thereof, and under the intended alteration of that lane.

And also to divert and alter the line and levels of the Catterick Bridge and Durham turnpike road from a point in that road distant about 13 yards north from the centre of the said Bishopton Lane, where the said turnpike road enters that lane, to a point in the said turnpike road about 193 yards, measuring along the road, north from the centre of the present Bishopton Lane, and to stop up, discontinue, and extinguish all rights of way over the portion of the said turnpike road so to be diverted, and appropriate the site of so much thereof as will not be required for the road to the purposes of the Company; which said intended diversion and alteration will be wholly made in the said township and parish of Stockton-upon-Tees.

And also to divert and alter the line and levels of the public road called Park Lane, in Gateshead, and carry that road over the main line of the Railway of the Company by a bridge, with all necessary approaches and works, and to stop up, discontinue, and extinguish all rights of way over that portion of the said road which is at present crossed by the said Railway on the level, and for a distance of about 15 yards east from the easternmost rail of the said Railway at such crossing, and vest the portions of the said road so to be stopped up in and appropriate the same to the purposes of the Company; which said intended diversion and alteration will be wholly made in the township and parish of Gateshead, in the said county, and will commence at a point in the said road distant about 130 yards west of where that road is crossed by the said main line, and will terminate at the angle of the said road, where it turns in a south-easterly direction to Park House, in Gateshead aforesaid.

And in such intended Act powers will be sought to purchase, by compulsion or otherwise, lands and houses for the purposes of the said proposed Railways, timber dock, alteration of roads and works, and also lands and houses for standage ground, station accommodation, sidings, and other general purposes connected with the undertaking of the Company, or for the accommodation of the traffic thereof, and to enable the Company to apply the same for those purposes respectively; which last-mentioned lands and houses are situate as follows, that is to say:—

In the township of East Thirkley and parish of St. Andrew Auckland, in the said county, certain lands lying on the north side of and adjoining the Stockton and Darlington line of the Company, and extending from the public highway leading

from Redworth to Eldon to the boundary between the townships of East Thickey and Middridge; and also certain lands lying on the south side of and adjoining the said Stockton and Darlington line, and extending from the foot bridge over that line opposite to the end of Mill Street in New Shildon, to the boundary between the said townships of East Thickey and Middridge.

And in such intended Act powers will be sought to cross on the level, or over, or under, and to divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, highways, streets, and other roads, rivers, streams, canals, navigations, railways, viaducts, tram-roads, bridges, and other works within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up, for the purposes of the intended Act, or any of them, and to appropriate the sites thereof respectively to the use of the Company and purposes of their undertaking. Powers will also be applied for to alter, vary, or extinguish all existing rights, privileges, and exemptions connected with any lands, houses, or other property whatsoever, proposed to be taken, used, or interfered with for the purposes aforesaid, or any of them, or which would in any manner impede, or interfere with the construction, maintenance, and use of the said proposed or existing railways, timber dock, roads, and works respectively, or the objects or purposes of the said intended Act, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions, and also powers to levy tolls, rates, and duties, for or in respect of the use of the said proposed railways, dock, and works, and to alter existing tolls, rates, and duties, and to confer such exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

And in such intended Act powers will be sought to authorize the Company to subscribe further capital towards and hold shares in the undertaking of the Hexham and Allendale Railway Company, and to vote at meetings and appoint directors of that Company, and to have and exercise other powers, rights, and privileges in respect of the undertaking of that Company.

And in such intended Act powers will be sought to enable the Company, and the Hartlepool Port and Harbour Commissioners to enter into, and carry into effect, arrangements and agreements respecting the sluices to be made in connexion with the proposed timber dock, and any other matters relating thereto, and to vest in those Commissioners the control of the sluicing operations, and to confer on them other rights and powers.

And it is also proposed by such intended Act to authorize the Company to apply to the purposes of that Act any monies which they have raised, or are authorized to raise under their other Acts of Parliament, and to raise, by the creation of new shares or stock, and by borrowing, further sums of money for the purposes of the said intended Act, and also for the general purposes of the Company, and to authorize the assigning to all or any of such new shares or stock such guaranteed dividend or dividends, and such preferences, priorities, or privileges in the payment of dividends or otherwise over, or *pari passu* with, all or any other classes or class of shares or stock in the Company, as may be agreed upon, or as may be provided by or under the provisions of such intended Act.

And Notice is hereby further given that on or before the 30th day of November instant, duplicate plans defining the lines of the proposed Railways, Timber Dock, Roads, and alteration of roads, and the lands proposed to be purchased by compulsion, and sections shewing the levels of the said proposed Railways, Timber Dock, Roads, and alteration of roads and works, together with a published map, whereon will be defined the general course and direction of each of the said proposed Railways, and a book of reference to such plans, and a copy of this notice, as published in the *London Gazette*, will be deposited for public inspection with the Clerk of the Peace for the County of Durham, at his Office, in the City of Durham; and that on or before the said 30th day of November instant, a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place, in or through which the said proposed railways, dock, roads, and works are intended to be made, or within which the said lands are situate, and also a copy of this notice as published in the *London Gazette*, will be deposited with the Parish Clerk of each such parish, at his place of abode, and, as regards any extra-parochial place, with the clerk of some adjoining parish, at his place of abode.

And it is also proposed by the said intended Act to repeal, alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say:—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, 221, and 238; 27 Vic., cap. 20; 27 and 28 Vic., caps. 49, 55, and 67; 28 Vic., cap. 111; and 28 and 29 Vic., caps. 251, 267, 363, and 368; and the several Acts in such Acts respectively, or any of them, recited or referred to, and any other Acts relating to the Company, or to any Railway now belonging to or held or used by them; and “The Hexham and Allendale Railway Act, 1865,” and the “Hartlepool Port and Harbour Act, 1855,” and to make other provision in lieu of the provisions so repealed; altered, or amended.

On or before the 23rd day of December next printed copies of the said intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1865.

RICHARDSON, GUTCH, & CO.,
Solicitors, York.

HULL AND HORNSEA AND NORTH EASTERN RAILWAYS.

Amalgamation—Arrangements as to Capital and amongst Shareholders—Amendment of Acts—and other Purposes.

NOTICE is Hereby Given, that Application will be made to Parliament in the next Session, for an Act for the Amalgamation and Consolidation, from and after such period, and upon such terms, stipulations, and conditions as may have been or may hereafter be agreed upon, or as may be fixed or determined in and by or under the provisions of the said intended Act, of The Hull and Hornsea Railway Company and its undertaking with and into The North Eastern Railway



Railway Company (hereinafter called "The Company"), and its undertaking, so that the undertakings, property, estate, and effects, rights, powers, and privileges, of what nature or kind soever, and whether with reference to the separate undertakings of the said Companies respectively, or to the undertakings of any other Company, body, or persons, or to undertakings in which the said Companies respectively may have only a partial interest, and whether with reference to the purchase of lands and houses, construction of works, levying of tolls, rates, and duties, or otherwise; vested in and belonging to or exerciseable and enjoyed by the said Companies severally or jointly at the time of the said Amalgamation, may be vested in, and belong to, and be exercised and enjoyed by the Company, as such one united and consolidated Company.

And the said Act will provide for the dissolution of the Hull and Hornsea Railway Company, and for the incorporation of the Shareholders therein with the Company and its Shareholders, and for regulating, fixing, and enlarging the capital stock and borrowing powers of the Company, and the rights, privileges, preferences, and priorities of the Shareholders in the said Companies respectively, and of the different classes of such Shareholders as amongst each other, in the capital stock of the Company, and for the fulfilment and discharge by the Company of all or some of the contracts, agreements, or arrangements entered into, and liabilities incurred by the said Companies jointly or severally, or otherwise howsoever, and capable of taking effect or being enforced at the period of such Union and Amalgamation.

And the said Act will also provide for or contain provisions varying or affecting the mortgage and bond or other debts of the said Companies, and the security of the holders of such mortgages and bonds, and of other Creditors; and also provisions altering, varying, or increasing the tolls, rates, and duties leviable by the said Companies, or either of them, in respect of their respective undertakings, and also provisions conferring, varying, or extinguishing exemptions from the payment of such tolls, rates, and duties, and other rights and privileges, and also for the division and apportionment, or the application and appropriation of the proceeds of the traffic, or part of the traffic, over the Railways of the said Companies, or some parts thereof, between or amongst or to the respective classes or sections of Shareholders in the Company, or in one or both of the said Companies for the time being representing the Shareholders in the said Companies respectively.

And it is also proposed by the said intended Act to alter, amend, extend, enlarge, and repeal all or some of the powers and provisions of the several Local and Personal Acts of Parliament following, that is to say:—"The Hull and Hornsea Railway Act, 1862," and any other Acts relating to, or so much thereof as relates to the Hull and Hornsea Railway Company; and 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, 221, and 238; 27 Vic., cap. 20; 27 and 28 Vic., caps. 49, 55, and 67; 28 Vic., cap. 111; and 28 and 29 Vic., caps. 251, 267, 363, and 368 respectively relating to the Company and its undertaking, and any Acts therein respectively recited or referred to, and any other Acts of Parliament which it may be necessary to repeal, alter, or

amend, for the purposes to be authorised by the said intended Act or Bill, and to confer other powers in lieu thereof and in addition thereto.

On or before the 23rd day of December next, Printed Copies of the said intended Act or Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th Day of November, 1865.

RICHARDSON, GUTCH, & CO.,
Solicitors, York.

GREENOCK AND WEMYSS BAY
RAILWAY COMPANY.
(POWER TO ACQUIRE AND USE STEAM-
VESSELS.)

NOTICE is Hereby Given, that Application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill to empower the Greenock and Wemyss Bay Railway Company to purchase or hire, and to maintain, work, and use Steam-Vessels for the purpose of traffic between their Railway and Pier at Wemyss Bay and all places on the Shores of that portion of the Firth of Clyde which is situate to the northward of a straight line drawn across the said Firth from Campbeltown to Ayr (including the said Ports of Campbeltown and Ayr), and on the Shores of the Islands situate in, and of the Lochs, Straits, and Arms of the Sea opening out of the said portion of the Firth of Clyde, and to levy tolls, rates, and charges for the conveyance of Passengers, Goods, and other traffic by such Steam-Vessels.

And it is intended by the said Bill to empower the Greenock and Wemyss Bay Railway Company to raise money for the purposes aforesaid, by the creation and issue of Shares or Stock on such terms and conditions, and with such preferences, priorities, and privileges as may be considered expedient, and also by borrowing upon mortgage, or bond, or cash credit, or by the issue of debenture Stock.

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

And for these purposes, it is intended by the said Bill to amend "The Greenock and Wemyss Bay Railway Act, 1862," and "The Greenock and Wemyss Bay Railway (Extension) Act, 1863;" and also, so far as necessary for the purposes aforesaid, to amend "The Caledonian Railway Act, 1845," and the several Acts relating to the Caledonian Railway Company and to the undertakings belonging to and held in lease by that Company, 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, the 27th and 28th, and the 28th and 29th years of the reign of her present Majesty.

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

Dated this Seventeenth day of November,
Eighteen Hundred and Sixty-five.

KEYDEN, STRANG, & KEYDEN, Glasgow.

In Parliament, Session 1866.

GREAT NORTH OF SCOTLAND RAILWAY COMPANY.

(Amalgamation with or Purchase or Lease of Undertakings of Alford Valley, Keith and Dufftown, Strathspey, Morayshire, Aberdeen and Turriff, Banff Macduff and Turriff Extension, Banffshire, Formartine and Buchan, and Deeside Railway Companies; Alteration and Increase of, and other Powers affecting Capitals of some of the above Companies and of the Great North of Scotland Railway Company; Power to that Company to Subscribe to Deeside Railway Company, and Deeside Railway Extension, and to Work those Railways; Alteration of Tolls; Abandonment of Railways and Tramway authorised by "The Banff Macduff and Turriff Extension Railway Act 1863"; and Extension of time for Making Extension of Banffshire Railway to Buckie; Amendment and Repeal of Acts).

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

1. To vest in the Great North of Scotland Railway Company (hereinafter called "The Company,") or to authorise or provide for the vesting in the Company by amalgamation, purchase, or lease, upon such terms and conditions as may have been, or may be agreed upon, or as may be fixed by or under the provisions of the said Bill, of the respective undertakings of the Alford Valley, the Keith and Dufftown, the Strathspey, the Morayshire, the Aberdeen and Turriff, the Banff Macduff and Turriff Extension, the Banffshire, the Formartine and Buchan, and the Deeside Railway Companies (which Companies are hereinafter called and referred to as "The Nine Companies"), and of all the lands and works, property real or personal, and effects, powers, rights, and privileges, duties and liabilities of "the Nine Companies" respectively, whether with reference to their own undertakings respectively, or the undertakings of other Companies or persons, and to enable the Company to exercise and enjoy all such powers, rights, and privileges, and especially the power of levying Tolls and other charges.

2. To dissolve such of "the Nine Companies" as may be amalgamated with, or whose undertakings may be sold to the Company.

3. To incorporate the Shareholders of "the Nine Companies," or of some of them, with the Shareholders of the Company, and to alter and regulate the Capitals of "the Nine Companies," and to cancel any of their unissued or forfeited Shares, and reissue other Shares instead thereof, with such advantages and privileges attached thereto as the Bill may define, and to alter and define the rights, privileges, preferences, and priorities of the respective Shareholders, Mortgagees, and Creditors of those Companies.

4. To authorize the Company to redeem and extinguish the respective Shares of "the Nine Companies" by payment of such price, or substitution of such Ordinary or Preference Shares in the Company as may have been or may be agreed upon, or as may be provided by or under the Bill.

5. To alter the existing Tolls Rates and Charges upon the respective undertakings of "the Nine Companies."

6. To authorize the Company, on the one hand, and "the Nine Companies" respectively, on the other hand, to enter into and execute all such Conveyances, Leases, and Agreements as may be necessary for effecting any of the before-mentioned objects, and the Bill will confirm any such Agreements as have been, or which, prior to the passing of the Bill, may be made and entered into.

7. To alter and increase the present Capital of the Company, and to enable the Company to raise further 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 advantage which the Bill may define; and, if need be, to alter the rights and privileges of the different classes of Shareholders in the Company, and of the Mortgagees and other Creditors of the Company, and to make provision for the capitalisation of the arrears of dividend upon any of the "New Shares" of the Company.

8. To enable the Company to cancel any of their unissued Shares or Stock, and instead thereof to issue other Shares or Stock upon such terms and conditions, and with such rights, privileges, advantages, and priorities as the Bill may define, and to confer a similar power with respect to any unissued Shares of such of "the Nine Companies," as may sell or grant a lease of their undertakings to the Company, or be amalgamated with the Company.

9. To enable the Banff Macduff and Turriff Extension Railway Company, and the Company to abandon the construction of the Railways, and Tramway authorised by "The Banff Macduff and Turriff Extension Railway Act, 1863."

10. To extend the time granted by "The Banffshire Railway Act, 1863," for making the Extension to Buckie.

11. To enable the Company to hold shares in the Capital of the Deeside Railway Company, and Deeside Railway Extension, and for this purpose to authorise the Company, if need be, to raise further Capital by Shares or Stock, and by borrowing, with or without any priority of dividend or interest and other advantages over the existing and authorised Capital of the Company, and to sanction and confirm the payments already made by the Company in respect of the said Deeside Railway Company and Deeside Railway Extension.

12. To enable the Company, on the one hand, and the Deeside Railway Company on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance by the Company of the undertakings of the Deeside Railway Company; the supply by the Company, of Rolling Stock and Machinery, and of officers and servants for the conduct of the traffic of that Railway, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic.

13. To alter, amend, extend, and enlarge some of the powers and provisions of the several Acts following, relating to the Company, namely, "The Great North of Scotland Railway Consolidation Act, 1859"; "The Great North of Scotland Railway Amendment Act, 1861"; "The Great North of Scotland Railway Amendment Act, 1862"; "The Great North of

Scotland Railway (Aberdeen Junction) Act, 1863"; "The Denburn Valley Railway Act, 1864"; and "The Great North of Scotland Railway Act, 1864"; also to amend and enlarge, or to repeal and alter, the powers and provisions of the following, and of any other Acts relating to the Alford Valley Railway Company, viz.—"The Alford Valley Railway Act, 1856," and "The Alford Valley Railway (Amendment) Act, 1862"; also of the following, and of any other Acts relating to the Keith and Dufftown Railway Company, namely, "The Keith and Dufftown Railway Act, 1857," and "The Keith and Dufftown Railway (Deviation) Act, 1860"; also of the following, and of any other Acts relating to the Strathspey Railway Company, namely, "The Strathspey Railway Act, 1861"; and "The Strathspey Railway (Extension) Act, 1865"; also of the following, and of any other Acts relating to the Morayshire Railway Company, namely, the 9th and 10th Vict., cap. 178; the 19th and 20th Vict., cap. 86; the 23d and 24th Vict., cap. 116; the 24th Vict., cap. 30, and the 26th and 27th Vict., cap. 210; also of the following, and of any other Acts relating to the Aberdeen and Turriff Railway Company, namely, "The Aberdeen and Turriff Railway Act, 1855," and "The Aberdeen and Turriff Railway (Amendment) Act, 1859," also, of the following and of any other Acts relating to the Banff, Macduff, and Turriff Extension Railway Company, namely, "The Banff, Macduff, and Turriff Extension Railway Act, 1857," and "The Banff, Macduff, and Turriff Extension Railway Act, 1863"; also of the following, and of any other Acts relating to the Banffshire Railway Company, namely, "The Banff, Portsoy, and Strathisla Railway Act, 1857," and "The Banffshire Railway Act, 1863"; also, of the following and of any other Acts relating to the Formartine and Buchan Railway Company, namely, "The Formartine and Buchan Railway Act, 1858," "The Formartine and Buchan Railway (Deviation) Act, 1859," and "The Formartine and Buchan Railway Act, 1863"; also of the following and of any other Acts relating to the Deeside Railway Company, namely, "The Deeside Railway Act, 1852," "The Deeside Railway Extension Act, 1857," and "The Deeside Railway Act, 1862."

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 23d day of December next.

Dated this Ninth day of November, 1865.

ADAM & ANDERSON,
75, Union Street, Aberdeen;

DYSON & CO.,
24, Parliament Street, Westminster.

GARLIESTOWN HARBOUR.

Application for Provisional Order for Power to constitute a Harbour Authority; to levy Rates; and to Borrow Money; 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 1865, praying for a Provisional Order to constitute the promoters, and such person or 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 maintain, deepen, and improve the Harbour of Garliestown, in the Parish of Sorbie, and County of Wigtown, and to maintain and improve the several existing Quays, Piers, Warehouses, Sheds, and other Works and conveniences connected therewith:

To levy tolls, rates, and duties, at or in respect of the said Harbour, Quays, Piers, and other Works, and to alter the existing tolls, rates, or duties leviable at, or in respect of the said Harbour and Works:

To confer, vary, or extinguish exemptions from the payment of such existing or new tolls, rates, or duties, and to confer, vary, or extinguish any other rights or privileges connected with the said Harbour and Works, which would interfere with, or prevent the carrying into effect the purposes of the said Provisional Order:

To erect and maintain Cranes, Weighing Machines, Sheds, and Warehouses, and to levy 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 deepening and improvement of the said Harbour, and the other purposes of the said Provisional Order:

To constitute the Harbour Authority the proper Pilotage Authorities for the Harbour of Garliestown, 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 1855," and "The Merchant Shipping Act Amendment Act 1862.":

A copy of this Advertisement, with a plan and section of the said Harbour, will, on or before the 30th day of November 1865, be deposited for public inspection in the Office at Wigtown of the Principal Sheriff-Clerk of the County of Wigtown, and at the Custom-house in Wigtown, (being the Custom-house of the Port or Harbour of Garliestown,) and 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 the 23d day of December 1865, at the price of One Shilling each.

Dated this 11th day of November 1865.

JAMES DREW, Whithorn,
Solicitor for the Promoters.

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

In Parliament. Session 1866.

ARDRISHAIG AND LOCH AWE
RAILWAY.

(Construction of Railway from Ardrishaig to the authorised line of the Callander and Oban Railway, near the north-eastern extremity of Loch Awe; Incorporation of Company; Working Arrangements with Callander and Oban and Caledonian Railway Companies, or either of them; Power to those Companies to subscribe to proposed undertaking, and to raise money; Running Powers to proposed Company over Railways of Caledonian and Callander and Oban Railway Companies, and to the Caledonian and Callander and Oban Railway Companies over proposed Railways; Alteration of Tolls; Amendment and Repeal of Acts.)

NOTICE is Hereby Given, that it is intended to apply to Parliament, in the next Session, for leave to bring in a Bill for making and maintaining the following Railways, or one of them, or part thereof, with all proper stations, approaches, and other works and conveniences connected therewith, viz. :—

First.—A Railway (hereinafter called Railway No. 1) commencing at Ardrishaig, in the parish of South Knapdale, in the county of Argyll, at a point about three yards, or thereabouts, westward from the west-end of a house called the Harbour House, belonging to the Caledonian Canal Commissioners, and occupied by Peter McLulloch and Daniel Currie, and terminating in the united parishes of Glenorchy and Innishail, by a junction with the line of the Callander and Oban Railway, as authorised by the “Callander and Oban Railway Act, 1865,” in a pasture, the property of the Earl of Breadalbane, occupied by Finlay McCallum, and numbered 37, in the united parishes of Glenorchy and Innishail, on the plans of the said authorised Railway, deposited on or before the 30th day of November, 1864, with the principal Sheriff Clerks of the counties of Argyll and Perth respectively, at or near a point on the said authorised Railway, measuring along the centre line thereof, as shown on the said deposited plans, one hundred and eighty-eight yards, or thereabouts, eastward from the point where the centre line of the said authorised Railway crosses the western fence or boundary of the said last-mentioned pasture, which Railway No. 1, and relative works, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in, and will pass from, through, or into the following parishes or places, or some of them, that is to say, the parishes of South Knapdale, Glassary, otherwise Kilmichael-Glassary, Kilmartin, the united parishes of Dailavich and Kilchrenan, the united parishes of Glenorchy and Innishail, and the town or village of Lochgilphead, all in the county of Argyll.

Secondly.—A Railway (hereinafter called Railway No. 2) commencing in the united parishes of Glenorchy and Innishail in the County of Argyll, by a junction with Railway No. 1, in a pasture belonging to the Earl of Breadalbane, and occupied by

the said Finlay McCallum, at a point in the said pasture near the shore of Loch Awe, about thirty yards or thereabouts southward from the northern corner of the said pasture, and about five hundred and forty-four yards south-westward from the termination of Railway No. 1, and terminating in the said united parishes of Glenorchy and Innishail by a junction with the authorised line of the Callander and Oban Railway, in a pasture or common belonging to the Earl of Breadalbane, occupied by the said Finlay McCallum and others, and numbered thirty-three in the said united parishes of Glenorchy and Innishail on the said plans of the authorised Callander and Oban Railway deposited as aforesaid, at a point on the said authorised Railway measuring along the centre line thereof as shewn on the said deposited plans, six hundred and eighty-nine yards or thereabouts westward from the point where Railway No. 1 joins the said authorised Callander and Oban Railway; which Railway No. 2 and relative works, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are wholly situate in the said united parishes of Glenorchy and Innishail and county of Argyll.

And Notice is also Given, that duplicate plans and sections, describing the lines, situation and levels of the said intended Railways, and the lands, houses and other property through which the same are intended to be made, and within the limits of deviation as defined on the said plans, 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 property respectively; and a published map with the line of the proposed Railways delineated thereon so as to show their general course and direction; and also a copy of this Notice as published in the *Edinburgh Gazette*, will, on or before the 30th day of the present month of November, be deposited for public inspection, in the office, at Inverary, of the principal sheriff clerk of the county of Argyll; 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 respectively, with a copy of this Notice as published in the *Edinburgh Gazette*, 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, and using the said intended Railways, and relative works, or any part thereof; as also to deviate in constructing the said Railways and relative works, from the lines and levels, gradients and curves, laid down or specified on the said plans and sections, to such an 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 Railways and relative 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 property as may be necessary or convenient for the purposes of the said Railways and Works, and also water from lochs, streams, or brooks adjoining or near to the said Railways and 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, lochs, streams, brooks, or other property, 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, water streams, brooks, and other property, 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, water streams, brooks, and other property, so to be acquired, or which would in any manner impede or interfere with the construction, maintenance, or use of the said Railways and Works; and to confer other rights and privileges 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 and charges, on and for the use of the said intended Railways and 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 any 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 the said intended Railways and Works, or any part thereof.

And it is also intended by the said Bill to empower the said proposed Company and the Caledonian and Callander and Oban Railway Companies jointly, or the proposed Company and either or both of the said two other Companies separately, to enter into and carry out Agreements with each other for all or any of the following purposes, viz.—For and with respect to the maintenance, working and use by the Caledonian and Callander and Oban Railway Companies jointly, or by either of them separately, of the said proposed Railways and Works, or any parts thereof, the working and management of the traffic thereon, and the fixing, collecting, apportionment and division of the tolls, rates, charges and profits levied or derived upon or from the said proposed Railways and relative Works or any parts thereof, upon such terms and conditions, and in perpetuity, or for such period or successive periods as 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 Caledonian Railway Company, and the Callander and Oban Railway Company jointly, or either of them, 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 Caledonian Railway Company, and the Callander and Oban Railway Company, or either of those Companies, and to confer upon such Committee or Committees all necessary powers for carrying into effect any such Agreement as aforesaid.

And it is further intended by the said Bill to empower the Caledonian Railway Company, and the Callander and Oban 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, upon such terms and conditions as, in default of agreement, shall be determined by arbitration or by the Board of Trade, or as shall be defined by the said Bill, the proposed Railways and all stations, works, and conveniences connected therewith; and also to empower the proposed Company to run into and over, and to use with their engines and carriages, and for the purposes of their traffic, upon such terms and conditions as, in default of agreement, shall be determined as aforesaid, or as shall be defined by the said Bill, all or any of the Railways belonging to or leased by the Caledonian Railway Company and the Callander and Oban Railway Company, or either of them, or any part of such Railways, and all stations, works, and conveniences connected therewith, and also the joint station at Perth.

And it is further intended by the said Bill to empower the Caledonian Railway Company and the Callander and Oban Railway Company, or either 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 be agreed on, or as may be fixed by the said Bill; and for that purpose to raise additional capital in their own undertakings 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 those Companies respectively, 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 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 be made by and between the said proposed Company, or parties acting on their behalf, and the Caledonian Railway Company, and the Callander and Oban Railway Company, or either of those Companies, in relation to the objects aforesaid, or any of them.

And it is intended by the said Bill, so far as necessary or expedient, to alter the tolls, rates and charges leviable in respect of the use of the

Callander and Oban Railway, and works connected therewith, or any part thereof, and of the conveyance of traffic thereon; and to empower the proposed Company to levy tolls, rates and charges in respect of passengers and other traffic conveyed partly over the proposed Railways, or either of them, and partly over the Railways belonging to or leased by the Callander and Oban Railway Company, and the Caledonian Railway Company, or either of them, or any part thereof; and also to empower the Caledonian Railway Company, and the Callander and Oban Railway Company, or either of them, to levy tolls, rates and charges in respect of passengers and other traffic conveyed partly over their respective Railways, and partly over the proposed Railways, or either of them; and it is also intended by the said Bill, to confer, vary and extinguish exemptions from payment of such tolls, rates and charges.

And it is further 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 after-mentioned, or some of them, that is to say: "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company, and the undertakings belonging to or held in lease by them, passed in the sessions of Parliament held respectively in the ninth and 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 and twenty-second, the twenty-second and 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, the twenty-seventh and twenty-eighth; and the twenty-eighth and twenty-ninth years of the reign of her present Majesty, and any other Act or Acts relating to the Caledonian Railway Company, or to any Railway belonging to or held in lease by them; also "The Scottish Central Railway Consolidation Act, 1859," and the several other Acts relating to the Scottish Central Railway Company, and the undertakings belonging to or held in lease by that Company, or the Caledonian Railway Company, and the Acts relating to the General Station at Perth, passed in the sessions of Parliament held respectively in the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, the twenty-seventh and twenty-eighth, and the twenty-eighth and twenty-ninth years of the reign of her present Majesty; also "The Dunblane, Doune, and Callander Railway Act, 1856," and the other Acts relating to the Dunblane, Doune, and Callander Railway Company, passed in the sessions of Parliament held respectively in the twenty-fourth and twenty-fifth, and the twenty-eighth and twenty-ninth years of the reign of her present Majesty; also the "Callander and Oban Railway Act, 1865," and also any Act or Acts recited or referred to in any of the before-mentioned Acts.

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 7th day of November, 1865.

EDWARDS & Co., Westminster,
Solicitors for the Bill.

THE COLONIAL LIFE ASSURANCE COMPANY.

A Provisional Agreement having been entered into between The STANDARD LIFE ASSURANCE COMPANY and The COLONIAL LIFE ASSURANCE COMPANY for an Amalgamation of their Business, which Agreement was approved and confirmed at a Special General Meeting of the Colonial Life Assurance Company, held on the 22d day of May 1865; and a Requisition having since been addressed to me by the requisite number of Partners of the said Colonial Life Assurance Company, requesting me to call two Special General Meetings of the said Company, to resolve on and authorise the Dissolution of said Company, in terms of the Contract of Copartnership, with the view of carrying out the foresaid Amalgamation,—

Therefore I do hereby Give Notice,

That a Special General Meeting of the Colonial Life Assurance Company will be held in their Office, No. 5, George Street, Edinburgh, on Monday the 11th day of December 1865, at Two o'clock Afternoon, for the purpose of resolving on, and authorising such Dissolution; and

That a Second Special General Meeting of the said Colonial Life Assurance Company will be held in the same place, on Monday the 19th day of March 1866, at Two o'clock Afternoon, for the same purpose.

By Order of the Directors,

WILL THOS. THOMSON, Actuary.

Edinburgh, 5, George Street,
24th May 1865.

NOTICE TO CREDITORS.

THE Subscriber, Trustee on the Trust-Estate of W. C. MACKIE, Grocer and Provision Merchant in Glasgow, hereby intimates that a dividend will be paid within his Chambers, on Friday 22d December next, to those Creditors whose claims have been admitted and lodged with him on or before 14th proximo.

ROBERT GALT, Junr. Trustee.

20, Buchanan Street,
Glasgow, November 20, 1865.

NOTICE TO CREDITORS.

THE undersigned Trustees, acting under a Trust-Deed executed by Messrs A. & R. WATSON & CO., Manufacturers, Galashiels, being still in possession of a small balance of the Trust-funds, hereby intimate that a third and final dividend will be paid to those Creditors whose Claims have been admitted, on Monday 25th December next, within the Office of Messrs Lees & Stewart, Writers, Galashiels. Parties who have not already lodged their Claims are requested to do so on or before the 11th proximo, under certification.

JAS. SIMS,
RO. STEWART, } Trustees.

Galashiels, November 20, 1865.

NOTICE TO CREDITORS.

CAMPBELL LECKIE, Boot and Shoe Maker in Glasgow, also a Shareholder in The PATENT FLAME PROOF STARCH Co., and in The ERINS MINING COMPANY, and sometime a Partner of the late FIRMS of LECKIE & COMPANY, Soap Powder Manufacturers, Glasgow, and LECKIE, RANKIN, & THOMSON, Boot and Shoe Makers, Glasgow, as Shareholder foresaid, as a Partner of said Firms, and as an Individual, has presented a Petition to the Sheriff of Lanarkshire praying to be finally discharged of all debts contracted by him before the date of the sequestration of his estates.—Of which Intimation is hereby given, in terms of the Bankrupt Statutes; and of the Deliverance of date 13th November 1865 by Sheriff Smith upon said Petition.

R. SINGLAIR, Writer,
14, Miller Street, Glasgow,
Agent for Petitioner.

Glasgow, November 18, 1865.

THE Estates of JOHN HENRY REID & COMPANY, Commission Merchants in Glasgow, and John Reid, Commission Merchant there, the sole Partner of said Company, as such, and as an Individual, were sequestrated on the 17th day of November 1865, by the Sheriff of Lanarkshire.

The first deliverance is dated 17th November 1865.

The meeting to elect the Trustee and Commissioners is to be held on Tuesday the 28th day of November 1865, at 12 o'clock noon, within the Faculty Hall, Saint George's Place, Glasgow.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 17th day of March 1866.

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

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

WILLIAM BURNS, Agent,
50, West George Street, Glasgow.

NOTICE.

THE Estates of JOHN ARTHUR BAILY, Draper, No. 148, George Street, Aberdeen, were sequestrated on the 17th day of November 1865, by the Sheriff of Aberdeenshire.

The first deliverance is dated the said 17th of November 1865.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Tuesday the 28th day of November 1865, within the Lemon Tree Hotel, Aberdeen.

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 1866.

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

D. G. CATTANACH, Advocate in Aberdeen,
Agent.

Aberdeen, November 17, 1865.

THE Estates of WILLIAM NIMMO, Baker and Confectioner in Glasgow, were sequestrated on the 17th day of November 1865, by the Sheriff of Lanarkshire.

The first deliverance is dated the 17th day of November 1865.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Tuesday the 28th day of November 1865, within the Faculty Hall, Saint George's Place, Glasgow.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 17th day of March 1866.

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

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

STEWART & MILLER, Agents.

99, St Vincent Street,
Glasgow, November 20, 1865.

THE Estates of PETER FERGUSON, Mason and Builder in Glasgow, one of the Partners of the late Firm of FERGUSON & M'COY, Masons and Builders in Glasgow, as such Partner, and as an Individual, were sequestrated on the 17th November 1865, by the Sheriff of Lanarkshire.

The first deliverance is dated the 17th November 1865.

The meeting to elect the Trustee and Commissioners is to be held within the Faculty Hall, Saint George's Place, Glasgow, at 12 o'clock noon, on Tuesday the 28th day of November 1865.

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 March 1866.

A Warrant of Protection has been granted to the Bankrupt.

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

MACLEOD & RALSTON, Writers,
161, Hope Street, Glasgow, Agents.

THE Estates of JOHN KING, Grocer and Provision Merchant, Main Street, Gorbals, Glasgow, were sequestrated by the Sheriff of the County of Lanark, on the 18th day of November 1865.

The first deliverance is dated 18th November 1865.

The meeting to elect Trustee and Commissioners will be held within the Faculty Hall, Saint George's Place, Glasgow, on Tuesday the 28th day of November 1865, at 12 o'clock noon.

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 1866.

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

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

W. M. WILSON, Procurator,

116, St Vincent Street, Agent in the Sequestration.
Glasgow, November 20, 1865.

THE Estates of ALEXANDER FRASER, Grocer, Princes Street, Glasgow, were sequestrated on the 18th day of November current, 1865, by the Sheriff of Lanarkshire.

The first deliverance is dated 18th November 1865.

The meeting to elect the Trustee and Commissioners is to be held at 12 o'clock noon, on Tuesday the 28th day of November current, 1865, within the Faculty Hall, Saint George's Place, Glasgow.

A composition may be offered at this meeting; and to entitle Creditors to the first dividend, their oaths and grounds of debt must be lodged on or before the 18th day of April 1866.

A Warrant of Protection has been granted to the Bankrupt.

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

CHAS. REDDIE, Writer, Glasgow,
Agent.

SEUQUESTRATION of JOHNSTON BROTHERS, Tea and Spice Merchants, Glasgow, as a Company, and Alexander Johnston, Tea and Spice Merchant there, a Partner of said Company, as such, and as an Individual.

JOHAN GRAHAM, Chartered Accountant in Glasgow, Trustee on said sequestrated estates, hereby intimates that John Steel, Store-keeper, Fox Street, Glasgow, Partner of the Firm of Steel & Company, Store-keepers there, has been elected a Commissioner on said sequestrated estates.

JOHN GRAHAM, Trustee.

Glasgow, November 20, 1865.

HENRY KERR, Accountant in Glasgow, Trustee on the sequestrated estate of ALEXANDER HARVIE LAURIE, Grain Merchant and Commission Agent in Glasgow, hereby calls a meeting of the Creditors to be held within the Chambers of Messrs Kerr, Anderson, & Brodie, 132, St Vincent Street, Glasgow, on Wednesday the 13th day of December, at 12 o'clock noon, to consider as to an application for his discharge.

HENRY KERR, Trustee.

Glasgow, November 20, 1865.

HENRY KERR, Accountant in Glasgow, Trustee on the sequestrated estate of ANDREW DUNLOP, Grain Miller, Moore Park, Renfrew, hereby calls a meeting of the Creditors to be held within the Chambers of Messrs. Kerr, Anderson, & Brodie, 132, St Vincent Street, Glasgow, on Wednesday the 13th day of December next, at 10 o'clock A.M., to consider as to an application for his discharge as Trustee.

HENRY KERR, Trustee.

Glasgow, November 20, 1865.

WILLIAM ANDERSON, Accountant in Glasgow, Trustee on the sequestrated estate of JOHN LAMB, Miller and Grain Dealer, West Street, Glasgow, hereby calls a meeting of the Creditors to be held within the Chambers of Messrs Kerr, Anderson, & Brodie, 132, St Vincent Street, Glasgow, on Wednesday the 13th day of December next, at 11 o'clock A.M., to consider as to an application for his discharge as Trustee.

W.M. ANDERSON, Trustee.

Glasgow, November 20, 1865.

DAVID EWART, Writer in Lockerbie, Trustee on the sequestrated estate of **WILLIAM POOL RICHARDSON**, Merchant in Annan, who resided at Violetbank, near Annan, now deceased, hereby calls a meeting of the Creditors on said estate to be held in the King's Arms Hotel in Lockerbie, upon Wednesday the 29th day of November current, at 12 o'clock noon, to elect a Commissioner on the estate, in the room of John Bell, of Kirkpatrick, now deceased.

DAVID EWART, Trustee.
Lockerbie, November 18, 1865.

DAVID KINNEAR, Accountant in Edinburgh, Trustee on the sequestrated estate of **ROBERT MOWAT**, Stockbroker, George Street, Edinburgh, hereby calls a general meeting of the Creditors to be held within the Trustee's Chambers, 21, Elder Street, Edinburgh, on Wednesday the 29th instant, at two o'clock P.M., to elect two Commissioners on the estate. The Trustee's account has been audited up to the 3d instant, and no dividend declared.

DAVID KINNEAR.
Edinburgh, November 17, 1865.

SEQUESTRATION of ARCHIBALD KERR, Grocer and Provision Merchant, Greenock.

THE Trustee hereby intimates that at a general meeting of Creditors on the 20th day of November 1865, an offer of composition, with security, was made by the Bankrupt, which the Creditors present unanimously entertained for consideration; and Notice is hereby given that another general meeting of the Creditors will be held within the Chambers of Messrs Houston & Barr, Accountants, No. 80, Buchanan Street, Glasgow, on Thursday the 14th day of December 1865, at 12 o'clock noon, for the purpose of finally deciding on the said offer and the security proposed.

JOHN HOUSTON, Trustee.
Glasgow, November 20, 1865.

JOHN ALEXANDER, Accountant, 34, St Enoch Square, Glasgow, Trustee on the sequestrated estate of **HANCE WALKER**, Grocer and Provision Merchant, Glasgow, hereby intimates that at the second general meeting of Creditors held on the 30th day of October last, the Bankrupt made an offer of a composition of Two Shillings and Sixpence per pound to his Creditors on all debts due by him at the date of his sequestration, payable by equal instalments at two and four months after the Bankrupt's final discharge, and offered John Walker, Grocer and Provision Merchant in Glasgow, as his security; the said Hance Walker further offered to pay or provide for the expenses attending the sequestration and the remuneration to the Trustee. The meeting having unanimously resolved that the offer and security should be entertained for consideration, another general meeting of the Creditors will be held within my Office, 34, St Enoch Square, Glasgow, on Thursday the 30th day of November current, at one o'clock afternoon, for the purpose of finally deciding upon the Bankrupt's offer and the security proposed.

JOHN ALEXANDER, Trustee.
Glasgow, November 20, 1865.

ROBERT M'OWAN, Accountant in Glasgow, Trustee on the sequestrated estate of **WILLIAM M'QUE**, Junior, Grain and Provision Merchant, Glasgow, intimates that his accounts as at 4th current have been audited, and that a dividend will be paid at the Counting-house of M'OWAN & BROWN, C.A., 87, St Vincent Street, Glasgow, on Friday the 5th January next.

ROB. M'OWAN, Trustee.

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 18, 1865.

SEQUESTRATION of ARCHIBALD KERR, Grocer and Provision Merchant, Greenock.

THE Commissioners have audited my accounts to 15th November current, postponed the declaration of a dividend, and dispensed with circulars to Creditors.

JOHN HOUSTON, Trustee.
Glasgow, November 20, 1865.

WILLIAM DODS, Banker, Haddington, Trustee on the sequestrated estates of **WILSON & BLACK**, Grocers and General Merchants in Haddington, and of Archibald Black, Grocer and General Merchant there, the sole Partner of that Company, as such, and as an Individual, hereby intimates that he has had no intromissions with the funds of the estates during the last statutory period ending on 7th current, and the Commissioners have postponed the declaration of a dividend until the recurrence of another statutory period, and have dispensed with sending circulars to the Creditors.—Of all which Intimation is hereby given, in terms of the Statute.

WM. DODS, Trustee.
Haddington, November 17, 1865.

SEQUESTRATION of DONALD STEWART, Writer, Tain.

JOHN COLVIN, Solicitor, Inverness, Trustee on said sequestrated estate, hereby intimates that an account of his intromissions with the funds of the estate, brought down to the 3d instant, with a state of the funds as at the same date, have been made up and examined by the Commissioners, who have postponed the declaration of a dividend until the recurrence of the next statutory period.

JOHN COLVIN, Trustee.
Inverness, November 17, 1865.

WALTER MACKENZIE, Accountant in Glasgow, Trustee on the sequestrated estates of **THOMAS WALKER KING**, Oil Manufacturer and Merchant in Glasgow, sole Partner of the Firm of **ARCHIBALD LIDDELL & COMPANY**, Oil Manufacturers and Merchants there, as such Partner, and as an Individual, hereby intimates that his accounts, brought down to the 19th current, have been audited by the Commissioners, and that they have postponed the declaration of any further dividend until the recurrence of another statutory period.

WALTER MACKENZIE, Trustee.
66, St Vincent Street,
Glasgow, November 20, 1865.

SEQUESTRATION of ROBERT SPEIRS, sometime Plumber and Gasfitter, James Watt Street, Glasgow, deceased.

THE Commissioners have audited my accounts, brought down to the 5th instant, postponed the declaration of a dividend, and dispensed with sending circulars to the Creditors.

GEO. WINK, Trustee.
Glasgow, November 20, 1865.

I HENRY KERR, C.A., Glasgow, Trustee on the sequestrated estate of **PATRICK ROBERTSON & COMPANY**, Power-loom Cloth Manufacturers, Rutherglen, hereby intimate that an account of my intromissions with the funds of the estate, brought down to the 21st ultimo, has been audited by the Commissioners, and that they have postponed payment of a further dividend till the recurrence of next statutory period, and dispensed with sending circulars to the Creditors.—Of all which Notice is hereby given, in terms of the Statute.

HENRY KERR, Trustee.
Glasgow, November 1865.

NOTICE.

DAVID RUSSELL, Writer, Dunfermline, has presented a Petition to the Commissary of the County of Fife praying that he be decerned Executor-dative *qua* Creditor of the Late **ALEXANDER BLAIR**, Painter, Dunfermline, and residing there at the time of his death.

DAVID RUSSELL,
Party Petitioner.
Dunfermline, November 17, 1865.

NOTICE.

WE, a Quorum of the Executors of the Deceased **Robert Lamont**, Drysalter, Kilmarnock, hereby give notice that by his death, which took place on 10th July 1863, he ceased to be a Partner of or to have any interest in the business of **ROBERT LAMONT & SON**, Drysalters, Kilmarnock.

Kilmarnock, November 20, 1865.
ALEXANDER LAMONT
ANDREW THOMSON
JAMES HAMILTON, Writer, Kilmarnock, Witness.
WM. CARRUTHERS, Law-Clerk, Kilmarnock, Witness.



NOTICE

THE Subscribers, in their respective capacities underwritten, having Sold, on or before the 20th day of June 1865, all Shares or Stock at any time held by them in **THE SHOTTS IRON COMPANY**, ceased at said date to be interested in the said Company, in respect of said Shares or Stock.

Glasgow, November 10, 1865.

JAMES M'CLELLAND, as Judicial Factor for Members of the Family of the late **ARCHIBALD BOGLE**, on certain Shares or Stock of the said Company.

JAMES M'CLELLAND, as Trust-Disposnee of the late **ARCHIBALD BOGLE**, Esquire, sometime of Gilmorehill.

ROBERT BLYTH, Witness.

JOHN MACKERSIE, Witness.

A. BOGLE, Executor to the Estate of the late **ARCHIBALD BOGLE**, Esq., deceased.

JOHN PARKER, Witness.

EDWARD ILES, Witness.

DISSOLUTION OF COPARTNERSHIP.

THE Copartnery Concern of **CLACHAN & BEVERIDGE**, Tailors and Clothiers, 11, Union Street, Glasgow, of which the Subscribers were the sole Partners, was **DISSOLVED** of mutual consent as at and from and after the 18th of November 1865.

The Subscriber, **Thomas Clachan**, will continue to carry on the business, and uplift and discharge all debts due to and by the Company.

11, Union Street, Glasgow, November 20, 1865.

THOMAS CLACHAN.

WM. B. PATERSON, Writer, Glasgow, Witness.

A. BLACKIE, Warehouseman, Union Street, Witness.

ROBERT BEVERIDGE.

WM. B. PATERSON, Writer, Glasgow, Witness.

ROBERT LAWSON, Lithographer, Queen Street, Glasgow, Witness.

JOHAN GRANT, Carrier, Cupar, presently Prisoner in the Prison of Cupar, has presented a Petition to the Sheriff of the County of Fife for liberation, interim protection, and decret of Cessio Bonorum; and all his Creditors are hereby required to appear within the Sheriff-Court-house at Cupar, on Friday the 22d day of December next, at 10 o'clock forenoon, when he will appear for examination.

T. DAVIDSON, Writer, Cupar, Agent.

Cupar, November 20, 1865.

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 21, 1865.

Price Four Shillings and Threepence.

