



The Edinburgh Gazette.

Published by Authority.

TUESDAY, NOVEMBER 20, 1877.

CIRCUIT COURT OF JUSTICIARY.

THE GLASGOW WINTER CIRCUIT COURT is appointed to be held on Wednesday the 26th December 1877, at ten o'clock forenoon,—by Lords DEAS and ADAM.

ROGER MONTGOMERIE, Esq., Advocate-Depute.
WM. HAMILTON BELL, Clerk.

CIVIL SERVICE COMMISSION, November 12, 1877.

The Civil Service Commissioners hereby give notice, that at an Open Competitive Examination for two situations as Supplementary Clerk in the Solicitor's Office of the Inland Revenue Department, held under the Special Regulations, dated 23d April 1873, notice of which examination was given in the London Gazette of 31st August 1877, the undermentioned Candidates obtained the first two places:—

Number in Order of Merit.	Name.
1	Hightsted, Herbert Henry Howard
2	Reynolds, Joseph Meadows

BANKRUPTS

FROM THE LONDON GAZETTE.

BANKRUPTCIES AWARDED.

Michael Field Smith, of 117 Hockley Hill, Birmingham, Warwick, tailor.
Herbert Cane Robinson, of Stratford Saint Mary, Suffolk, and of 3 Willoughby Terrace, Northumberland Park, Tottenham, Middlesex, miller.
William Thompson the younger, of Warmsworth, York, farmer and butcher.
James William Collins, of the Round Tree Inn, Saint Edmund, Exeter, licensed victualler and general dealer.

In Parliament—Session 1878.]

LEGAL AND GENERAL LIFE ASSURANCE SOCIETY.

(Powers to sue and be sued in the Name of the Society; Provisions for Vesting of Property in Trustees; Amendment of Deed of Settlement.)

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

To empower the Legal and General Life Assurance Society (hereinafter called the Society), to sue

and be sued in their own name, also to make new provisions with regard to all legal and other proceedings by, on behalf of, or against the Society and the Shareholders thereof, and in respect to the property and effects of the Society.

To make further or altered provisions as to the vesting from time to time without any conveyance or other assurance, of all the securities, investments, property, and effects of the Society in Trustees, and as to a memorial or authentication of the names and addresses of such Trustees, and of the Directors and the Actuary and Manager or Principal Officer of the Society, and as to proof of the contents of the memorial, and as to covenants, contracts, and receipts entered into or given by the Trustees or Directors of the Society.

So far as may be necessary or desirable for any of the purposes of the Bill, to make further provisions with respect to the constitution of the Society, and the management of their affairs; to amend or alter the Deed of Settlement of the Society, and their rules, regulations, and bye-laws; to confer upon the Society other rights and privileges; and to vary or extinguish existing rights and privileges.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 12th day of November 1877.

DOMVILLE, LAWRENCE, & GRAHAM,
6 New Square, Lincoln's Inn.

GEO. NORTON,
22 Great George Street, Westminster.

In Parliament—Session 1878.]

ESK SEWERAGE AND CONSERVANCY.

(Constitution of Sewerage and Conservancy Board for Rivers North Esk, Esk, and South Esk, &c.; Definition of Area within which Board to have Jurisdiction and Powers of Act to be enforced, &c.; Provisions as to Election, Appointment, or Creation of Board; Powers to be Exercised by Board; Construction of Pipe, Conduit, or Sewer, and other Works; Compulsory Purchase, &c., of Lands, &c.; Abstraction, Taking, and Diversion of Waters from Rivers North Esk, Esk, and South Esk, and Mills and Works thereon, &c.; Powers to Owners, &c., within Area to acquire Land Compulsorily by Provisional Order; Power to North Esk Reservoir Company to sell and to the Board to acquire Undertaking of that Company; Power to Board to levy Rates and Assessments, and to make and enforce Calls and Contributions for purposes of Bill on and from Owners, Lessees, and Occupiers of Lands, &c., and Local Authorities, &c., and to Local Authorities to pay such Rates, Assessments, Calls, and Contributions, and to levy Assessments therefor; Borrowing Powers of Board, Costs of Act, Incorporation of Acts, Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to introduce a Bill for

the following, or some of the following, among other objects, powers, and purposes (that is to say)—

1. To appoint and create, or provide for the appointment and creation or election of a Board, to be called The Esk Sewerage and Conservancy Board, or such other name as the Bill may provide, or Parliament may appoint (hereinafter called the Board), to be nominated, elected, or appointed in such manner as the Bill may direct or provide, or Parliament may sanction; to fix and define the number of the members of the Board, the qualifications of parties eligible to be appointed, nominated, or elected members of the Board, and the parties (and their qualifications), corporations, or local authorities, and others by whom such appointments, nominations, or elections shall be made; and to provide for the rotation or retirement of the members of the Board, and of the nomination, election, or appointment of their successors.

2. To define the jurisdiction, powers, rights, privileges, and authorities to be conferred on or exercised by and to belong to the Board.

3. To provide for the first and subsequent meetings of the Board, and adjournments thereof, their committees, quorum, voting, and disposal of business, keeping, audit, examination, and circulation of accounts and account books, for the appointment of chairman and vice-chairman of the Board, for the appointment or continuance of clerks, treasurer, surveyors, collectors, inspectors, and all other officers and servants, and as to their accountability, for providing offices, regulating contracts, legal proceedings, mortgages, accounts, expenses of Board, and notices, and all other matters calculated effectually to carry out the objects of the Bill; and to incorporate the Board with powers to sue and to be sued.

4. To empower the Board to purchase by agreement, and hold and dispose of lands and other property, and to confer on the Board all other powers usually conferred on a body corporate, or such other powers as the Bill may provide.

5. To fix and define the district, and the limits and the area within which the Board may exercise jurisdiction, and exercise and put in force the powers to be conferred by the Bill, and which district, limits, and area will comprehend and include the whole or such portion of the catchment area of the Rivers North Esk and Esk, and such portions of the South Esk as the Bill may provide, or as Parliament may fix, and which catchment area is embraced and situated within the following parishes, or some of them, or some parts or portions thereof respectively (that is to say)—

6. The Parishes of Pennycuik or Penicuik, Glencross or Glencorse, Lasswade, Liberton, Newton, Dalkeith, Inveresk, Newbattle, and Cockpen, all in the County of Edinburgh, and the Parish of Linton, in the County of Peebles, and which district, limits, and area so to be fixed and defined are hereinafter called and referred to as the Esk District.

7. For the purposes of the Bill, and for ascertaining the assessable value of the lands and heritages within the Esk District—

(1. To require the Assessor, under the Act of 17 and 18 Victoria, chapter 91, intituled 'An Act for the Valuation of Lands and Heritages in Scotland,' or any similar Act or Acts for the time being in force relative to the valuation of lands and heritages in Scotland, to ascertain and specify in the Valuation Roll made up by him, under the said Acts, the rental of all lands and heritages

situated within the Esk District, as distinguished from the rental of lands and heritages situated in any parish partly within and partly without the Esk District.

(2.) To require the Clerk of every Local Authority within the Esk District, at such time or times as the Bill may provide, or Parliament direct, to make out and transmit to the Clerk to the Board, or other party or parties to be named in the Bill, or to such party or parties as the Board may from time to time appoint to receive the same, and at such time or times as the Bill may provide, or the Board direct, a statement showing the rental, as appearing in the valuation roll applicable to the area within the jurisdiction of such Local Authority, of all lands and heritages therein, so far as the same is situated within the Esk District; and to impose, enforce, and recover penalties in case of failure to make up and transmit such statement.

8. With reference to such members of the Board, as the Bill may authorise, to be elected or nominated by Local Authorities within the Esk District—

(1.) To provide for fixing and determining the number of members of the Board to be elected by each Local Authority, or group or combination of Local Authorities.

(2.) To provide for the combination or grouping, for the purpose of electing members of the Board of two or more Local Authorities, and the party or parties by whom, and the manner in which such combination or grouping is to be fixed and determined; and to make such other provisions with reference to those matters as the Bill may provide, or Parliament direct.

(3.) To provide and regulate the mode, manner, and time in and at which the said Local Authorities, or group or combination of Local Authorities, shall elect members of the Board, and the mode and manner in which the members so elected are to be returned, and the party or parties to whom such returns are to be transmitted; to make provision for the election of a member or members in case there should be any default in the election of any member or members, or in the case of any member or members elected dying, declining, resigning, or becoming disqualified to act; and to make provision with reference to the subsequent election of members.

9. To provide for the revision or alteration of the constitution of the Board, and the rights of the respective Local Authorities, or group or combination of Local Authorities, and other parties within the Esk District; to appoint or elect the members thereof, so as to secure that each Local Authority, or group or combination of Local Authorities, and other parties interested, receives, as nearly as may be, a fair share of representation on the Board relatively to rental, assessment, or other interests; and to make such other provisions with reference to those matters as the Bill may provide, or Parliament direct.

10. To define and specify the jurisdiction and duties of the Board, and to confer on the Board such powers as the Bill may define, or Parliament fix, for the effectual carrying out of the objects and provisions of the Bill, and to constitute the Board within the Esk District a sewerage and conservancy authority, and to enable the Board within the Esk District to enforce the provisions of 'The Rivers Pollution Prevention Act, 1876,' and any Acts amending the same.

11. To authorise and empower the Board to

make and maintain the pipe, conduit, sewer, and other works hereinafter described, or some part or parts thereof, with all needful works and conveniences connected therewith, and to exercise the various powers and authorities hereinafter mentioned, or some one or more of them; that is to say—

12. To authorise the Board to construct, make, lay, and maintain the following pipe, conduit, or sewer; that is to say, a pipe, conduit, or sewer (which may be partly open, partly covered, and partly in tunnel) commencing in the Parish of Pennycuik or Penicuik and County of Edinburgh, at or near the point where the road or street leading to the Penicuik station of the Penicuik railway intersects the turnpike road leading from Penicuik to Peebles, and terminating in the Firth of Forth, in the Parish of Inveresk and County of Edinburgh, at a point 560 yards or thereby, measured in a north-north-easterly direction from the centre of the Ravenshaugh Bridge, carrying the turnpike road from Musselburgh to Prestonpans over the Ravenshaugh Burn, and which intended pipe, conduit, or sewer will be made in or pass from, in, through, or into the several parishes or other places following, or some of them; that is to say, the Parishes of Pennycuik or Penicuik, Lasswade, Glencross or Glencorse, Cockpen, Dalkeith, Newbattle, and Inveresk, all in the County of Edinburgh.

13. To authorise the Board, for the purposes of their works, and of the Bill, and for flushing and cleansing the said pipe, conduit, or sewer, to take, use, and appropriate all Springs and Streams which have been, or may be found in, upon, or under any lands acquired or held by the Board, or to be acquired by them under the powers of the Bill, or which may be intercepted by the intended works; also compulsorily, for the like purposes, to take, use, and otherwise abstract, divert, and appropriate water from the Rivers North Esk, Esk, and South Esk, or any of them; and also compulsorily to divert, directly or indirectly, and to take, use, and appropriate water from the following cuts, aqueducts, and works, or some or any of them, viz., the milldams of and tail races of the following mills, that is to say—Bank Mill, Valleyfield Paper Mill, Low Mill, and Esk Mill, all in the Parish of Penicuik and County of Edinburgh; Auchendinny Mill, in the Parish of Lasswade and County of Edinburgh; Milton Corn and Barley Mill, and Dalmore Paper Mill, in the Parish of Glencorse and County of Edinburgh; Kirkettle Mill, and Roslin Mill of the Roslin Gunpowder Factory, Roslin Carpet Works, Springfield Paper Mill, Polton Paper Mill, Kevock Paper Mill, and Middlemill Corn and Barley Mill, all in the Parish of Lasswade and County of Edinburgh; St. Leonard's Paper Mill, and the Elgin Haugh Corn, Flour, and Barley Mill, in the Parishes of Lasswade, Dalkeith, and Cockpen, or some or one or more of them, and County of Edinburgh; Ironmill Flour and Barley Mill, North Esk Sewing Machine Manufactory and Water Pump, Brigend Skinnery or Sheepskin Mat Manufactory, and Dalkeith Corn, Flour, and Barley Mills, all in the Parish of Dalkeith and County of Edinburgh; Eskvale Bleachfield and Laundry, Eskside Fibre Works, Eskmill Cotton and Hemp Spinning Thread, Twine, and Net Manufactory, Sheepfield Sheepskin Mat Manufactory, West Mill Corn and Flour Mill, Charles Primrose's Hair Factory, Messrs. John Leggat & Coy.'s Upper Tannery and Glue Manufactory, Seamill Corn and

Flour Mill, Mill Hill Dye Works and Sheepskin Mat Manufactory, John Leggat & Coy.'s Lower Tannery, Mill Hill Canvas Factory, Musselburgh Oil Mill, North British Stearine Works, and Wilkie's Tannery, all in the Parish of Inveresk and County of Edinburgh, which waters, or some of them, now directly or derivatively flow or proceed into the said Rivers North Esk, Esk, and South Esk, or one or more of those rivers, and which rivers flow into the sea at Musselburgh, in the County of Edinburgh.

14. To authorise the construction and maintenance of such viaducts, sewers, pipes, or drains, to communicate with the main pipe, conduit, or sewer, to be constructed or maintained by the Board, as the Board may consider necessary or sanction for the purpose of draining or intercepting all manufacturing or mineral refuse, sewage, and drainage, and other polluting materials, whether liquid or solid (hereinafter called 'sewage') from the various towns, villages, and places, and from all mills, mines, manufactories, works, and other property along the course or in proximity to or which can or may be connected with the intended pipe, conduit, or sewer of the Board, and conveying the same into and along the said intended pipe, conduit, or sewer; and to authorise the owners, or the owners, lessees, and occupiers of such lands, mills, mines, manufactories, works, or other property, or either of them, and all local authorities within the Esk District, to take lands, houses, and other property or rights, easements, or servitudes over lands, houses, and other property for the purpose of, and to construct, lay down, and maintain such branch mains or drains, but subject nevertheless, if any lands or property are to be purchased, or easements or servitudes to be taken compulsorily, to a Provisional Order from one of Her Majesty's Secretaries of State, and the confirmation of that order by Parliament.

15. To enable the Board to purchase, compulsorily or by agreement, lands, houses, and other property, and also to acquire, either compulsorily or by agreement, and temporarily or permanently, easements, servitudes, and other rights, powers, and privileges in, over, or through lands, houses, rivers, streams, springs, waters, and other property for the construction of the said intended pipe, conduit, or sewer, and other works, and for the purposes of the Bill.

16. To enable the Board, either temporarily or permanently, to open, break up, cross, alter, stop up, and interfere with all turnpike roads, parish roads, highways, and other roads, rivers, streams, railways, canals, navigations, tramways, bridges, culverts, sluices, sewers, drains, water-courses, gas and water pipes, telegraphs and telegraphic apparatus, and other works within the parishes and places aforesaid, or some of them, which it may be necessary to open, break up, cross, divert, alter, or stop up or interfere with for the purposes of the intended works and the Bill, and to appropriate the sites thereof.

17. To vary, extend, diminish, enlarge, or close, or fill up, all existing sewers, drains, or outfalls of sewage, the waters or contents of which sewers or outfalls at present discharge, proceed, and fall into the Rivers North Esk, Esk, and South Esk, or their tributaries, or any one or more of them, and to make and maintain all necessary works, conveniences, and appurtenances for connecting such existing sewers, drains, or outfalls with the pipe, conduit, or sewer to be constructed and maintained under the authority of the Bill, or for

discharging or conducting, or diverting the whole or part of the sewage water or contents of such existing sewers, drains, or outfalls into the said proposed pipe, conduit, or sewers, together with all necessary sluices, valves, pipes, offlets, or overflows, or appurtenances required for carrying out the objects of the Bill.

18. To deviate in the construction of the proposed works horizontally to the extent shown on the plans hereafter mentioned, and vertically to the extent to be defined by the Bill.

19. To provide that on the completion of the said pipe, conduit, and sewer, no sewage shall be allowed to flow or pass into the Rivers or Streams of North Esk, Esk, and South Esk, or such parts thereof as the Bill may define, and that all sewers, outfalls, or drains then existing or which may be constructed thereafter, and which would discharge, or might be made to discharge into the said rivers or streams, or either of them, shall be joined to, and connected with, and discharge into the pipe, conduit, or sewer to be constructed under the authority of the Bill, at the expense of the parties benefited, or otherwise; and further to provide for the improvement and cleaning of the said rivers and streams and beds thereof.

20. To authorise and require the North Esk Reservoir Company, incorporated under the Local and Personal Act, 6 and 7 Victoria, cap. 106, intituled, 'An Act for making and maintaining a Reservoir at Dearhope or Fairliehope, on the River North Esk, in the Counties of Edinburgh and Peebles, and for other purposes relating thereto' (hereinafter called the Act of 1843), to sell to and the Board to purchase and acquire, or otherwise to provide for the transference to and vesting in the Board of the undertaking of the North Esk Reservoir Company, as authorised and defined by the Act of 1843, and the right and power to maintain the Reservoir made and constructed by the North Esk Reservoir Company (hereinafter called the Reservoir Company), and the right to collect and store water therein, and to distribute and supply the same, and all with the terms, property (real and personal), powers, rights, privileges, and authorities of the Reservoir Company, and to vest in the Board as fully and effectually as are possessed and enjoyed by the Reservoir Company, the said Reservoir, and all such land, property, powers, rights, privileges, and authorities, as if the Board instead of the Reservoir Company had been and were authorised by the Act of 1843, to execute the works and exercise the powers and privileges thereby authorised, and to authorise the Board to deal in such a manner as they shall think fit, or as the Bill may define, with the said Reservoir and the water which may be collected therein, and that at such price or consideration, and upon such terms and conditions as may be agreed upon between the Board and the Reservoir Company, or as may be settled by arbitration or otherwise, or as may be provided for and expressed in the Bill; and on such transference of the undertaking of the Reservoir Company to the Board to provide for the dissolution and winding-up of the Reservoir Company, the discharge and payment of its obligations and the distribution of its assets; and to confirm any agreements already made, or which previous to the passing of the said Bill may be made, between the Reservoir Company and the Board with reference to any of these matters.

21. To repeal, alter, or amend Sections 164, 174, 175, and 176, of the Act of 1843, and to

relieve the Board from the obligations imposed by that Act on the Reservoir Company with reference to the supply or discharge of water from the existing North Esk Reservoir, and to authorise the Board to discontinue such supply or discharge, and to discharge the water which may be collected in the said Reservoir, either into the said pipe, conduit, or sewer to be constructed under the authority of the Bill, or into the Rivers North Esk, Esk, and South Esk, or partly into the said pipe, conduit, or sewer, and partly into the said rivers, or any of them, and in such proportions as they may think fit, or for the purposes of compensation for water which may be taken, used, or appropriated under the powers of the Bill, out of the said Rivers North Esk, Esk, and South Esk, or any of them, or to make such other alterations or provisions with reference to the immediately before-mentioned Sections of the Act of 1843, as may be necessary for effecting the objects fore-said or the objects of the said Bill, or as the Bill may provide, and compulsory to divert, directly or derivatively, and to take, use, and appropriate for that purpose water from the said North Esk Reservoir; and also to repeal, alter, or amend Sections 181 to 193, both inclusive, of said Act of 1843, and the powers of assessing and levying rates and assessments thereby conferred on the Reservoir Company, or to amend the powers of rating and assessing thereby given, and the proportions in which such rates and assessments are authorised to be assessed and levied, and the parties on whom the same are thereby authorised to be assessed and levied, and to authorise the Board to exercise these amended powers, or to confer on the Board powers of assessing, levying new rates and assessments on the owners and occupiers, or partly on the owners and partly on the occupiers, or wholly on the occupiers, of mills, factories, or other premises now liable to be assessed by the said Reservoir Company, either in the proportions and according to the principles provided for in the before-mentioned Sections of the Act of 1843, or in such other form or proportion as the Bill may provide, with all necessary powers for enforcing payment of such rates or assessments, or to repeal, vary, or confer exemptions from the payment of such rates and assessments, and to make such further and other provisions with reference to these matters as may be necessary or the Bill may provide, or to repeal, alter, or amend all or some of the other provisions of the Act of 1843.

22. To authorise the Board for defraying the expense of acquiring the property (including the said Reservoir and undertaking of the North Esk Reservoir Company), to be acquired and taken under the powers of the Bill, of constructing and maintaining the works proposed to be thereby authorised (including the said North Esk Reservoir), and the other objects of the Bill, from time to time, either prospectively or retrospectively, (and at such times as they may consider necessary, or as the Bill may provide or Parliament determine), to estimate and fix the sums which may be necessary from time to time to enable them to carry out the powers and provisions of the Bill, and discharge the duties thereby imposed, and to raise the sums necessary for these purposes and for the purposes of the Bill, by assessing and levying from time to time, as the Board may fix or the Bill provide, rates, taxes, contributions, or assessments, upon the owners, lessees, and occupiers, or upon the owners and lessees, or upon

the lessees and occupiers, or upon the owners and occupiers, or upon the owners, or the lessees, or the occupiers, of all lands and heritages and on all local authorities within the Esk District or some of them, and that either by a uniform rate on the annual value of the heritage, or by differential rates to be assessed, fixed, or graduated as the Bill may define or any decision or award, under the powers of the Bill, may from time to time prescribe, with all necessary powers for enforcing payment of such rates, taxes, contributions, or assessments, or to confer exemptions from the payment of such rates, taxes, contributions, or assessments, and to provide against any lands and heritages, or the owners or the lessees or occupiers thereof, being assessed both by the Board and such local authorities.

23. To authorise and require the several local authorities within the Esk District, to raise and pay over the sums of money which the Board may from time to time so assess, and to authorise and empower, and require the said several local authorities to apply for that purpose the proceeds of any police assessments or any assessment under 'The Public Health (Scotland) Act, 1867,' or any other rates or assessments leviable or levied by them respectively within the area of their respective jurisdictions, or any common good, or other funds at their disposal, or if necessary to authorise and require them to levy a special assessment for the purpose upon such or any of such lands and heritages within their respective jurisdictions as are not separately assessed by the Board, and to provide that such assessment shall be assessed, levied, and recovered in like manner, as local authorities under 'The Public Health (Scotland) Act, 1867,' are empowered to assess, levy, and recover assessments for meeting all charges and expenses incurred in executing that Act, or in such other manner as the Bill will provide, or to make other provisions in relation to the raising and payment of such moneys, and the levying and recovering of such assessments.

24. To provide, if thought expedient, for an appeal from all or any orders, apportionments, or assessments which may be made by the Board, or for the appointment of an Arbitrator or Arbitrators to decide any differences or questions which may arise with reference thereto, and the necessary machinery for taking and conducting such appeals or arbitrations, and giving effect thereto, and any decisions pronounced thereunder.

25. To authorise the Board from time to time to contract, and agree, and enter into contracts and agreements with any local authorities, or any corporations, or any owners, lessees, or occupiers of lands, mills, or premises beyond the limits of the Esk District, for the use by such local authorities, corporations, owners, lessees, or occupiers, or any of them, of the said pipe, conduit, or sewer, and the construction and maintenance of any communications from the respective districts, properties, and works therewith, and the terms and conditions on which such user shall be granted.

26. To authorise the Board from time to time to borrow and raise and from time to time to reborrow money for the purposes of the Bill and of their undertaking, and for carrying out the objects and purposes of the Bill, and discharging the duties thereby imposed, on mortgage, bond, annuity, cash-credit, or otherwise, and to charge money so borrowed on the rates, taxes, contributions, and assessments, or sums which they may be authorised under the Bill to assess or apportion,

and require payment of from the several local authorities and other parties in the Esk District, and in such other manner as the Bill may provide, and if expedient to create and issue debenture stock or funded debt in lieu of money authorised to be borrowed.

27. To make provision for the repayment of all moneys to be borrowed by the Board for any of the purposes or objects of the Bill, to create a sinking fund or sinking funds, and to fix the amount or amounts thereof, and the respective applications thereof, and otherwise to make such provisions for the repayment of moneys borrowed and to be borrowed, as the Bill may provide.

28. To provide that the Board and its officers, and all persons employed by them, shall have access to all lands and premises within the Esk District for carrying the provisions of 'The Rivers Pollution Prevention Act, 1876,' and the Bill into effect, and to confer on the Board all powers necessary for these purposes, and the powers which, by 'The Public Health (Scotland) Act, 1876,' are conferred upon inspectors of nuisances, or some of them, and such other powers as the Bill will define.

29. To confer on the Board power to apply to Parliament from time to time for such alterations or amendments of the Bill, if and when passed into an Act, or for such further powers as they may deem expedient.

30. To provide for the maintenance and protection, cleansing and examination of the works to be constructed and acquired under the powers of the Bill, and the costs and expenses thereof, and to authorise the Board to make, alter, vary, and enforce bye-laws, and to impose, enforce, and recover penalties for the breach or non-observance of such bye-laws or of the provisions of the Bill, as the Bill may provide.

31. To vary, alter, and extinguish rights and privileges connected with the lands, houses, and property, and rivers, streams, springs, and water which may be either used or interfered with for the purposes of the Bill, and all claims of right, powers, privileges, or exemptions to drain into or pass any sewage into the Rivers North Esk, Esk, and South Esk and their tributaries, or pollute the same, which might in any way interfere with the objects of the Bill, and to confer all rights, powers, and privileges necessary or expedient for effecting these objects; and the Bill will also contain such powers as are usually inserted in Bills of a like nature, or as may be thought necessary or proper for securing the objects before mentioned.

32. To provide for the application of the moneys to be levied, received, or borrowed by the Board under the provisions of the Bill, and for the payment of the costs, charges, and expenses preliminary to and of, and incidental to the preparing, applying for, obtaining, and passing of the Bill into an Act.

33. To amend, alter, or repeal all or some of the provisions of all or any Acts, either public and general, or local and personal, relating to any Corporation, Local Authorities, or Public Bodies, within the Esk District, which it may be necessary or expedient to amend, alter, or repeal, to carry into effect all or any of the objects of the Bill, and, amongst others the following, that is to say—the Local and Personal Act 33 George II., cap. 53, intituled 'An Act for laying a Duty of two pennies Scots, or one-sixth part of a penny sterling, upon every Scots pint of ale, porter, or beer, brewed for sale, or vended within the Town and Parish of Dalkeith;' the Act (local) 6 and 7 Vict., cap.

106; the Private Act 14 and 15 Victoria, cap. 9, intituled 'An Act for regulating and securing the debt due by the Burgh of Musselburgh, in the County of Edinburgh, and for other purposes in relation thereto;' the 'General Police and Improvement (Scotland) Act, 1862;' the 'General Police and Improvement (Scotland) Act, 1862, Amendment Act;' the 'General Police and Improvement (Scotland) Act, 1862, Amendment Act, 1877;' the 'Public Health Act, 1867,' and the 'Rivers Pollution Act, 1876.'

34. The Bill will incorporate with itself, subject to such alterations or modifications as may be necessary or expedient, the provisions, or some of the provisions, of the following Acts, or some of them (that is to say):—'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 Commissioners Clauses Act, 1847;' 'The General Police and Improvement (Scotland) Act, 1862;' 'The General Police and Improvement (Scotland) Act, 1862, Amendment Act;' 'The General Police and Improvement (Scotland) Act, 1862, Amendment Act, 1877;' 'The Public Health (Scotland) Act, 1867;' 'The Rivers Pollution Prevention Act, 1876,' and will or may incorporate with itself, and apply to the works to be authorised by the Bill, the provisions, or some of the provisions of 'The Railways Clauses Consolidation (Scotland) Act, 1845,' relating to roads and temporary occupation of lands near the Railway during the construction thereof.

Duplicate Plans and Sections describing the lines, situations, and levels of the proposed pipe, conduit, or sewer, and works, and the lands, houses, and other property in, through, or under which they will be made, or which may be compulsorily taken, under the powers of the Bill, together with a Book of Reference to such Plans, containing the names of the Owners or reputed Owners, Lessees or reputed Lessees, and occupiers of such lands, houses, and other property, and a copy of this Notice, as published in the Edinburgh Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Principal Sheriff-Clerk of the County of Edinburgh, at his Office in Edinburgh; and, on or before the same day, a copy of so much of the said Plans, Sections, and Book of Reference as relates to the several parishes, in or through which the intended pipe, conduit, or sewer and works are to be or may be made, or in which any lands, houses, or other property intended to be taken under the Bill are situate, and also a copy of this Notice will be deposited for public inspection with the Session-Clerk of each of such parishes, at the usual place of abode of such Session-Clerk.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 9th day of November 1877.

MILLAR, ROBSON, & INNES, Edinburgh,
Solicitors for the Bill.

SIMSON, WAKEFORD, & SIMSON,
11 Great George Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1878.]

FORTH BRIDGE RAILWAY.

(Powers to Forth Bridge Railway Company to Make Working and other Arrangements with North British, Midland, North Eastern, and Great Northern Railway Companies; Option to North British Railway Company to Apply for Powers to Acquire Undertaking of the Forth Bridge Railway Company; Powers with reference to the Forth Bridge Railway to the North British, Midland, North Eastern, and Great Northern Railway Companies, and Powers to these Companies, or any one or more of them, to Contribute towards, and to Hold Shares and Stock in the Undertaking of the Forth Bridge Railway Company, and to Contribute Annual or other Payments to the Revenues thereof, to Guarantee Interest and Dividends on the Capital of the Forth Bridge Railway Company, and to Raise Additional Capital by Shares, and Stock, and Borrowing, or otherwise; Confirmation of Agreements with before mentioned Companies; Incorporation of Acts, Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session thereof, for leave to bring in a Bill for all, or some of the following, among other purposes, that is to say:—

1. To enable the Forth Bridge Railway Company (in this Notice hereinafter referred to as the Company), on the one hand, and the North British, Midland, North Eastern, and Great Northern Railway Companies (in this Notice called the four Companies), or any one or more of them, on the other hand, from time to time, to enter into, and carry into effect, contracts and agreements with respect to the matters following, or some of them:—

(1.) The construction, working, use, management, and maintenance of the railways and works of the Company, or some of them, or some part or parts thereof respectively, and the raising of the capital for the same by subscriptions, contribution, or guarantee, or by all or any one or more of these modes.

(2.) The supply of rolling stock, plant, and machinery, the appointment, payment, and removal of officers and servants, the payments to be made, and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, regulation, management, accommodation, conveyance, transmission, and delivery of traffic coming from, or destined for, or passing over the respective undertakings of the contracting Companies, the tolls, rates, and duties to be leviable upon and in respect of such traffic for the use of the Railways of the Company, or the commutation thereof, and the division, appropriation, and apportionment of the revenues arising from such traffic, or other the profits of the respective undertakings of the contracting Companies, and to provide for the appointment of joint Committees for carrying into effect any such agreements, and to confirm and give effect to any agreement or agreements already made, or which, previously to

the passing of the Bill, may be made touching any of the matters aforesaid; and to enable the four Companies, or any one or more of them, to levy tolls, rates, and charges in respect of the railway and undertaking of the Company.

(3.) To authorise and empower the North British Railway Company, on such terms as have been or may hereafter be agreed upon between them and the Company, to enter upon, possess, work, use, and maintain the railways of the Company in the same manner and with the same powers and obligations as if the railways of the Company formed portions of the railways of the North British Railway Company.

(4.) To confer on the North British Railway Company the option of applying to Parliament for powers to purchase and acquire the whole undertaking of the Company, on such terms and conditions as have been or may hereafter be agreed upon between that Company and the Company, and to provide for the Company, and the Midland, North Eastern, and Great Northern Railway Companies, or any one or more of them, concurring in all applications to Parliament, and all other steps which the North British Railway Company shall consider necessary for effecting and carrying out the purchase and transfer of such undertaking.

(5.) The payment to the Company by the North British Railway Company of certain annual or other payments in respect of traffic to be carried free of charge to that Company over the railways of the Company.

(6.) To empower the four Companies, or any one or more of them, and any Company or persons for the time being, working or using the railways of the four Companies, or any part thereof, by agreement or otherwise, and on such terms and conditions, and on payment of such tolls and rates or other payments as may be agreed on, or as may be settled by arbitration, or provided by the Bill, to run over, work, and use with their engines, carriages, and waggons, officers and servants, whether or not in charge of engines and trains, or for any other purpose whatsoever, and for the purposes of their traffic of every description, the railways or portions of railways hereinafter mentioned, that is to say, so much of the North British Railway as is situate between the northern terminus of the Forth Bridge Railway and Perth and Dundee respectively, including the Tay Bridge undertaking of the North British Railway, and also the railways and undertaking of the Forth Bridge Railway Company.

(7.) To provide and require the North British Railway Company to adopt the railways of the Company for such portions of their traffic as has been, or may be agreed upon between them and the Company.

(8.) To authorise and require the four Companies, or any one or more of them, to contribute and pay or otherwise guarantee to the Company such annual or other payments, and in such proportions as has been agreed to between them and the Company, or may, previous to the passing of the Bill, be agreed upon, and to provide in certain circumstances for the repayment of such contributions and payments.

(9.) To provide for the regulation and use of the railways of the Company by the four Companies, or any one or more of them, and to empower the four Companies, or any one or more of them, to subscribe or contribute towards the construction and maintenance, in whole or in part,

of the railways and works of the Company, and to guarantee such interest, dividends, annual or other payments, in respect of the moneys expended in the construction of the said railways and works, or any part or portion thereof, or other the expenses of the Company, as may be agreed upon between the four Companies, or any one or more of them, and the Company, and to subscribe to and take and hold shares in the capital of the Company, and either to contribute and pay to the Company such annual or other sums, or to guarantee the dividends on the shares or stock of the Company to such an amount as may be agreed upon, or to make provision for setting aside a fund or funds to guarantee or provide for interest on the debentures and dividends on the shares and stock of the Company, or any part or portion thereof, in such manner and to such extent as the Bill may provide; and to provide for the payment of interest on calls on the capital of the Company prior to the opening of the railways by the Company, and to apply to the purposes aforesaid, or any of them, any capital or funds now belonging, or which hereafter may respectively belong, to the four Companies, or any or either of them, or be under the control of their respective Directors; and if they shall think fit, to authorise the four Companies, or any of them, to raise additional moneys for these purposes, or any of them, or for any of the purposes of the Bill, by the creation of new shares or stock in their respective undertakings, with or without preference or priority in payment of dividends or interest, or other rights or privileges attached thereto, over their existing and authorised capital, or by borrowing or mortgage or bond, or by creating debenture stock, or by any of those means, or by such other means as Parliament shall authorise or direct, or as the Bill may provide; and to appoint Directors in the undertaking of the Company, and to confirm and give effect to any agreement or agreements already made, or which, previously to the passing of the Bill, may be made touching any of the matters aforesaid.

2. *Or*, to provide by enactments in the Bill for securing all or any of the matters and objects before enumerated and referred to.

3. To alter and amend the provisions of 'The Forth Bridge Railway Act, 1873,' and in particular, to alter the provisions of that Act with respect to the number of Directors of the Company as fixed by that Act, and the number of the quorum of such Directors, and to make further and other provisions with reference to the number of said Directors and the quorum thereof; and to alter and amend 'The Forth Bridge Railway Act, 1876;' and 'The North British Railway (Fife Railways) Act, 1876.'

4. To vary and extinguish all existing rights and privileges inconsistent with, or which would or might in any way impede or interfere with any of the objects aforesaid, and of the Bill being carried into effect; and to confer all other rights and privileges necessary or expedient for effecting the said objects, or in relation thereto, and to incorporate with the Bill the necessary provisions of 'The Companies' Clauses Consolidation Act, 1845;' 'The Companies' Clauses Consolidation (Scotland) Act, 1845;' 'The Companies' Clauses Act, 1863;' 'The Companies' Clauses Act, 1869;' 'The Railways Clauses Consolidation Act, 1845;' 'The Railways Clauses Consolidation (Scotland) Act, 1845;' 'The Railways Clauses Act, 1863;' 'The Railway Companies' Powers

Act, 1864;' 'The Railway Companies' Act, 1867;' 'The Railway Companies' (Scotland) Act, 1867;' 'The Regulation of Railways Act, 1868;' and 'The Regulation of Railways Act, 1873.'

5. To repeal, alter, or amend all or some of the powers and provisions of 'The Forth Bridge Railway Act, 1873;' and 'The Forth Bridge Railway Act, 1876;' 'The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862;' and of the several Acts of Parliament following, or some of them relating to the North British Railway Company, and the undertakings belonging to, amalgamated with, or held on lease by, or vested in, or worked or used by that company—that is to say, 49 Geo. III., cap. 83; 54 Geo. III., cap. 138; 57 Geo. III., cap. 56; 59 Geo. III., cap. 29; 1 and 2 Geo. IV., cap. 122; 4 Geo. IV., cap. 18; 5 Geo. IV., cap. 49; 7 Geo. IV., caps. 45 and 98; 10 Geo. IV., cap. 122; 11 Geo. IV. and 1 William IV., cap. 115; 3 and 4 William IV., cap. 114; 4 and 5 William IV., cap. 71; 5 and 6 William IV., caps. 55 and 97; 6 and 7 William IV., cap. 131; 2 and 3 Vic., caps. 51, 57, 59, and 70; 4 and 5 Vic., cap. 59; 6 and 7 Vic., cap. 55; 7 and 8 Vic., cap. 66; 8 and 9 Vic., cap. 148; 9 Vic., cap. 57; 9 and 10 Vic., caps. 81, 107, 202, 263, 332, and 377; 10 and 11 Vic., caps. 83, 245, and 246; 11 and 12 Vic., caps. 44, 70, 116, 118, 127, 137 (and the several Acts therein recited in so far as not repealed thereby), and 160; 12 and 13 Vic., caps. 39, 72, and 86; 14 Vic., cap. 27; 14 and 15 Vic., caps. 55 (and the provisions unrepealed of the Acts referred to in the schedule of such Act) and 62; 15 Vic., cap. 109; 16 and 17 Vic., caps. 90, 151, and 152; 17 and 18 Vic., caps. 199 and 212; 18 and 19 Vic., caps. 30, 127, 153, 158, and 190; 19 and 20 Vic., caps. 98 and 106; 20 and 21 Vic., caps. 78, 91, 124, and 129; 21 and 22 Vic., caps. 64, 65, 109 (and the provisions unrepealed of the Acts referred to in the schedule of such Act), 145, and 165; 22 and 23 Vic., caps. 14, 24, 83, 85, and 96; 23 and 24 Vic., caps. 140, 145, 159, 178, and 195; 24 and 25 Vic., caps. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226, and 248; 25 and 26 Vic., caps. 47, 48, 49, 51, 135, 138, 142, 145, 181, and 189; 26 and 27 Vic., caps. 187, 194, 213, 223, 226, and 237; 27 and 28 Vic., caps. 81, 84, 100, 248, 271, 279, 286, and 292; 28 and 29 Vic., caps. 125, 152, 186, 200, 201, 202, 206, 213, 217, 308, 309, 328, and 356; 29 and 30 Vic., caps. 171, 172, 173, 200, 219, 266, 277, 285, 291, 326, 329, 341, and 355; 30 and 31 Vic., caps. 145 and 198; 31 and 32 Vic., caps. 63 and 139; 32 and 33 Vic., cap. 119; 33 and 34 Vic., caps. 91, 104, and 135; 34 and 35 Vic., cap. 106; 35 and 36 Vic., cap. 123; 36 and 37 Vic., caps. 189 and 209; 37 and 38 Vic., cap. 31; 38 and 39 Vic., cap. 100; 39 and 40 Vic., caps. 35, 134, and 135; 40 and 41 Vic., caps. 21, 58, and 61; and all other Acts relating to the North British Railway Company; 'The North British, Arbroath, and Montrose Railway Act, 1871;' 'The North British, Arbroath, and Montrose Railway Act, 1872;' 'The North British, Arbroath, and Montrose Railway Act, 1874;' 'The North British Arbroath, and Montrose Railway Act, 1877;' the Acts relating to the City of Glasgow Union Railway Company, 27 and 28 Vic., cap. 286; and 28 and 29 Vic., cap. 247; 30 and 31 Vic., cap. 166; 32 and 33 Vic., cap. 81; 34 and 35 Vic., cap. 126; 35 and 36 Vic., cap. 115; 36 and 37 Vic., cap. 189; 37 and 38 Vic., cap. 61;

39 and 40 Vic., cap. 35; and all other Acts relating to the City of Glasgow Union Railway Company; 'The North Monkland Railway Act, 1872;' the Acts 16 and 17 Vic., cap. 119; and 23 and 24 Vic., cap. 134; 25 and 26 Vic., cap. 48; and all other Acts relating to the Port Carlisle Dock and Railway Company; Acts relating to the Carlisle and Silloth Bay Railway and Dock Company, viz., 16 and 17 Vic., cap. 118; 18 and 19 Vic., cap. 153; 23 and 24 Vic., cap. 134; and 25 and 26 Vic., caps. 45 and 47; 'The Carlisle Citadel Station Act, 1861;' 'The Carlisle Citadel Station Act, 1873;' the Act relating to the Glasgow and Milngavie Junction Railway Company, 24 and 25 Vic., cap. 198; the Acts relating to the Blane Valley Railway Company, 24 and 25 Vic., cap. 248; 28 and 29 Vic., cap. 346; and 33 and 34 Vic., cap. 78; Acts relating to the Perth General Railway Station, 28 and 29 Vic., caps. 252 and 253; Acts relating to the Solway Junction Railway Company, 27 and 28 Vic., cap. 158; 28 and 29 Vic., cap. 186; 29 and 30 Vic., cap. 243; and 30 and 31 Vic., cap. 116; 'The Dundee Sea Wall, Esplanade, and Street Act, 1868;' 'The Newport Railway Act, 1866;' 'The Newport Railway Act, 1867;' 'The Newport Railway Act, 1870;' 'The Newport Railway Act, 1873;' the Acts relating to the Forth and Clyde Junction Railway Company—that is to say, 17 Vic., cap. 125; 20 and 21 Vic., cap. 34; and 24 and 25 Vic., cap. 230; and all other Acts relating to the Forth and Clyde Junction Railway Company, and the Acts relating to the Trustees of the Queensferry Passage, viz., 49 Geo. III., cap. 83; 54 Geo. III., cap. 138; 11 Geo. IV. and 1 Will. IV., cap. 115; 11 and 12 Vic., cap. 44; 'Edinburgh and Glasgow Railway Queensferry Act, 1863;' 'North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863;' and all other Acts relating to such passage; and the Acts relating to the Burntisland Harbour and Dock, viz., 'The Burntisland Harbour and Dock Act, 1866;' and 'The Pier and Harbour Orders Confirmation Act, 1870 (No. 3)' relating to the Harbour of Burntisland; 'The Kelvin Valley Railway Act, 1873;' 'The Borrowstounness Town and Harbour Act, 1875;' and 'The Burntisland Harbour Act, 1875.'

Also the Acts relating to or affecting the Midland Railway Company (local and personal), Acts 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181; 9 and 10 Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic., caps. 21, 88, and 131; 14 and 15 Vic., caps. 57, 88, and 113; 16 Vic., cap. 33; 16 and 17 Vic., cap. 108; 19 and 20 Vic., cap. 54; 22 and 23 Vic., caps. 40, 130, and 136; 23 and 24 Vic., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vic., caps. 57, 106, and 139; 25 and 26 Vic., caps. 81, 90, 91, and 173; 26 and 27 Vic., caps. 74, 82, 182, and 183; 27 and 28 Vic., caps. 164, 230, 231, and 245; 28 and 29 Vic., caps. 98, 327, 335, and 359; 29 and 30 Vic., caps. 90, 175, 191, 192, 196, 223, 294, 298, 315, and 351; 30 and 31 Vic., caps. 27, 170, 185, and 207; 31 and 32 Vic., caps. 43 and 49; 32 and 33 Vic., caps. 25, 83, and 115; 33 and 34 Vic., cap. 63; 34 and 35 Vic., caps. 11, 39, 86, and 192; 35 and 36 Vic., caps. 57, 118, 140, 178, and 182; 36 and 37 Vic., caps. 109 and 210; 37 and 38 Vic., caps. 133, 160, 162, and 170; 38 and 39 Vic., caps. 26, 103,

and 111; 39 and 40 Vic., caps. 115, 145, and 209; and 40 and 41 Vic., caps. 52 and 86.

Also the Acts relating to or affecting the North Eastern Railway Company (local and personal), 6 Will. IV., cap. 76; 8 and 9 Vic., cap. 163; 9 and 10 Vic., cap. 241; 10 and 11 Vic., cap. 133; 13 and 14 Vic., cap. 38; 14 and 15 Vic., cap. 84; 16 and 17 Vic., cap. 109; 17 and 18 Vic., cap. 211; 26 and 27 Vic., cap. 122; 28 and 29 Vic., cap. 111; 29 and 30 Vic., cap. 251; 33 and 34 Vic., cap. 7; 34 and 35 Vic., cap. 116; 35 and 36 Vic., cap. 141; 36 and 37 Vic., cap. 53; 37 and 38 Vic., caps. 105, 134, and 192; 38 and 39 Vic., caps. 26, 93, and 156; and 39 and 40 Vic., cap. 102.

Also the Acts relating to or affecting the Great Northern Railway Company (local and personal), 9 and 10 Vic., caps. 71 and 88; 10 and 11 Vic., caps. 113, 125, 143, 146, 148, 272, 286, and 287; 11 and 12 Vic., caps. 62, 71, and 114; 12 and 13 Vic., cap. 84; 13 and 14 Vic., cap. 61; 14 and 15 Vic., caps. 45 and 114; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 138; 21 and 22 Vic., cap. 113; 22 Vic., cap. 35; 23 and 24 Vic., cap. 168; 24 and 25 Vic., cap. 70; 25 and 26 Vic., cap. 1; 26 and 27 Vic., caps. 147 and 191; 27 and 28 Vic., caps. 202, 224, 242, and 243; 28 and 29 Vic., caps. 105, 182, 216, 330, and 331; 29 and 30 Vic., caps. 127 and 166; 30 and 31 Vic., caps. 131 and 185; 31 and 32 Vic., cap. 53; 33 and 34 Vic., cap. 71; 34 and 35 Vic., cap. 162; 35 and 36 Vic., caps. 128, 139, and 167; 36 and 37 Vic., caps. 90, 208, and 220; 37 and 38 Vic., caps. 95, 157, and 158; 38 and 39 Vic., cap. 110; 39 and 40 Vic., cap. 194; 40 and 41 Vic., cap. 80; 'The Leven Harbour Act, 1876;' and also 'The Dunfermline and Queensferry Railway Act, 1873.'

And of any other Act or Acts of Parliament recited or referred to in any of the before-mentioned Acts, or relating to or affecting any of the above-mentioned Companies, or any other company or body who or whose interests may be affected by any of the powers or provisions of the Bill, which it may be necessary to repeal, alter, or amend for the purposes of the Bill; and to make other provisions in lieu of the provisions so repealed, altered, or amended.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 14th day of November 1877.

MILLAR, ROBSON, & INNES, Edinburgh,
Solicitors for the Bill.

SIMSON, WAKEFORD, & SIMSON,
11 Great George Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1878.]

CALLANDER AND OBAN RAILWAY.

Construction of Branch Railway to Oban Bay, with a Quay and Sea Wall and a Road there, and of a Deviation of the Authorised Railway adjoining Loch Awe; Abandonment of Authorised Branch to Oban Bay and Pier there; Extension of Time for Completion of Main Line between Dalmally and Oban; Power to take

Lands, Raise Additional Money, and Levy Tolls, Rates and Charges; Powers to London and North-Western Railway Company and Caledonian Railway Company to take and hold Shares or Stock in the Undertaking, and to Raise Additional Capital for that Purpose; Agreements with Caledonian Railway Company as to Construction, Maintenance, Working and Use of New Works and other Matters; Agreements with other Bodies and Persons; Appointment of Harbour and Pilotage Authority; Restriction of Powers conferred by Provisional Orders of Board of Trade relating to Oban, and by the Acts confirming the same; Incorporation 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 (hereinafter called 'the Bill') for the purposes following, or some of them, that is to say:—

To empower the Callander and Oban Railway Company (hereinafter called 'the Company') to make and maintain, as part of their undertaking, the branch railway, quay and sea wall, road, and deviation of railway hereinafter described, or some of them, or some portions thereof, and all proper stations, sidings, approaches, wharves, warehouses, sheds, weighing machines, cranes, and other works and conveniences in connection therewith, viz:—

1. A Branch Railway, commencing by a junction with the Railway from Tyndrum to Oban, authorised by and called Railway No. 1 in the Callander and Oban Railway (Tyndrum to Oban) Act, 1874 (hereinafter called 'the Act of 1874'), as the said authorised Railway is intended to be constructed, at a point in the Town of Oban about 240 yards southward from the dwelling-house called on the Ordnance Map Dunuran Cottage, and terminating at a point in the said Town about 100 yards westward from the bridge over the stream called the Black Linn or Oban River, at or near the south end of George Street:

2. A Quay and Sea Wall in the Bay of Oban, commencing at a point about 60 yards westward from the dwelling-house called Cawdor House, and terminating at a point about 90 yards westward from the aforesaid bridge over the Black Linn or Oban River:

3. A Road in the Town of Oban, commencing at a point about 90 yards westward from the aforesaid bridge over the Black Linn or Oban River, and terminating by a junction with George Street near the Caledonian Hotel:

Which intended Branch Railway, Quay and Sea Wall, and Road, 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 United Parishes of Kilmore and Kilbride, and the Town of Oban, in the County of Argyll, and in the foreshore and bed of the sea, in or *ex adverso* of the said Parishes, Town and County:

4. A deviation of the said authorised Railway, called Railway No. 1 in the Act of 1874, commencing by a junction with the said authorised Railway as intended to be constructed, at a point about 100 yards in a south-westerly direction from the farm steading of Lower Kinachreachan, and terminating by a junction with the said authorised

Railway as intended to be constructed, at a point about 520 yards in a westerly direction from the ruins of Kilchurn Castle; which intended deviation 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 United Parishes of Glenorchy and Inishail, and the United Parishes of Ardochattan and Muckkairn, in the County of Argyll.

To empower the Company to abandon the construction of the Railway authorised by the Act of 1874, and therein called Railway No. 2, commencing near Dunuran Cottage, in the Town of Oban, and terminating in the Bay of Oban, and of the pier or jetty in the Bay of Oban, authorised by that Act, and of so much of the aforesaid Railway authorised by that Act, and therein called Railway No. 1, as lies between the points of commencement and termination of the intended deviation hereinbefore described.

To extend the time limited by the Act of 1874 for the completion of the said authorised Railway, called in that Act Railway No. 1, so far as the same has not been already completed, or of so much thereof as is not abandoned under the powers of the Bill.

To empower the Company to acquire, compulsorily or by agreement, and to enter upon, take and use, temporarily and permanently, all such lands, houses and other property as may be necessary or convenient for the purposes of the said intended Branch Railway, quay and sea wall, road, and deviation, and works and conveniences connected therewith, and for the other purposes of the Bill; to deviate in the construction of the said several intended works from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined on the said plans, and provided by the Bill; and to cross, stop up, appropriate, alter and divert, temporarily and permanently, any roads, streets, lanes, passages, bridges, tramways, streams, water-courses, sewers, drains, gas and water pipes, and telegraphic apparatus, in the aforesaid parishes and places, which it may be necessary or expedient to cross, stop up, appropriate, alter or divert, for the purposes of the said works.

To provide that any altered or diverted portions of road which may be constructed by the Company under the powers of the Bill shall in all respects form respectively parts of the existing roads in lieu of portions of which the same are respectively substituted under the said powers, and shall be maintained by the respective parties liable to maintain the said existing roads, or such other parties as shall be specified in the Bill.

To vary, for the purposes of the Bill, the provisions of The Railways Clauses Consolidation (Scotland) Act, 1845, with respect to diminishing the radius of curves and increasing the gradients described on the plans and sections, and with respect to the limits of lateral and vertical deviation in the construction of works, and with respect to alterations of roads and substitution of roads in lieu of altered roads, and the provisions of The Lands Clauses Consolidation (Scotland) Act, 1845, with respect to promoters of undertakings being compellable to purchase the whole of any house, building, or manufactory, although they may require a part only thereof, and the provisions of The Railways Clauses Act, 1863, with respect to protection of navigation.

To empower the Company to raise additional money for the purposes of the Bill, by the creation

and issue of new Ordinary and Preference Shares and Stock, and by borrowing upon Mortgage and by the creation and issue of Debenture Stock, or by one or more of these modes, and to apply towards these purposes any capital or funds belonging to or authorised to be raised by the Company which may not be required for the purposes for which the same were authorised to be raised.

To empower the London and North-Western Railway Company and the Caledonian Railway Company respectively, or either of these Companies, to contribute to the undertaking of the Company, and to take and hold shares or stock in the capital of the Company as proposed to be increased by the Bill, in addition to the shares or stock in that capital already held by the Caledonian Railway Company; and to authorise the London and North-Western Railway Company and the Caledonian Railway Company respectively, or either of these Companies, to raise for that purpose additional capital in their own respective undertakings or undertaking, by the creation and issue of new ordinary and preference shares and stock, and by borrowing upon mortgage, and by the creation and issue of debenture stock, or by one or more of these modes, and to apply to the purposes of such contributions or contribution any capital or funds belonging to or authorised to be raised by such Companies or Company which may not be required for the purposes for which the same were authorised to be raised, and to vote at meetings of the Company in respect of the shares or stock in the capital of the Company so taken and held by them respectively.

To extend, so far as may be thought expedient, to the works proposed to be authorised by the Bill, the provisions of any Agreements now existing between the Company and the Caledonian Railway Company with respect to the construction, maintenance, working, and use of the existing and authorised portions of the undertaking of the Company, and the traffic thereon, the amount or proportion of receipts to be paid in respect of such maintenance and working, and the fixing, collection and apportionment of the tolls, rates, charges and profits arising from the said works, or to empower the Company and the Caledonian Railway Company to enter into new Agreements with respect to these matters, or any of them, upon such terms and conditions, and in perpetuity or otherwise, as may be agreed upon, or to confirm any new agreements which may have been entered into between the said Companies with respect to these matters or any of them, or to regulate and provide for these matters or some of them by the Bill; and to empower the Caledonian Railway Company to exercise the powers of the Company, and all other necessary powers in relation to the said matters, or some of them.

To constitute the Company or the Caledonian Railway Company a Harbour Authority, and Pilotage and Local Authority, with powers and jurisdiction as such over the works to be authorised by the Bill, so far as situate within the Bay of Oban, and for such distance around those works as shall be defined in the Bill, or over the whole of the said Bay; and to appoint a Harbour Master, with powers and jurisdiction as such within the limits to be defined as aforesaid, or over the whole of the said Bay, and also meters and weighers, and other officers and servants; and to restrict the powers and jurisdiction conferred in the Provisional Orders of the Board of Trade relating to Oban, confirmed by the Pier and Harbour Orders Con-

firmation Act, 1862, and the Pier and Harbour Orders Confirmation Act, 1864, and in these Acts.

To empower the Company and the Caledonian Railway Company, or either of them, to levy tolls, rates, duties and charges on and for the use of the branch railway and other works to be authorised by the Bill, and for the conveyance and accommodation of passengers, animals, goods, minerals, and other traffic thereon and thereat, and for the shipment and unshipment of the same, and on vessels and boats using the said quay, or entering or leaving the limits of the said Harbour Authority, and for the use of wharves, warehouses, sheds, weighing machines, cranes, and other conveniences in connection therewith; to alter the tolls, rates, duties and charges leviable under the existing Acts of the Company, and to confer, vary and extinguish exemptions from the payment of such several tolls, rates, duties and charges.

To empower the Company, the Caledonian Railway Company, the London and North-Western Railway Company, and all other Companies or Corporations, Commissioners, Road Trustees, and other bodies and persons affected by the aforesaid objects, to enter into and carry into execution such agreements and arrangements as may be expedient and proper in relation to any of the matters aforesaid, and to confirm any such agreements that may have been entered into; to vary or extinguish all existing rights and privileges connected with the lands, houses, roads, streets, lanes, passages, bridges, tramways, streams, water courses, sewers, drains, gas and water pipes, telegraphic apparatus, and other property hereinbefore mentioned, or with the existing shares and stock in the Company, the London and North-Western Railway Company, and the Caledonian Railway Company respectively, and any other rights and privileges which might impede or interfere with any of the objects aforesaid; and to confer all powers, rights and privileges necessary or expedient for effecting these objects, or in relation thereto.

And, so far as necessary for the purposes of the Bill, it is intended to incorporate therewith the provisions of the Companies Clauses Consolidation (Scotland) Act, 1845, the Lands Clauses Consolidation (Scotland) Act, 1845, the Railways Clauses Consolidation (Scotland) Act, 1845, the Harbours, Docks and Piers Clauses Act, 1847, the Lands Clauses Consolidation Acts Amendment Act, 1860, the Railways Clauses Act, 1863, and the Companies Clauses Act, 1863, or some of those provisions, with such amendments thereon as may be considered expedient; as also to amend or repeal certain of the powers and provisions of the Callander and Oban Railway Act, 1865, the Callander and Oban Railway (Abandonment, &c.) Act, 1870, and the Act of 1874, and the several agreements confirmed by or referred to in these Acts respectively; as also of the Pier and Harbour Orders Confirmation Act, 1862, and the Pier and Harbour Orders Confirmation Act, 1864, and the Provisional Orders relating to Oban confirmed by these Acts; as also of the Caledonian and Scottish Central Railways Amalgamation Act, 1865, the Caledonian Railway Act, 1845, and the several other Acts relating to the Caledonian Railway Company; as also of the Act 9 and 10 Victoria, chapter 204, intitled 'An Act for Consolidating the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies,' and the several other Acts relating to the London and North-Western Railway Company; as also of the Argyllshire Roads Act,

1864, and of any other Acts recited in any of the before-mentioned Acts, or relating to, or affecting, the several before-mentioned Companies, or any of them.

Plans and sections describing the lines, situation and levels of the Branch Railway, Quay and Sea Wall, Road, and Deviation, proposed to be authorised by the Bill, and the lands, houses and other property which may be taken for the purposes thereof and of the works and conveniences connected therewith, and Books of Reference to the said Plans, containing the names of the Owners or Reputed Owners, Lessees or Reputed Lessees, and Occupiers of such lands, houses and other property, and Ordnance or Published Maps with the lines of the proposed Branch Railway and Deviation delineated thereon, so as to show their general course and direction, and copies of this Notice, as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November instant, be deposited for public inspection in the office at Inveraray of the principal Sheriff-Clerk of the County of Argyll; and a copy of so much of the said Plans, Sections and Books of Reference as relates to the United Parishes of Kilmore and Kilbride, the United Parishes of Glenorchy and Inishail, and the United Parishes of Ardochattan and Muckairn respectively, with a copy, in each case, of this Notice, will, on or before the said 30th day of November instant, be deposited for public inspection with the Session Clerk of the said United Parishes respectively at his residence.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated this Seventh day of November 1877.

JAMES KERR, Glasgow.
ROBERT LAWRENCE, Oban.
GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

In Parliament—Session 1878.]

CALEDONIAN RAILWAY.

(ADDITIONAL POWERS.)

Construction of Railways, Diversions of Roads, and other Works, and Acquisition of Lands in the Counties of Lanark, Renfrew, Dumfries, Stirling, Perth and Forfar; Extension of Time for Acquisition of Lands and Completion of Railways and other Works in the Counties of Lanark and Renfrew; Abandonment of Construction of Authorised Lines of Railway in the Counties of Lanark and Forfar; Abandonment and Stopping up of Portions of Existing Railway in the County of Lanark; Extension of Time for Sale of Superfluous Lands; Power to Raise Additional Money, to Create and Issue Additional Share and Loan Capital, and to Levy Tolls, Rates and Charges; Conversion of Shares and Stocks in the Dundee and Perth and Aberdeen Railway Junction Company, and in the Dundee and Newtyle Railway Company, into Four per Cent. Consolidated Preference Stock in the Caledonian Railway Company; and Power

to Create and Issue for that Purpose an Additional Amount of such last-mentioned Stock; Alteration of Rights and Privileges; 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 (hereinafter called 'the Bill') for the purposes following, or some of them, that is to say:—

To empower the Caledonian Railway Company (hereinafter called 'the Company') to make and maintain the railways, diversions of roads, and other works hereinafter described, or some of them, or some portions thereof, and all proper stations, sidings, approaches, and other works and conveniences in connection therewith respectively, that is to say:—

1. A Railway (hereinafter called 'Railway No. 1'), commencing by a junction with the Company's line of railway leading from Buchanan Street, Glasgow, to Coatbridge, about 730 yards (measuring along the said line) eastward from the junction (called Milton Junction) between that line and the Company's line of railway leading therefrom to Saint Rollox, and terminating by a junction with the railway authorised by the Caledonian Railway (Additional Powers) Act, 1876 (hereinafter called 'the Additional Powers Act, 1876'), and therein called Railway No. 2, about 800 yards (measuring along the last mentioned railway) from the commencement thereof, and about 600 yards westward from Milton Junction aforesaid:

2. A Railway (hereinafter called 'Railway No. 2'), commencing by a junction with the Railway authorised by the Additional Powers Act, 1876, and therein called Railway No. 2, and with the said intended Railway No. 1, at or near the aforesaid point of termination of that intended Railway, and terminating by a junction with the Railway authorised by the last mentioned Act, and therein called Railway No. 1, about 700 yards north-westward from Balornock House, and about 180 yards northward from the house called Stobhill:

Which intended Railway No. 1 and Railway No. 2, 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 Barony of Glasgow, Springburn, Maryhill, and Cadder, or one or more of them, in the County of Lanark:

3. A Railway (hereinafter called 'Railway No. 3'), being a deviation of the Hamilton Line of the Company's Clydesdale Junction Railway, commencing by a junction with that Line about 200 yards (measuring south-eastward along the said Line) from the Passenger Booking Office at Blantyre Station, and terminating by a junction with the said Line about 930 yards (measuring along that Line) south-eastward from the said point of commencement:

4. A Railway (hereinafter called 'Railway No. 4'), commencing by a junction with the said Hamilton Line, at or near the aforesaid point of commencement of the said intended Railway No. 3, and terminating by a junction with the Company's Hamilton and Strathaven Line, about 190 yards westward from the bridge by which the last mentioned Line is carried over the turnpike road leading from Glasgow by Cambuslang to Hamilton:

Which intended Railway No. 3 and Railway No. 4, 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 Parish of Blantyre and County of Lanark :

5. A Railway (hereinafter called 'Railway No. 5'), being a deviation of the Company's new line leading from Holytown to Motherwell, commencing by a junction with that line about 300 yards southward from the point where the Company's railway, now in course of construction from near Uddingston Station to their Cleland Branch near Holytown Station, crosses the said line, and terminating by a junction with the said line about 100 yards southward from the said point of crossing :

6. A Railway (hereinafter called 'Railway No. 6'), commencing by a junction with the said intended Railway No. 5, about 70 yards northward from the aforesaid point of commencement of that intended railway, and terminating by a junction with the said Cleland Branch, about 630 yards eastward from the point where the Company's said railway, now in course of construction from near Uddingston Station to the said Cleland Branch near Holytown Station, crosses their said new line from Holytown to Motherwell :

Which intended Railway No. 5 and Railway No. 6, 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 Parish of Bothwell and County of Lanark :

7. A Railway (hereinafter called 'Railway No. 7'), commencing by a junction with the Company's Cadzow Branch, authorised by and called Railway No. 6 in the Caledonian Railway (Additional Powers) Act, 1873 (hereinafter called 'The Additional Powers Act, 1873'), about 320 yards north-westward from the point where the said Cadzow Branch is carried under the Hamilton and Strathaven Turnpike Road, and terminating about 150 yards north-eastward from the farm steading of Carscallan :

8. A Railway (hereinafter called 'Railway No. 8'), commencing by a junction with the said intended Railway No. 7, about 450 yards eastward from Annsfield Tollbar, and terminating on the eastern side of the Hamilton and Strathaven Turnpike Road, about 240 yards southward from the said tollbar :

Which intended Railway No. 7 and Railway No. 8, 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 Parish of Hamilton and the Burgh of Hamilton, or one of them, in the County of Lanark :

9. A Railway (hereinafter called 'Railway No. 9'), commencing by a junction with the Busby Railway, at or near the passenger booking office at Giffnock Station, and terminating by a junction with the Kilbride Extension Line of the Busby Railway, at or near the point where a road is carried over that Line, about 340 yards southward from the passenger booking office at Busby Station ; which intended Railway No. 9 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 Eastwood, Cathcart, East Kilbride, and Carmunnock, in the Counties of Renfrew and Lanark :

10. An additional line of rails along the Company's Dumfries, Lochmaben and Lockerby Junction Railway, commencing about 150 yards

eastward from the bridge, near and to the northward of the Dumfries Station on the Glasgow and South-Western Railway, by which the road from Dumfries to Lockerby is carried over the last mentioned Railway, and terminating at or near the junction of the said Dumfries, Lochmaben and Lockerby Junction Railway with the Company's Main Line leading from Carlisle northwards ; which additional line of rails 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 Dumfries, St. Mary's Dumfries, Kirkmahoe, Tinwald, Lochmaben, and Dryfesdale, and the Royal Burghs of Dumfries and Lochmaben, or some of them, all in the County of Dumfries :

11. A railway siding, commencing by a junction with the Company's Glasgow, Paisley and Greenock Line, about 320 yards north-westward from the road bridge under the said line, at or near which the existing siding into the Company's mineral depot at Paisley leaves the said line, and terminating about 150 yards south-eastward from the said bridge ; which intended siding 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 Middle Church Parish of Paisley and the Burgh of Paisley, or one of them, in the County of Renfrew :

12. A diversion of the public road which is crossed on the level by the Company's line of railway leading from Buchanan Street, Glasgow, to Coatbridge, about 600 yards eastward from Stepps Road Station, such diversion commencing about 100 yards northward from the said level crossing, and terminating about 100 yards southward from that level crossing ; with power to the Company to stop up and appropriate the site of that portion of the said public road which lies between the points of commencement and termination of the said diversion ; which intended diversion and works connected therewith, and the lands, houses and other property which may be taken for the purposes thereof, and which portion of road intended to be stopped up, will be and are situate in the Parishes of Cadder, Shettleston, and Barony of Glasgow, or one or more of them, in the County of Lanark :

13. A diversion of the public road leading from the Edinburgh and Lanark Turnpike Road, by the farm steading of Strawfrank, to Carstairs Station, which is carried across the Company's main line of railway from Carlisle to Glasgow near that farm steading, such diversion commencing about 150 yards westward from the said crossing, and terminating about 150 yards north-eastward from that crossing ; with power to the Company to stop up and appropriate the site of that portion of the said public road which lies between the points of commencement and termination of the said diversion ; which intended diversion and works connected therewith, and the lands, houses and other property which may be taken for the purposes thereof, and which portion of road intended to be stopped up, will be and are situate in the Parish of Carstairs and County of Lanark :

14. A diversion of the turnpike road leading from Stirling to South Alloa, commencing about 35 yards westward from the junction with that road of the road leading therefrom to Burgh Muir Factory, and terminating about 100 yards westward from the farm steading of Springkerse ; and also a new road commencing by a junction with the said turnpike road, about 150 yards south-

eastward from the point where the Company's Scottish Central Line crosses that turnpike road, and terminating by a junction with the said diversion, about 190 yards north-westward from the point of termination of that diversion; with power to the Company to stop up and appropriate the site of that portion of the said turnpike road which lies between the points of commencement and termination of the said diversion, or so much thereof as shall be bounded on both sides by the property of the Company; which intended diversion and intended new road, and works connected therewith respectively, and the lands, houses and other property which may be taken for the purpose thereof, and which portion of road intended to be stopped up, will be and are situate in the Parishes of St. Ninians and Stirling, and the town and royal burgh of Stirling, or one or more of them, in the County of Stirling:

15. A diversion of the public road, which is crossed on the level by the Company's line of railway immediately to the eastward of their station at Crieff, such diversion commencing about 130 yards north-eastward from the said level crossing, and terminating about 150 yards south-westward from that level crossing; with power to the Company to stop up and appropriate the site of that portion of the said public road which lies between the points of commencement and termination of the said diversion; which intended diversion and works connected therewith, and the lands, houses and other property which may be taken for the purposes thereof, and which portion of road intended to be stopped up, will be and are situate in the Parish of Crieff and County of Perth:

16. A diversion of the public road, which is crossed on the level by the Dundee and Newtyle Railway about 410 yards southward from the passenger booking office at Baldovan Station, such diversion commencing by a junction with the said road about 350 yards westward from the said level crossing, and terminating by a junction with the turnpike Road from Dundee by Downfield to Newtyle, about 230 yards northward from the present junction of the said public road with the said turnpike road; with power to the Company to stop up and appropriate the site of that portion of the said public road which lies between the point of commencement of the said diversion and the present junction of the said roads, about 90 yards eastward from the said level crossing; which intended diversion and works connected therewith, and the lands, houses and other property which may be taken for the purposes thereof, and which portion of road intended to be stopped up, will be and are situate in the Parish of Mains and Strathmartine and County of Forfar.

To empower the Company to acquire, compulsorily or by agreement, and to enter upon, take and use, temporarily and permanently, all such lands, houses and other property as may be necessary or convenient for the purposes of the several intended railways, diversions of roads and other works hereinbefore described, and of the works and conveniences connected therewith, and also the several lands hereinafter described, or parts thereof, and all houses and other property thereon, viz. :—

1. Certain lands in the Parishes of Maryhill, Cadder, and Barony of Glasgow, or one or more of them, in the County of Lanark, bounded by the Forth and Clyde Navigation on the east, the turnpike road leading from Glasgow by Balmore to Kirkintilloch on the west, and the road leading

from that turnpike road to the farm steading of Lochfauld and thence to the said Navigation on the north and north-east:

2. Certain lands in the Parishes of Cadder, Shettleston, and Barony of Glasgow, or one or more of them, in the County of Lanark, extending along the north side of the Company's line of Railway leading from Buchanan Street, Glasgow, to Coatbridge, between the point where that line crosses on the level a public road about 600 yards eastward from Stepps Road Station and a point about 800 yards eastward from that level crossing:

3. A piece of land in the Parish of Govan and Burgh of Govan, in the County of Lanark, lying on the western side of the boundary line between the Counties of Lanark and Renfrew which crosses the Glasgow and Paisley Joint Line of Railway about 780 yards westward from Shields Bridge, and extending northward from a point about 190 yards to the north of the centre of the said crossing to a point about 275 yards to the north of the centre of that crossing, and westward from the said boundary line for a distance of about 55 yards:

4. Certain lands in the Parishes of Old Monkland and New Monkland, in the County of Lanark, extending along both sides of the Castlecary Branch of the Company's Scottish Central Railway, between a point near the crossing of the said branch over the road leading from Garnqueen to the farm steading of Rawmoan, near Garnqueen Junction, and a point near the level crossing of the said line about 1350 yards northward from the said first-mentioned crossing:

5. A piece of land in the Parish of Old Monkland, and County of Lanark, adjoining the sidings which connect the Company's canal basin at Dundyvan with the North British Railway Company's Monkland and Kirkintilloch Line, and situate about 130 yards north-westward from the bridge by which the public road leading from Whiffat to the turnpike road between Coatbridge and Airdrie is carried over the said Monkland and Kirkintilloch Line:

6. Certain lands in the Parish of Bothwell and County of Lanark, extending along both sides of the Cleland Branch of the Company's Wishaw and Coltness Railway, between a point about 140 yards south-eastward from the crossing of the public road leading from Holytown to New Stevenston over the said Branch, and a point near the level crossing of the said Branch about 800 yards south-eastward from the said first-mentioned crossing:

7. Certain lands in the Parish of Dalziel and County of Lanark, lying on the north-eastern side of the turnpike road leading from Bellshill by Wishaw to Carluke, and extending from that road along the north-western side of the lands of the Company adjoining to and on the north-western side of their new Line leading from Holytown to Motherwell, and along the north-western side of the said line to the point where that line is carried over the stream called South Calder Water:

8. Certain lands in the Parish of Hamilton, and partly in the Burgh of Hamilton, in the County of Lanark, extending along the south-western side of the Company's line between Glasgow and Hamilton, between a point about 170 yards north-westward from the point where that line crosses under Clyde Street of Hamilton, and a point about 980 yards north-westward from the said point of crossing:

9. Certain lands in the Parishes of Carstairs and Carnwath, in the County of Lanark, extending along both sides of the Company's main line of railway leading from Carlisle to Glasgow, between the point where the said main line is carried across the River Clyde near and to the southward of Carstairs Station, and a point about 1170 yards northward from the said point of crossing :

10. Certain lands in the Parishes of St. Ninians and Stirling and the town or royal burgh of Stirling, or one of them, in the County of Stirling, extending along both sides of the Company's Scottish Central Line, between the point where that line crosses the turnpike road leading from Stirling to South Alloa, and the point where the said line crosses the road leading from St. Ninians to the said turnpike road near Broadleys farm steading :

11. Certain lands in the Parishes of Methven and Tibbermore, in the County of Perth, extending along the southern side of the Company's Line from Perth to Methven, between the point where the turnpike road leading from Perth to Crieff crosses that line at Almondbank Station, and a point about 470 yards south-westward from the said crossing ; with power to the Company to stop up and appropriate the site of that portion of the footpath crossing the said line at the said station, which lies within the lands so intended to be acquired by the Company, and the lands lying near thereto, and already belonging to them, on the northern side of the said line, in the same parishes and county :

12. Certain lands in the Parish of Blairgowrie and County of Perth, extending along the south-western side of the Company's Blairgowrie Branch, between a point about 170 yards south-eastward from the Passenger Booking Office at Blairgowrie Station and a point about 950 yards south eastward from the said booking office :

13. Certain lands in the Parish of Dundee and town or royal burgh of Dundee, or one of them, in the County of Forfar, extending along the northern side of the Company's Dundee and Perth Railway, and lying between that railway on the south, the Magdalene Yard Road on the north, a line drawn from near the junction of that road with the Perth Road to the said railway, and nearly at right angles to that railway, on the east, and a line drawn from the Magdalene Yard Road to the said railway, and nearly at right angles to that railway, on the west, such western boundary being distant about 520 yards westward from the said eastern boundary :

14. Certain lands in the Parish of St. Vigeans and County of Forfar, extending along the western side of the Arbroath and Forfar Railway, between Cairnie Street in Arbroath and the point where the said Railway crosses the River Brothock about 1100 yards northward from Cairnie Street aforesaid :

15. Certain lands in the Parish of Mains and Strathmartine and County of Forfar, extending along the western side of the Dundee and Newtyle Railway, between a point about 270 yards northward from the Passenger Booking Office at Baldovan Station and a point about 450 yards southward from the said booking office :

16. Certain lands in the Parish of Dun and County of Forfar, extending along the northern side of the Company's Scottish North-Eastern Line, between a point about 220 yards eastward from the Passenger Booking Office at Bridge of Dun Station and a point about 570 yards westward

from the said booking office, and extending along both sides of the Company's Brechin Branch between its junction with the said Scottish North-Eastern Line and a point about 520 yards westward from the said junction :

17. A strip of land in the Parish of Kirkden and County of Forfar, extending along the southern side of the Arbroath and Forfar Railway, between a point about 330 yards eastward from the Passenger Booking Office at Guthrie Junction Station and the stream called Lunan Water, where it is crossed by the said Railway about 790 yards eastward from the said booking office.

To extend the time, limited by the Caledonian Railway (Gordon Street, Glasgow, Station) Act, 1873, and by the Caledonian Railway (Gordon Street Station Connecting Lines) Act, 1875, respectively, for the completion of the Railways and other works authorised by these respective Acts, and to extend the time, limited by the last-named Act, for the compulsory purchase of lands for the purposes of that Act.

To extend the time, limited by the Additional Powers Act, 1873, for the completion of the Railway authorised by that Act, and therein called Railway No. 4, extending from the Company's Muirkirk Branch to their Lesmahagow Line.

To extend the time, limited by the Additional Powers Act, 1873, and by the Additional Powers Act, 1876, for the compulsory purchase of lands for the purposes of the Railway authorised by the former of these Acts, and therein called Railway No. 5, extending from the Company's Hamilton and Strathaven Railway to the Kilbride Extension Line of the Busby Railway Company.

To extend the time, limited by the Additional Powers Act, 1873, and by the Caledonian Railway (Additional Powers) Act, 1874, for the completion of the Railway authorised by the former of these Acts, and therein called Railway No. 10, extending from the Cleland Branch of the Company's Wishaw and Coltness Railway to their Main Line of Railway from Carlisle to Glasgow, and for the completion of the two deviations of the said Railway No. 10 authorised by the latter of these Acts, and therein called Deviation No. 1 and Deviation No. 2.

To extend the time, limited by the Additional Powers Act, 1873, for the completion of the Railway authorised by that Act, and therein called Railway No. 14, extending from the Company's Glasgow, Paisley and Greenock Railway to near Cappelow Tollhouse.

To empower the Company to abandon the construction of the Railway authorised by the Additional Powers Act, 1873, and therein called Railway No. 12, extending from the Company's Railway near and to the southward of Holytown Station to their said Cleland Branch.

To empower the Company to abandon the construction of the Railway authorised by the Additional Powers Act, 1873, and therein called Railway No. 13, being an alteration and improvement of their Carmyllie Railway, in so far as the said Railway No. 13 has not been already abandoned under the provisions of the Additional Powers Act, 1876.

To empower the Company to abandon the construction of so much of the Railway authorised by and called Railway No. 1 in the Additional Powers Act, 1876, as extends from the commencement of that Railway to the point of termination of the said intended Railway No. 2.

To empower the Company to abandon and stop

up so much of the Hamilton Line of their Clydesdale Junction Railway, as lies between the points of commencement and termination of the said intended deviation of that Line, called Railway No. 3.

To empower the Company to abandon and stop up so much of their new Line leading from Holytown to Motherwell, as lies between the points of commencement and termination of the said intended deviation of that Line, called Railway No. 5.

To extend the respective periods limited by the Caledonian Railway (Additional Powers) Act, 1874, and by the several other Acts relating to the Company, and to the undertakings now vested in them, or by the provisions incorporated with these Acts of the Lands Clauses Consolidation (Scotland) Act, 1845, or of the Lands Clauses Consolidation Act, 1845, for the sale and disposal of lands acquired by or for behoof of the Company, and the other Companies whose undertakings are now vested in the Company, but which may have ceased, or may cease, to be required for the purposes of the undertaking of the Company, including the Company's lands at Blythwoodholm, in Glasgow; and to enable the Company to retain and hold such lands, or to sell, feu out and dispose of the same.

To empower the Company to raise by the creation and issue of new Ordinary and Preference Shares and Stock, and by borrowing upon Mortgage, and by the creation and issue of Debenture Stock, or by one or more of these modes, additional money for the purposes of the several works proposed to be authorised and the several lands proposed to be acquired under the powers of the Bill, and also for defraying the expense of works already executed and authorised to be executed, and of lands already acquired and authorised to be acquired by the Company, and for other purposes of the Company, so far as not provided for by means of their existing powers of raising money; as also to apply towards the purposes of the Bill any capital or funds belonging to or authorised to be raised by the Company which may not be required for the purposes for which the same were authorised to be raised.

To authorise and provide for the conversion of the several existing classes of stock and shares, ordinary and preference, in the Dundee and Perth and Aberdeen Railway Junction Company, and in the Dundee and Newtyle Railway Company, or in one or other of those Companies, into capital stock of the Company, of the same nature, with the same priority, and entitled to the same privileges in all respects as the stock called Caledonian Railway Four per cent. Consolidated Preference Stock, No. 1, created by the Company under the powers of the Caledonian Railway (Additional Powers) Act, 1875, as modified by the Additional Powers Act, 1876; and to authorise the Company to create, and to issue to the holders of the existing stock and shares in the said two other Companies, or in that one of those Companies whose stock and shares shall be converted as aforesaid, an additional amount of the said consolidated preference stock, No. 1, sufficient to yield, at the rate of four per cent. per annum, an annual dividend equal to the annual sums now payable by the Company to the said other Companies or Company; and to cancel the stock and shares so converted, and to dissolve the Companies or Company whose stock and shares are so converted, and to make provision for winding up their affairs.

To empower the Company to deviate, in the construction of the several railways, diversions of roads, and other works hereinbefore described, from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined on the said plans and provided by the Bill; to cross, stop up, appropriate, alter and divert, temporarily and permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water-courses, sewers, drains, gas and water pipes, and telegraphic apparatus in the parishes and places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter or divert, for the purposes of the said proposed railways, diversions of roads, and other works; to vary, for the purposes of the Bill, the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to limits of lateral and vertical deviation in the construction of works, and to alterations of roads, and substitution of roads in lieu of altered roads, and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to purchasing the whole of any house, building or manufactory, where part only thereof is required for the purposes of the Company.

To provide that the several diversions of roads and new road hereinbefore described, and all other altered or diverted portions of road which may be constructed by the Company under the powers of the Bill, shall, as respects tolls (where tolls are exigible on the existing roads), and in all other respects form respectively parts of the existing roads, in lieu of or in connection with portions of which the same are respectively substituted or made under the said powers, and shall be maintained by the respective parties liable to maintain the said existing roads, or such other parties as shall be specified in the Bill.

To empower the Company to levy and recover tolls, rates and charges for the use of the intended railways, line of rails, and railway siding hereinbefore described, and works connected therewith, and the conveyance and accommodation of traffic thereon and thereat, and to confer, vary and extinguish exemptions from the payment of tolls, rates and charges.

To vary or extinguish all existing rights and privileges connected with the lands, houses, roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water-courses, sewers, drains, gas and water pipes, telegraphic apparatus and other property hereinbefore mentioned, and with the shares and stocks in the Company, the Dundee and Perth and Aberdeen Railway Junction Company, and the Dundee and Newtyle Railway Company, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid; to confer all powers, rights and privileges necessary or expedient for effecting those objects, or in relation thereto; and to empower the Company and the two other Companies last above named, and all other Companies, Corporations, Commissioners, Trustees, and persons affected by those objects to enter into agreements with each other with reference thereto, and to confirm any such agreements that may have been entered into.

To amend, and, so far as necessary for any of the purposes aforesaid, to repeal the provisions of the following Acts, that is to say, the several Acts hereinbefore specified, as also the Caledonian Railway Act, 1845, and the several other Acts relating

to the Company and to the undertakings belonging to or held in lease or worked by them, passed respectively in the Sessions of Parliament held 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 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 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, the 35th and 36th, the 36th and 37th, the 37th and 38th, the 38th and 39th, and the 39th and 40th years of the reign of Her present Majesty; as also the Busby Railway Act, 1863, and the Busby Railway (Kilbride Extension) Act, 1865; as also the Acts (local) 7 George IV., chapter 101; 11 George IV., chapter 60; 6 and 7 William IV., chapter 102; 8 and 9 Victoria, chapter 157; 9 and 10 Victoria, chapter 228; 10 and 11 Victoria, chapters 89 and 106; 11 and 12 Victoria, chapters 52 and 154; 13 and 14 Victoria, chapter 39; 18 Victoria, chapter 56; 22 and 23 Victoria, chapter 18; 25 Victoria, chapter 35, 26 and 27 Victoria, chapter 223; 27 and 28 Victoria, chapter 214, and 28 and 29 Victoria, chapter 287, relating to the Dundee and Newtyle Railway Company, and to the Dundee and Perth and Aberdeen Railway Junction Company, and all other Acts relating to either of those Companies; as also the Act (local) 47 George III., Session 2, chapter 45, relating to Statute Labour Roads in the County of Lanark; the Act (local) 1 and 2 William IV., chapter 38, relating to the said turnpike road leading from Stirling to South Alloa; the Act (local) 50 George III., chapter 69, relating to Statute Labour Roads in the County of Stirling; the Acts (local) 51 George III., chapter 197, and 52 George III., chapter 79, relating to Statute Labour Roads in the County of Perth; the Forfarshire Roads Act, 1874; and all other Acts relating to the respective roads to be diverted and partially stopped up as aforesaid; and any other Acts recited in any of the before-mentioned Acts, or relating to or affecting the Company, or any other Company or undertaking hereinbefore mentioned or referred to.

Plans describing the lines and situation of the several Railways, Diversions of Roads and other works proposed to be constructed as aforesaid, and the Lands, Houses and other Property which may be taken for the purposes thereof and of the works and conveniences connected therewith, and also the other Lands, Houses and Property, in respect of which compulsory powers of acquisition are proposed to be applied for as aforesaid, and Sections describing the levels of the said proposed Railways, Diversions of Roads and other works, together with Books of Reference to the said Plans containing the Names of the Owners or Reputed Owners, Lessees or Reputed Lessees, and Occupiers of such Lands, Houses and other Property, and Ordnance or Published Maps with the proposed Lines of Railway delineated thereon, so as to show their general course and direction, and copies of this Notice as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November instant, be deposited for public inspection in the offices at Glasgow, Hamilton, Airdrie, 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; in the office at Dumfries of

the principal Sheriff-Clerk of the County of Dumfries; in the office at Stirling of the principal Sheriff-Clerk of the County of Stirling; in the office at Perth of the principal Sheriff-Clerk of the County of Perth, and in the offices at Forfar and Dundee respectively of the principal Sheriff-Clerk of the County of Forfar; and copies of so much of the said Plans, Sections and Books of Reference as relates to the respective Parishes hereinbefore mentioned, and to the Royal Burghs of Dumfries, Lochmaben, Stirling, and Dundee respectively, with copies of this Notice, will, on or before the said 30th day of November, be deposited for public inspection as follows:—That is to say, so far as respects each of the said Parishes, with the Session-Clerk of such Parish, at his residence, and so far as respects the said Royal Burghs respectively, with the respective Town Clerks of these Burghs, at their respective offices.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated this Twelfth day of November 1877.

JAMES KERR, Glasgow.

GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

In Parliament—Session 1878.]

POST OFFICE TELEGRAPHS.

(For the better protection of the National Telegraphs vested in the Postmaster-General, and to afford greater Facilities for putting down, repairing, and working Telegraphs; Penalties; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, for leave to introduce a Bill, and to pass an Act, for the better protection of the National Telegraphs, and to enlarge the powers of the Postmaster-General in relation thereto; and particularly the powers following, or some of them, will be conferred by the said Act, that is to say:—

To prevent any interference with the telegraph posts, wires, tubes, apparatus and works of the Postmaster-General, and with the transmission of telegraphic messages.

To empower the engineers and other officers and servants of the Postmaster-General to enter and remain upon railways, tramways, canals, roads, highways, lands, and property for the purpose of examining, repairing, altering, or removing any telegraph post, wire, tube, apparatus, or work, the property of the Postmaster-General being thereon.

To provide a simple mode of recovering compensation, damages, and costs for and incident to injury done to posts, wires, tubes, apparatus and works of the Postmaster-General.

To enable the Postmaster-General (subject to any restrictions imposed by Parliament) on, over, along, or across any railway, tramway, canal, road, highway, lands, or property of any Company or public body, to construct and place such line or lines of telegraphs as he thinks fit, with all necessary and proper posts, wires, apparatus and other works connected therewith, and from time to time to maintain, repair, or remove and vary the same, and to do all other acts necessary for the efficient working of the National Telegraphs.

To enable the Postmaster-General and any

Corporation, Company, body, or persons to enter into contracts and agreements for the better carrying into effect the objects and purposes of the intended Act, and to confirm any existing agreements with or without alteration or modification.

To vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

To alter, amend, and enlarge or repeal, so far as may be necessary, the powers and provisions of any Act, Charter, or Grant which would or might interfere with the objects and purposes of the intended Act.

Dated this 15th day of November 1877.

W. H. ASHURST,
Solicitor to the Post Office.

WYATT, HOSKINS, & HOOKER,
28 Parliament Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1878.]

GLASGOW MUNICIPAL BUILDINGS, &c.

Compulsory Purchase of Lands, Houses, &c., in the City Parish of Glasgow, and City and Royal Burgh of Glasgow, and County of Lanark, by the Corporation of Glasgow; Erection thereon of Town Hall, Municipal and other Buildings, for Accommodation of Corporation and Glasgow Public Municipal Trusts; Power to Corporation to Sell, &c., Lands so Purchased; Power to Stop up and Discontinue John Street, and Appropriate Site thereof; Power to Corporation to Take, and the Glasgow Court-Houses Commissioners to Transfer, Portion of Lands and Block of Buildings now vested in said Commissioners, and to Corporation to Sell and Dispose thereof, subject to certain Rights in Favour of the said Commissioners; Provisions as to Discharging Money Borrowed by the said Commissioners, and the Proportion of Expenditure due by the Corporation; Alteration and Repeal of the (Local and Personal) Act 6 Will. IV., Cap. 24, 'The Glasgow Court-Houses Act, 1856,' 'The Glasgow Court-Houses Amendment Act, 1868,' and 'The Glasgow Court-Houses Amendment Act, 1872;' Repeal, Alteration, or Amendment of Powers of said Commissioners under these Acts, and of their Powers to Levy Rates and Assessments; Powers to and Obligations on the Corporation, the Royal Burgh of Rutherglen, the Burghs of Partick, Maryhill, Hillhead, Govan, and Govanhill, and Commissioners of Supply of Lanarkshire to apply certain Assessments to Purposes of Glasgow Court-Houses Acts; Amendment of 'The Glasgow Police Act, 1866,' 'The Glasgow Corporation Waterworks Act, 1855,' 'The Glasgow Corporation Gas Act, 1869,' 'The Glasgow Improvements Act, 1866,' 'The Glasgow Markets and Slaughter-Houses Act, 1865,' 'The Glasgow Public Parks Act, 1859,' and any subsequent Acts Altering

or Amending any of these Acts; Corporation to Sell and Dispose of Buildings in Sauchiehall Street known as 'Galleries of Art and Corporation Halls,' and Water Commissioners, and Gas Commissioners to Sell and Dispose of their Offices and Premises, and Pay the Prices, &c., received therefor to Corporation; Payments and Contributions by Police Commissioners, Water Commissioners, Gas Commissioners, and other Glasgow and Public Municipal Trusts to Corporation for Use of and Accommodation in new Municipal Buildings, and Application of their Funds thereto; Power to Corporation to Assess and Levy New and Additional Rates and Assessments, and a Guarantee Rate, &c.; Further Borrowing Powers to Corporation; Sinking Fund; Bye-laws, &c.; Incorporation of Acts; Amendment of Acts; and other Purposes.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, by the Lord Provost, Magistrates, and Council of the City and Royal Burgh of Glasgow (in this Notice called the Corporation), for leave to bring in a Bill for the following, or some of the following, among other objects, powers, and purposes, that is to say:—

1. To authorise and empower the Corporation to purchase and take, compulsorily or by agreement, for the purposes of the Bill, the lands, houses, and property following, or some part or portion thereof—that is to say:—Certain lands, houses, and other property in the City Parish of Glasgow and City and Royal Burgh of Glasgow and County of Lanark, situate, and lying between, and in an area bounded by a line commencing at a point on the kerbstone of the pavement on the east side of George Square, in range of the north building line of Cochrane Street, and running thence northward along the said kerbstone till it meets a point in range of the south building line of George Street; thence eastward along the south building line of George Street, crossing John Street, till it meets the east boundary of the property belonging to John Goodwin; thence southward along the east boundary of the said property and of the property belonging to William Clark and Charles Thomas to the north boundary of the property belonging to George Lamb and others; thence eastward along the said north boundary of the said property belonging to George Lamb and others to the east boundary thereof; thence southward along the said east boundary of the said last mentioned property to the north boundary of the property belonging to Mrs. Mary Finlay Barr or Hunter Airston and the Trustees of the late Elizabeth Hunter or Baird Airston; thence eastward along the said north boundary of the said property till it reaches the west building line of Montrose Street; thence southward along the west building line of Montrose Street till it meets the north building line of Cochrane Street; thence westward along the north building line of Cochrane Street, crossing John Street, to the point from which the said boundary commenced; and to take down and remove, sell, or otherwise dispose of the houses and buildings now erected on the said lands, or any parts or portions thereof; to erect, furnish, maintain, and manage a Town Hall and other

Municipal Buildings, Public Halls, Apartments, and Offices for the accommodation of the Corporation and the several officers connected therewith, and generally for the purposes of a Town Hall and other Municipal Buildings for the City, and also for the accommodation of all or any of the following local Trusts and Bodies connected with the City (hereinafter collectively called the Glasgow Public Trusts) and the several officials connected therewith or employed thereby; that is to say—The Magistrates and Council of the City of Glasgow acting under ‘The Glasgow Police Act, 1866,’ and subsequent Acts amending the same, and under ‘The General Police and Improvement (Scotland) Act, 1862, Order Confirmation (Glasgow) Act, 1877’ (hereinafter called the Police Commissioners), the said Magistrates and Council as Commissioners acting under ‘The Glasgow Corporation Waterworks Act, 1855,’ and subsequent Acts amending the same (hereinafter called the Water Commissioners); the Lord Provost, Magistrates, and Council of the City of Glasgow acting under ‘The Glasgow Corporation Gas Act, 1869,’ and subsequent Acts amending the same (hereinafter called the Gas Commissioners); the said Lord Provost, Magistrates, and Council as Trustees for executing and carrying into effect ‘The Glasgow Improvements Act, 1866,’ and subsequent Acts amending the same; the said Lord Provost, Magistrates, and Council as Commissioners for executing and carrying into effect ‘The Glasgow Markets and Slaughter-Houses Act, 1865,’ and subsequent Acts amending the same; and the said Magistrates and Council acting under and in virtue of ‘The Glasgow Public Parks Act, 1859;’ and also to erect and maintain a building or buildings for the accommodation of the Mitchell Library of the said City, and any other public purpose which the Corporation may consider to be advisable.

2. To stop up, or alter, or interfere, either temporarily or permanently, with all streets, roadways, rails, sewers, drains, water-pipes, gas-pipes, and telegraphic wires and apparatus as may be requisite for the purposes of the Bill; and to vary or extinguish all rights, servitudes, easements, and privileges connected with the before-mentioned lands, houses, and other property which would interfere with or prevent the acquisition thereof by the Corporation, or the construction, erection, and maintenance by the Corporation, of the Town Hall and other Municipal Buildings, Public Halls, Apartments, and Offices, or the carrying into execution any of the powers and purposes of the said Bill.

3. To empower the Corporation and the owners of the lands, houses, and property, and other persons interested therein, and any company, corporation, commissioners, trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the sale to, or purchase and acquisition by, the Corporation of lands, houses, and property required or to be applied for the purposes of the Bill, either for a sum or sums of money to be paid down, or in feu, lease in perpetuity, or otherwise, for such prices, feu-duties, ground-annuals, or rent-charges, or for such considerations in mortgages or bonds of the Corporation, or other considerations as may be agreed on, or as may be provided by the Bill; and also for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, servitudes, easements, and other rights, privileges, restrictions, or prohibitions which may

affect or be affected by the erection, maintenance, or use of the said Town Hall and other Municipal Buildings, Public Halls, Apartments, and Offices, or by the interference with any streets, footpaths, lanes, courts, passages, or thoroughfares, and to execute all agreements, conveyances, contracts, leases, and other deeds necessary for these purposes or in connection therewith.

4. To authorise the Corporation to sell and dispose of any lands, houses, or other property to be acquired by them, and which may not be required for the purposes of the Bill, on such terms and conditions, and at such times and for such prices and considerations, as the Corporation may fix, or as may be provided by the Bill, and to provide for the application of the purchase-money or other considerations to be received therefor.

5. To authorise the Corporation to stop up and discontinue as a public street and thoroughfare the whole or any part of the public street or thoroughfare known as and called John Street, in the said City Parish and City and Royal Burgh of Glasgow and County of Lanark, and to appropriate the site of the said street and thoroughfare for the purposes of the Bill, or otherwise, as the Corporation may deem expedient.

6. To repeal, alter, or amend the powers and provisions of the following Acts (local and personal), so far as may be necessary or expedient for, or in connection with, the objects and purposes of the Bill, that is to say:—‘The Act 6, William IV., cap. 24,’ intitled ‘An Act for Erecting and Maintaining a Justiciary Court Hall and other Apartments for the use of the Justiciary Court at Glasgow, and also Public Offices for the City of Glasgow and the Lower Ward of the County of Lanark, and for other purposes therein mentioned;’ ‘The Glasgow Court-Houses Act, 1856;’ ‘The Glasgow Court-Houses Amendment Act, 1868;’ and ‘The Glasgow Court-Houses Amendment Act, 1872’ (which Acts are in this Notice collectively called ‘The Glasgow Court-Houses Acts’); and to authorise the Glasgow Court-Houses Commissioners (in this Notice called the Court-Houses Commissioners), incorporated under ‘The Glasgow Court-Houses Amendment Act, 1872,’ to convey, transfer, and assign to the Corporation, and to authorise the Corporation to acquire and take, or otherwise to provide for the transference, from the Court-Houses Commissioners to the Corporation of those parts and portions of that piece of land, and block of buildings erected thereon, bounded as follows:—By Hutcheson Street on the west, Ingram Street on the north, Brunswick Street on the east, and Wilson Street on the south, and situate in the City Parish of Glasgow, City and Royal Burgh of Glasgow, and County of Lanark, with the furniture and appurtenances thereof, now vested in the Court-Houses Commissioners, and which have been provided by the Court-Houses Commissioners for the accommodation of the Corporation for purposes purely municipal, pursuant to the provisions of the Glasgow Court-Houses Acts, and of the Agreement between the Corporation and the Commissioners of Supply of the County of Lanark, which is scheduled to and confirmed by ‘The Glasgow Court-Houses Amendment Act, 1872,’ which Agreement is in this Notice called ‘The Statutory Agreement of 1872;’ to authorise the Corporation to sell or dispose of the premises to be transferred to them as aforesaid, or any portion thereof, as they may think fit, but subject to such

servitudes and restrictions in favour of the Court-Houses Commissioners as to the use and occupation thereof, and subject also to such rights of pre-emption in their favour, and such other terms and conditions as have been or may be agreed upon between them and the Corporation, or as may be provided for in the Bill; to confer on the Court-Houses Commissioners all powers necessary to enable them to exercise the said right of pre-emption, and other rights, and to authorise the Corporation to apply the proceeds of any such sales *pro tanto* in defraying the cost of erecting and maintaining the Town Hall, and other Municipal Buildings, Public Halls, Apartments, and Offices to be authorised by the Bill.

7. To provide for the discharge and satisfaction of the money borrowed by the Court-Houses Commissioners on the security of the assessments leviable under the Glasgow Court-Houses Acts, or any of them, and the proportion of the Expenditure of the Court-Houses Commissioners, payable by the Corporation in terms of the Statutory Agreement of 1872, and to authorise the Court-Houses Commissioners and the Corporation to enter into agreements with that view, or to confirm any agreements already made, or which may be made previous to the passing of the Bill, or to make such other provisions with respect to the said money borrowed, and the security of the lenders, or the discharge and satisfaction thereof, and of the said expenditure, as the Bill may provide.

8. To repeal, alter, or amend all or any of the powers and provisions of 'The Glasgow Court-Houses Acts' and the powers of the Court-Houses Commissioners, in so far as they relate to erecting, furnishing, and maintaining Buildings or other accommodation for purposes purely municipal, or authorise the levying of any assessment by the Court-Houses Commissioners for the purposes of such buildings or accommodation, on heritages situate within the Parliamentary and Municipal boundaries of the City of Glasgow, and to provide that the power of levying assessments by the Court-Houses Commissioners shall be limited to the remaining purposes of the Glasgow Court-Houses Acts; or to provide that the expenditure of the Court-Houses Commissioners, under the Glasgow Court-Houses Acts, the Statutory Agreement of 1872, and the Bill, subject to the division and apportionment thereof, as between the City of Glasgow and the Lower Ward of the County of Lanark, in terms of the Statutory Agreement of 1872, and so far as to be borne by the said City or Lower Ward jointly, may or shall be contributed to the Court-Houses Commissioners, and be borne by the County of Lanark or the Lower Ward thereof, the City and Royal Burgh of Glasgow, the Royal Burgh of Rutherglen, and the Burghs of Partick, Maryhill, Hillhead, Govan, and Govanhill, and any Burghs which may be hereafter created within the Lower Ward of the County of Lanark, in proportion to the gross valuation of the lands and heritages situated in the City and Royal Burgh of Glasgow, the said other Burghs, and the Lower Ward of the County of Lanark respectively; and that the said contributions may be levied and assessed by the Court-Houses Commissioners, according to an estimate of the expenditure to be made by them for the then current year; and may or shall be paid to them, and borne as follows:—By the Corporation, in respect of the contribution levied and assessed on the City and Royal Burgh of Glasgow, out of any assessment which the Corporation may

be authorised to levy under the powers of the Bill, or which the Police Commissioners are authorised to levy under the Glasgow Police Acts, 1866, 1872, 1873, 1875, and 1877, or under 'The General Police and Improvement (Scotland) Act, 1862, Order Confirmation (Glasgow) Act, 1877;' by the Town Council of the Royal Burgh of Rutherglen, and the Commissioners of the said other Burghs, in respect of the contribution levied and assessed on such Royal Burgh, and other Burghs respectively, out of any assessment for Police and other purposes, which they are authorised to levy under 'The General Police and Improvement (Scotland) Act, 1862,' or any Acts amending that Act; and by the Commissioners of Supply of the County of Lanark, in respect of the contribution levied and assessed on the Lower Ward of the County of Lanark, exclusive of the said Burghs, out of the Police Assessment or out of the General County Assessment which the Commissioners of Supply are authorised to levy under the Public Act 20 and 21 Victoria, chapter 72, intituled 'An Act to render more effectual the Police in Counties and Burghs in Scotland,' or under the 'County General Assessment (Scotland) Act, 1868,' respectively, or any Acts amending these Acts, or to make such further or other provisions in relation to the power of assessment now possessed by the Court-Houses Commissioners, or to authorise such further assessments by the Court-Houses Commissioners, or by the Corporation, the Town Council of the Burgh of Rutherglen, the Commissioners of the said other Burghs, and the Commissioners of Supply of the County of Lanark, or to make such further arrangements with reference to the said contributions and assessments, and the future maintenance and management of the property now vested in the Court-Houses Commissioners, as the Bill may provide or Parliament shall sanction.

9. To authorise the Corporation to sell and dispose of the Buildings in Sauchiehall Street known as the 'Galleries of Art and Corporation Halls,' and also to authorise and require the Water Commissioners, and the Gas Commissioners respectively, to sell and dispose of the offices and premises in which the business of the said several Commissioners is conducted and carried on, and to pay over to the Corporation the prices received for the same, to be applied by the Corporation *pro tanto* in defraying the cost of providing and erecting the Town Hall and other Municipal Buildings, Public Halls, Apartments, and Offices to be authorised by the Bill.

10. To authorise and require the Glasgow Public Trusts, or any one or more of them, respectively to subscribe, contribute, and pay to the Corporation, in consideration of the accommodation to be provided for them respectively in the intended new Buildings, such sum or sums of money, in the shape of capital payments, or by annual rents, or otherwise, as the Corporation may allocate as the respective shares of the cost to be borne by them respectively of acquiring the said lands, houses, and other property to be acquired and taken by the Corporation under the Bill, and of erecting the intended Town Hall and other Municipal Buildings, Public Halls, Apartments, and Offices thereon, and such annual sum or sums as the Corporation may allocate as the annual expense of maintaining the said Buildings when erected in proper repair, and in defraying the expense of managing and keeping up the same, or to make such other pro-

visions with respect to the payments to be made for these purposes by the Glasgow Public Trusts as the Bill may provide or Parliament may sanction; and to authorise the Corporation and the Glasgow Public Trusts, or any of the said Trusts, to enter into agreements with reference to these several matters, and to confirm any agreements already made, or which may be entered into previous to the passing of the Bill, and to make such other provisions with reference to these matters as the Bill may provide.

11. To authorise the Glasgow Public Trusts respectively to apply for the purposes of such subscription, contribution, or payments any funds belonging to them, or any of them respectively, under their control, or any money borrowed or to be borrowed by them respectively, under the authority of any Acts existing for the time being relating to the respective undertakings.

12. To authorise and empower the Corporation to assess and levy, either from the proprietors, life-renters, lease-holders, and occupiers of lands, buildings, and other heritages within the limits of the City and Royal Burgh of Glasgow, as defined by 'The Glasgow Municipal Act, 1872,' jointly, or in such proportions as the Bill may provide and Parliament may sanction, or wholly from such occupiers, further new and additional or special rates and assessments for carrying into effect the several objects and powers of the Bill, and, if thought advisable, a further special guarantee rate for securing payment of the interest on any moneys which the Corporation may borrow for the purposes of the Bill, and the sinking fund to be provided thereby; and to confer, vary, or extinguish exemptions from the payment of such new and additional or special rates and assessments, or special guarantee rate, or to make such further provisions with respect to such rates and assessments, and the assessing and levying thereof, as the Bill may provide.

13. To authorise the Corporation, for the purpose of carrying into effect the objects of the Bill, to borrow, and from time to time to re-borrow, money on mortgage, bond, annuity, cash credit, or otherwise, and to charge money borrowed on their corporate or other estates and revenues, and on the credit and security of the rates, rents, duties, and assessments, and contributions which they respectively now are, or by the Bill may be, authorised to levy, collect, or recover, or on any of them, or on the lands, houses, and property for the time being in the possession of or belonging to them, or any interest therein, and to provide a sinking fund for the gradual extinction of the bonds, mortgages, and other debts and liabilities incurred and to be incurred by them respectively, and, if expedient, to fund the debt so to be created.

14. To authorise the Corporation to make, alter, vary, and rescind bye-laws, rules, orders, regulations, and resolutions for or with respect to any of the objects of the Bill; the appropriation, management, maintenance, and regulation of the buildings to be erected by them, or for the prevention of nuisances; and to appoint and remove all necessary officers and servants, and to enforce the said bye-laws by suitable pecuniary penalties.

15. To incorporate with and extend and apply to the purposes of the Bill, with such alterations or modifications as may be thought expedient, all or any of the provisions of 'The Commissioners' Clauses Act, 1847;' 'The Lands Clauses Con-

solidation (Scotland) Act, 1845;' 'The Lands Clauses Consolidation Acts Amendment Act, 1860;' the Public Act 20 and 21 Victoria, chapter 72, intituled 'An Act to render more effectual the Police in Counties and Burghs in Scotland;' and the 'County General Assessment (Scotland) Act, 1868.'

16. To alter, repeal, or amend the powers and provisions, or some of the powers and provisions, of the following Acts (local and personal), in so far as may be necessary or expedient for, or in connection with, the objects and purposes of the Bill, that is to say:—'The Glasgow Police Acts, 1866, 1872, 1873, 1875, and 1877,' and of other Acts relating to the Police, and Statute Labour of the City and Royal Burgh of Glasgow; and also the powers and provisions of 'The Glasgow Corporation Waterworks Act, 1855;' 'The Glasgow Corporation Waterworks Amendment Act, 1859;' 'The Glasgow Corporation Waterworks Amendment Act, 1860;' 'The Glasgow Corporation Waterworks Amendment Act, 1865;' 'The Glasgow Corporation Waterworks Amendment Act, 1866;' 'The Glasgow Corporation Waterworks Amendment Act, 1873;' 'The Glasgow Corporation Waterworks Amendment Act, 1877;' 'The Glasgow Corporation Gas Act, 1869;' 'The Glasgow Corporation Gas Act, 1871,' and 'The Glasgow Corporation Gas Act, 1873;' 'The Glasgow Improvements Acts, 1866 and 1871;' 'The Glasgow Markets and Slaughter-Houses Act, 1865;' 'The Glasgow Markets and Slaughter-Houses Act, 1871;' 'The Glasgow Markets and Slaughter-Houses Act, 1877,' and of 'The Glasgow Public Parks Act, 1859,' and of the following Acts (public and general), that is to say:—The Act 20 and 21 Victoria, chapter 72, intituled 'An Act to render more effectual the Police in Counties and Burghs in Scotland,' 'The County General Assessment (Scotland) Act, 1868,' 'The General Police and Improvement (Scotland) Act, 1862,' and Acts amending the same, and 'The General Police and Improvement (Scotland) Act, 1862, Order Confirmation (Glasgow) Act, 1877.'

17. Duplicate Plans, describing the lands, houses, and other property intended to be taken compulsorily under the powers of the Bill, with a Book of Reference to such Plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other 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 1877 with the principal Sheriff-Clerk of the County of Lanark, at his Office in Glasgow; and with the Session-Clerk of the City Parish of Glasgow, at the usual place of abode of such Session-Clerk; and also with the Town-Clerk of the City and Royal Burgh of Glasgow, at his Office in Glasgow.

Printed Copies of the said Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December 1877.

Dated this 15th day of November 1877.

J. D. MARWICK, Town-Clerk, Glasgow.
Solicitor for the Bill.

SIMSON, WAKEFORD, & SIMSON,
11 Great George Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1878.]

FORFAR WATER.

(Construction of Works: Power to Take, Compulsorily and otherwise, Lands, Waters, and other Property, including Waters of White Burn, Den of Ogil Stream, and Watercourse or Tailrace from the Water Wheel of the Threshing Mill of the Farm called Goynd; Power to Supply Water; Power to Borrow Money; Rates and Assessments; Repeal or Amendment of Acts; other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, by the Provost, Magistrates, and Council of the Royal Burgh of Forfar (hereinafter called the Corporation), and by the Commissioners of Police for the said Royal Burgh (hereinafter called the Police Commissioners), for leave to bring in a Bill for the better Supply of Water to the Parliamentary Burgh of Forfar and to the Parishes of Forfar and Glamis, so far as beyond said Parliamentary Burgh, or such part or parts thereof as may be defined in the Bill, and for the other purposes of the Bill, and to effect the objects and purposes aftermentioned, or some of them (that is to say):—

To authorise the Corporation or Police Commissioners to make, lay down, and maintain, with all proper conveniences, approaches, and accommodations connected therewith, the following works, or some of them, which will be wholly situated in the County of Forfar, viz.:—

1. A Reservoir (hereinafter called the Den of Ogil Reservoir) to be situate in the Parish of Tannadice, to be formed by two embankments across the Burn or Stream flowing down the West Den, or Den of Ogil (hereinafter called the Den of Ogil Stream); one of which embankments is to be placed across the Den of Ogil Stream, at the easterly end of the said proposed Reservoir, and which embankment will commence at its northerly end, at a point 785 yards or thereabouts, measured in a south-westerly direction from the south-westerly corner of the Farm-house on the Farm called Goynd, and will extend for a distance of 106 yards or thereabouts in a southerly direction, and there terminate at a point 46 yards or thereabouts from the centre of the Den of Ogil Stream. The other embankment is to be also placed across the Den of Ogil Stream, at the westerly end of the proposed Reservoir, which embankment will commence, at its northerly end, at a point 847 yards or thereabouts, measured in an east north-east direction from the most easterly corner of the Farm Buildings or Steading on the Farm known as Boghaugh, and will extend in a southerly direction for a distance of 112 yards or thereabouts, and there terminate at a point 54 yards or thereabouts from the centre of the Den of Ogil Stream. The said intended Reservoir will commence at the embankment first before described, and will terminate at the embankment second before described.

2. An aqueduct, conduit, or line of pipes to commence at a point in the stream known as the White Burn, 449 yards or thereabouts, measured in a north-westerly direction from the north-westerly corner of the said Farm Buildings or Steading on the Farm known as Boghaugh, and to terminate in the Den of Ogil Reservoir, at or near the northerly end of the proposed westerly embankment thereof hereinbefore described; and

which aqueduct, conduit, or line of pipes will be wholly situate within the Parish of Tannadice.

3. An aqueduct, conduit, or line of pipes to commence in the Watercourse or Tailrace from the Water Wheel of the Threshing Mill of the said Farm called Goynd, at a point 73 yards or thereabouts, measured in a southerly direction from the south-west corner of the Farm-house on the said Farm called Goynd, and to terminate in the Den of Ogil Reservoir at or near the northerly end of the proposed easterly embankment thereof hereinbefore described, and which aqueduct, conduit, or line of pipes will be wholly situate in the Parish of Tannadice.

4. A road to commence in the public road leading from Glen Ogil to Glen Queich, at a point in the said public road, 466 yards or thereabouts, measured in a south-westerly direction from the south-west corner of the Farm-house on the said Farm called Goynd, and to terminate in the said public road, at a point 783 yards or thereabouts, measured in a south-westerly direction from the south-west corner of the Farm-house on the said Farm called Goynd, which road will be wholly situate in the Parish of Tannadice.

5. An aqueduct, conduit, or line of pipes to commence in the Parish of Tannadice, within the Den of Ogil Reservoir, near the centre of the proposed easterly embankment thereof hereinbefore described, and to terminate in the Parish of Rescobie in an intended Reservoir, sixthly hereinafter described, at a point 575 yards or thereabouts, measured in a north-easterly direction from the most north-easterly corner of the Farm Buildings or Steading on the Farm called Baggerton, which aqueduct, conduit, or line of pipes will be situate in, or will pass from, in, through, or into the Parishes of Tannadice, Oathlaw, and Rescobie.

6. A Reservoir (hereinafter called the Baggerton Reservoir), to be situate in the Parish of Rescobie, to be formed by an embankment commencing at a point 536 yards or thereabouts, measured in a north-easterly direction from the most north-easterly corner of the Farm Buildings or Steading on the said Farm called Baggerton, and 836 yards or thereabouts, measured in a southerly direction from the centre of the Turnpike Road leading from Forfar to Brechin, at a point opposite its junction with the public road leading from said Turnpike Road to Justinhaugh Bridge and Oathlaw, and which embankment will extend in an easterly direction for a distance of 40 yards or thereabouts, thence in a northerly direction for a distance of 40 yards or thereabouts, thence in a westerly direction for a distance of 40 yards or thereabouts, thence in a southerly direction for a distance of 40 yards or thereabouts to its point of commencement, and will there terminate.

7. A road to commence in the parish of Oathlaw, in the public road leading in a northerly direction from the Farm Buildings or Steading on the Farm called West Carsebank to the Turnpike Road leading from Forfar to Brechin before-mentioned, at a point therein 1050 yards or thereabouts, measured in a north-easterly direction from the most north-easterly corner of the Farm Buildings or Steading on the said Farm called Baggerton, and to terminate in the Parish of Rescobie at the south-easterly corner of the intended Reservoir, sixthly hereinbefore described, which road will be situate in, or will pass from, in, through, or into the Parishes of Oathlaw and Rescobie.

8. An aqueduct, conduit, or line of pipes, to commence in the Parish of Rescobie, within the

Baggerton Reservoir, sixthly before described, near the north-westerly corner of the said Reservoir, and to terminate at the junction of the public streets called North Street and East High Street, in the Parish and Royal Burgh of Forfar, which aqueduct, conduit, or line of pipes will be situate in, or will pass from, in, through, or into the Parishes of Rescobie and Forfar, and Royal Burgh of Forfar.

To make, lay, erect, and maintain such embankments, dams, weirs, channels, sluices, catch water drains, culverts, cuts, aqueducts, outlets, tunnels, bridges, roads, tanks, cisterns, gauges, filtering apparatus, main and distributing pipes, houses, buildings, and all other works and conveniences whatsoever, which may be necessary or expedient for the purposes of the said intended Bill, or for providing compensation or otherwise; as also from time to time to extend, alter, enlarge, and replace the works, mains, and pipes, and to increase the number and size of the works, mains, and pipes for the purposes of the said intended Bill.

To deviate from the lines and situations of the said intended works, within the limits shown upon the plans hereinafter mentioned, or as shall be specified in the Bill, and to deviate vertically from the levels shown upon the sections hereinafter mentioned, or to such extent as shall be specified in the Bill.

To carry the said intended works through, over, under, across, along, upon, or into, and for that purpose, as well as for the purpose of maintaining the same, and any conveniences connected therewith, temporarily, or permanently to open, break up, use, cross, divert, alter, stop up, and otherwise interfere with turnpike roads, statute labour roads, public highways, and other roads, footpaths, streets, lanes, passages, and other places, railways, bridges, streams, rivers, watercourses, sewers, aqueducts, reservoirs, drains, gas and water pipes, and telegraph posts, wires, pipes, and other apparatus and other works.

To intercept, divert, and take into the said intended Reservoirs, or either of them, and therein to impound and store up for the purposes of the said Bill, the waters of the said White Burn, the Den of Ogil Stream, and watercourse or tailrace from the Water Wheel of the Threshing Mill of the Farm called Goynd, and of the tributaries and affluents thereof, and also the waters of all such springs, streams, and watercourses as will be intercepted by the said intended Reservoirs, and by the aqueducts, conduits, or lines of pipes, secondly and thirdly hereinbefore described, and as may be found in, upon, or under any lands to be acquired or held by the Corporation or Police Commissioners under the powers of the intended Bill, and from thence by the said intended works, or some of them, and otherwise to convey, use, and appropriate the same for a supply of water to the Parliamentary Burgh of Forfar, and to the Parishes of Forfar and Glamis, so far as beyond said Parliamentary Burgh, or such part or parts thereof as may be defined in the Bill, and to the inhabitants thereof, and for providing compensation water to streams and persons whose present supply of water may be affected by, or in consequence of the works to be authorised by the said Bill, or any of them, and for supplying with water such other persons, bodies, or authorities, as well beyond as within the limits of supply, as the Corporation or Police Commissioners may think proper, or otherwise, as may be provided in the said Bill.

By the operations foresaid, waters will be diverted

into the intended works from the said stream known as the White Burn, the Den of Ogil Stream, and the watercourse or tailrace from the Water Wheel of the Threshing Mill of the said Farm called Goynd, and the tributaries and affluents thereof, which stream, known as the White Burn, flows at present into the Bog Stream and the River South Esk, thence into the navigable estuary of the South Esk at Montrose, and which watercourse or tailrace from the Water Wheel of the Threshing Mill of the said Farm called Goynd flows into the Den of Ogil Stream, and which Den of Ogil Stream flows into the River Noran, thence into the River South Esk, thence into the navigable estuary of the South Esk at Montrose.

To acquire by compulsory purchase or by voluntary agreement, and to hold for the purposes of the said intended Bill, lands, houses, and other property and easements, and servitudes, and rights of way through, over, or in, or under lands, rivers, streams, railways, bridges, turnpike or statute labour roads, highways, occupation roads, and other roads or ways, and to vary or extinguish, not only all rights and privileges which might in any way interfere with the execution, maintenance, or use of the said intended works, but generally all rights and privileges which it may be considered expedient to vary and extinguish, and to confer all powers, rights, and privileges which it may be considered expedient to confer.

To supply water to the Parliamentary Burgh of Forfar, and to the Parishes of Forfar and Glamis, so far as beyond said Parliamentary Burgh, or such part or parts thereof as the Bill may prescribe, which limits shall be the whole limits of supply, and to provide that the limits of compulsory supply shall be the area within the boundaries of the said Parliamentary Burgh, or such other limits as shall be defined in the Bill; to provide for the supply of water for domestic purposes within the limits of compulsory supply in the manner and subject to the provisions to be specified in the Bill; to make such provisions as may be deemed necessary or expedient in reference to the introduction of water into houses and buildings within said compulsory limits; and to authorise a supply of water for domestic purposes to persons, bodies, or authorities beyond the limits of compulsory supply, including persons, bodies, or authorities beyond the whole limits of supply, and for public wells, fountains, baths, and washing-houses, public buildings, factories, railways, and for extinguishing fires, cleaning streets, sewers, or drains, and for other purposes not domestic, as well beyond as within the whole limits of supply, and to make all such provision in the premises as may be suitable.

To make provision for the protection of the said intended works, and for defining and regulating the supply of water by the Corporation or Police Commissioners, and for preventing the waste, fouling, and misuse of water, and to authorise bye-laws for these and other purposes, or some of them, and to provide for the imposing and recovery of penalties for the breach or non-observance of any of such bye-laws or of any of the provisions of the Bill, and for their application.

To stop up and discontinue the use by the Public of the portion of the said public road leading from Glen Ogil to Glen Queich, which lies between the points of commencement and termination of the intended road, fourthly before described, and to vest the same in the Corporation or Police Commissioners for the purposes of the Bill, or in the owner or owners of the lands situate on either side

thereof, or to enable the Corporation or Police Commissioners, for the purposes of the Bill, compulsorily or otherwise, to acquire the same, and to vest the said road, fourthly before described, in the trustees, proprietors, or other persons, in whom the said portion of the said public road to be so stopped up is at present vested, and to make provision for the maintenance and repair of the said road, fourthly before described, and to apply thereto the Acts, rights, and privileges which relate to the said portion of the said public road to be stopped up as aforesaid.

To empower the Corporation or Police Commissioners to levy rates, duties, and charges, and to levy domestic and other water rates, assessments, rents, or charges, and public water rates or assessments from the owners and occupiers, both or one of them, of all lands and heritages of whatever description within the Parliamentary Burgh of Forfar, or such other limits as may be defined by the Bill, or of such parts thereof as may be specified in the Bill, and that in respect of the supply or use of water, the public advantages thereof, and the other objects and purposes of the Bill, or some of them; as also to levy rents, rates, and charges, for water supplied within and beyond the whole limits of supply for purposes other than a supply for domestic purposes to persons within the limits of compulsory supply; to confer, vary, or extinguish exemptions from payment of all such rents, rates, charges, or assessments; and to make such provision as may be expedient for the recovery thereof, and also for the recovery of such rates, assessments, rents, and charges by the persons paying the same from the owners or occupiers.

To provide meters for parties supplied with water for certain purposes, and to charge for the use of meters.

To require that every house or part of a house separately occupied within the limits of compulsory supply shall be properly supplied with water, and to require the owners and occupiers of all such houses, or either of them, to take such supply and to introduce the same into such houses at their own cost.

To incorporate 'The Lands Clauses Consolidation (Scotland) Act, 1845,' 'The Lands Clauses Consolidation Acts Amendment Act, 1860,' 'The Water Works Clauses Acts, 1847 and 1863,' and 'The Commissioners Clauses Act, 1847,' or some of them, or some parts thereof, with such alterations and modifications as may be thought expedient, and also the provisions of 'The Railways Clauses Consolidation (Scotland) Act, 1845,' relating to roads and the temporary occupation of lands.

To authorise the Corporation or Police Commissioners to borrow money for the purposes of the Bill on Mortgage, Bond, Annuity, Cash Credit, or otherwise, and to charge the money borrowed on the estates and revenues and rents of the Corporation and Police Commissioners, or either of them, and on the credit and security of the Tolls, Duties, Rates, Rents, Dues, Cesses, and Assessments which the Corporation and Police Commissioners respectively now are or by the Bill may be authorised to levy, and on the lands, houses, and property belonging to or to be acquired by them, or either of them, including the Water Works to be made by them, or one of them, or by any of those means, and to provide for a sinking fund for extinguishing debt; as also to authorise the borrowing of money from the Public Works Loan Commissioners.

To confirm all or any agreements that may be

made between the Corporation or Police Commissioners and any landowner, lessee, trustees, statutory body, or person or persons in regard to any part of the lands, houses, water, streams, or property to be taken for the purposes of the said intended Bill or otherwise.

To constitute the Corporation or Police Commissioners, Commissioners for all or any of the purposes of the Bill, and for carrying the same into execution, and if deemed expedient to incorporate them for the purpose, and to confer upon them all or some of the powers hereinbefore mentioned, and to define their powers, rights, and duties, and to enable the Commissioners to appoint Committees and Officers under them, and to delegate to such Committees and Officers such matters as may be thought expedient.

To vary, alter, amend, or repeal, as far as may be necessary for carrying into effect the several purposes of the Bill, the following Local and Personal Acts relating to the Roads in Forfarshire, called or formerly called Statute Labour Roads, viz. 50 Geo. III. cap. 120; and 37 and 38 Vict. cap. 147; and the Public General Act, 8 and 9 Vict. cap. 41; and also the following Public General Acts so far as adopted by or in operation within the Burgh of Forfar and Parishes of Forfar and Glamis, or any of them, viz. 13 and 14 Vict. cap. 33; 25 and 26 Vict. cap. 101; 'The Public Health (Scotland) Act, 1867,' 'The Public Health (Scotland) Amendment Act, 1871,' and 'The Public Health (Scotland) Act, 1867, Amendment Act, 1875;' and all other Acts and Statutes which might interfere with or impede or prevent the execution of the objects and purposes of the said intended Bill or any of them.

And Notice is hereby also given, that Plans and Sections and Duplicates thereof, respectively describing the lands, streams, waters, and other property intended to be taken, or which may be taken, for the purposes of the said Bill, and the lines, situations, and levels of the several works intended to be made and maintained as aforesaid, and the lands in or through which the same are so intended to be made and maintained as aforesaid, with a Book of Reference to the said Plans, containing the names of the owners, or reputed owners, lessees or reputed lessees, and occupiers of the said lands and other property, will, together with a copy of this Notice, as published in the Edinburgh Gazette, be deposited for public inspection, on or before the thirtieth day of November 1877, in the office at Forfar of the principal Sheriff-Clerk of the County of Forfar; and that a copy of so much of the said plans, sections, and Book of Reference as relate to each of the Parishes before specified, and to the Royal Burgh of Forfar, will, along with a copy of this Notice, as published in the Edinburgh Gazette, be deposited, on or before the same date, for public inspection as follows, that is to say, so far as regards each such Parish, with the Session-Clerk of each such Parish at his residence, and so far as regards the Royal Burgh of Forfar, with the Town Clerk of that Burgh, at his office in Forfar.

Copies of the said intended Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December 1877.

Dated at Forfar this Twelfth day of November 1877.

WILLIAM GORDON, Forfar,
Solicitor for the Bill.

WILLIAM ROBERTSON,
45 Parliament Street, Westminster,
Parliamentary Agent.

In Parliament—Session 1878.]

DUNDEE STREET TRAMWAYS, TURNPIKE ROADS, AND POLICE.

Powers to Police Commissioners of Dundee for Construction of Street Tramways in Burgh of Dundee; Compulsory taking of Lands and use of Streets; Altering Levels of Streets and Roads; Leasing of Tramways; Tolls and Charges; Transference to Commissioners, by Agreement or Compulsion, of Turnpike Roads within Burgh, and Abolition of Tolls thereon; Agreements with and Powers to Turnpike Road Trustees, Creditors, and other Bodies; Borrowing of Money; Application of Funds; Alteration of Time and manner of Repaying Borrowed Money; Sinking Funds; Rates and Assessments and Levying thereof; Paving, Flagging, and Levelling of Streets; Amendment, Repeal, and Enlargement of Acts; Incorporation of Public and other Acts, or Parts thereof, and Amendments thereof; and other Powers and Purposes.

NOTICE IS HEREBY GIVEN, that it is intended to apply to Parliament in the ensuing Session for leave to bring in a Bill to effect and to enable the Commissioners of Police for the Burgh of Dundee (hereinafter called the Commissioners) to effect all or any of the following objects and purposes, that is to say,—

To lay down, make, and maintain the Street Tramways, described in this Notice, or some, or one of them, or some part or parts thereof respectively; with all necessary and proper Rails, Plates, Sleepers, Junctions, Turnouts, Crossings, Chairs, Bolts, Fastenings, Ties, Sidings, Points, and Passing Places, Works, and Conveniences connected therewith respectively, viz. :—

(LOCHEE TO NETHERGATE.)

(1 and 1A.) A Tramway No. 1 and a Tramway No. 1A, commencing respectively in the United Parishes of Liff, Logie, Benvie, and Invergowrie, in the Street or Road called the High Street of Lochee (which Street or Road forms part of the Turnpike Road from Dundee to the confines of the County of Forfar at Coupar Angus), said Tramway No. 1 commencing at a point on said Street or Road twenty-five yards or thereabout north from the north-east corner of Bank Street, Lochee, which forms part of the South Road of Lochee, and said Tramway No. 1A commencing in the said High Street sixteen yards or thereabout southwards from the said point of commencement of said Tramway No. 1, by a junction therewith, and said Tramways respectively passing thence south-eastward along the High Street of Lochee into and along Logie Street and Lochee Road, which are also parts of the said Turnpike Road (and which Lochee Road is taken to include Dudhope Crescent), and thence southwards between Guthrie Street and Ward Road of Dundee into and along North Tay Street of Dundee to the line of junction of South Ward Road of Dundee therewith (still on said Turnpike Road), and thence farther along North Tay Street of Dundee to and across the junction of the West Port and Overgate of Dundee with North Tay Street and South Tay Street into and along South Tay Street of

Dundee, and thence on a curve eastwards into and on the Nethergate of Dundee to a point in said Nethergate opposite, or nearly opposite, the south-east corner of South Tay Street at its junction with the Nethergate, and within the Parish of Dundee, where the said Tramways will terminate respectively—Tramway No. 1 there forming a junction with the existing northern line of Tramways in said Nethergate, and Tramway No. 1A there forming a junction with the existing southern line of Tramways in the said Nethergate, which Tramways No. 1 and No. 1A will be wholly situate within the Royal Burgh of Dundee, and will pass from, in, through, or into the United Parishes of Liff, Logie, Benvie, and Invergowrie, and Parish of Dundee, all in the County of Forfar.

(WARD ROAD BRANCH.)

(1B and 1C.) A Tramway No. 1B and a Tramway No. 1C, commencing respectively by a junction with the said Tramways No. 1 and No. 1A at a point in the said Lochee Road opposite, or nearly opposite, the north-west corner of Ward Road of Dundee; Tramway No. 1B there forming a junction with the said Tramway No. 1, and Tramway No. 1C there forming a junction with the said Tramway No. 1A, and passing respectively from said Lochee Road on a curve eastwards into said Ward Road, and thence along said Ward Road and the Road or Street commonly called Meadowside to and forming a junction with the existing Tramways at or near the junction of Reform Street with Meadowside, where the said Tramways now described will respectively terminate; Tramway No. 1B there joining the eastmost line of said existing Tramways, and Tramway No. 1C there joining the westmost line of said existing Tramways; which Tramways No. 1B and No. 1C will be wholly situate within the Royal Burgh of Dundee, and the Parish of Dundee, in the County of Forfar.

(JUNCTION BRANCH AT POST OFFICE.)

(1D and 1E.) A Tramway No. 1D and a Tramway No. 1E commencing respectively by a junction with the proposed Tramways No. 1B and No. 1C in Meadowside at a point 19 yards or thereabout west from the north-west corner of Reform Street at its junction with said Meadowside (Tramway No. 1D there forming a junction with the proposed Tramway No. 1B, and Tramway No. 1E there forming a junction with the proposed Tramway No. 1C), and passing thence along said Meadowside on a curve into and along the street or roadway in front of the Dundee Post Office, and between it and the Albert Institute (commonly called Euclid Crescent), crossing the existing lines of Tramways in said Euclid Crescent to a point thereon 32 yards or thereabout from the said point of commencement, where said Tramways will respectively terminate (Tramway No. 1D there forming a junction with the proposed Tramway No. 2, hereinafter described, and Tramway No. 1E there forming a junction with the proposed Tramway No. 2A, also hereinafter described), which Tramways No. 1D and No. 1E will be wholly situate within the Royal Burgh of Dundee, and the Parish of Dundee, in the County of Forfar.

(JUNCTION BRANCH IN MEADOWSIDE.)

(1F and 1G.) A Tramway No. 1F and a Tramway No. 1G, commencing respectively by a junction with the proposed Tramways No. 1B and No. 1C in Meadowside, at a point 19 yards or

thereabouts west from the north-west corner of Reform Street (Tramway No. 1F there forming a junction with the proposed Tramway No. 1B, and Tramway No. 1G there forming a junction with the proposed Tramway No. 1C), and passing thence along said Meadowside in an easterly direction, crossing the existing lines of Tramways in said Meadowside to a point thereon 41 yards or thereabouts from the said point of commencement where said Tramways will respectively terminate—Tramway No. 1F there forming a junction with proposed Tramway No. 2D hereinafter described, and Tramway No. 1G there forming a junction with proposed Tramway No. 2E, also hereinafter described,—the said Meadowside at said point of termination being also sometimes called Albert Square and sometimes called Meadowside Road; which Tramways No. 1F and No. 1G will be wholly situate within the Royal Burgh of Dundee, and the Parish of Dundee, in the County of Forfar.

(POST OFFICE TO STOBSEWELL.)

(2 and 2A.) A Tramway No. 2 and a Tramway No. 2A, commencing respectively at a point in Reform Street at the junction of Meadowside therewith, by a junction with the existing Tramways in said Reform Street (Tramway No. 2 there forming a junction with the westmost line of said existing Tramways, and Tramway No. 2A there forming a junction with the eastmost line of said existing Tramways), and passing thence respectively across said Meadowside into and along the Street or Roadway in front of the Dundee Post Office, and between it and the Albert Institute (commonly called Euclid Crescent), thence along Euclid Crescent in an easterly and northerly direction to and along East Bell Street, and thence to and along Victoria Road (which is taken to include Ladywell Place and the Roadway at the foot of the Hilltown) to where Dens Road joins said Victoria Road, and thence along Dens Road to Dura Street, and thence along Dura Street to a point thereon twelve yards or thereabout south-west from the south-west corner of Mains Loan of Dundee as regards Tramway No. 2, and to a point thereon twenty-eight yards or thereabout west from the said south-west corner of Mains Loan of Dundee as regards said Tramway No. 2A, at which points respectively the said Tramways will respectively terminate; which proposed Tramways No. 2 and No. 2A will be wholly situate within the Royal Burgh of Dundee, and the Parish of Dundee, in the County of Forfar.

(BRANCH TO BAXTER PARK.)

(2B and 2C.) A Tramway No. 2B and a Tramway No. 2C, commencing respectively by a junction with said Tramways No. 2 and No. 2A at a point in Victoria Road 25 yards or thereabout east from the south-east corner of Lamb's Lane, Dundee (Tramway No. 2B there forming a junction with Tramway No. 2, and Tramway No. 2C there forming a junction with Tramway No. 2A), and passing thence respectively along said Victoria Road on a curve north-eastward to and along Victoria Bridge, and thence along Victoria Street (which is taken to include the intersection of Brown Constable Street by said Street) to the Turnpike Road from Dundee to Forfar, and thence across the said Road to the Turnpike Road from Dundee to the Bridges over the South Esk at Montrose and to Ferryden (commonly called the Arbroath Road), and along said last-mentioned Road to a point thereon sixteen

yards or thereabout south-east from the eastmost gate pillar of the south-west entrance of the Baxter Park as regards said Tramway No. 2B, and to a point thereon 16 yards or thereabout westward from said point of said termination as regards said Tramway No. 2C, at which points respectively the said Tramways will respectively terminate; which Tramways No. 2B and No. 2C will be wholly situate within the Royal Burgh of Dundee, and the Parish of Dundee, in the County of Forfar.

(BRANCH—REFORM STREET TO VICTORIA ROAD.)

(2D and 2E.) A Tramway No. 2D and a Tramway No. 2E, commencing respectively by a junction with the existing Tramways in Reform Street, Dundee, at a point 8 yards or thereabouts south of the junction of said Reform Street with Meadowside (Tramway No. 2D there forming a junction with the western line of the existing Tramways, and Tramway No. 2E there forming a junction with the eastern line of the existing Tramways), and passing respectively on a curve eastwards along said Reform Street into Meadowside, thence along said Meadowside in an easterly and northerly direction (crossing the line of Panmure Street) to and along East Bell Street to its junction with Victoria Road, thence on a curve northwards along said Victoria Road, to a point on said Road 8 yards or thereabouts northwards from the junction of said East Bell Street therewith, where the said Tramways will respectively terminate—Tramway No. 2D there forming a junction with proposed Tramway No. 2, and Tramway No. 2E there forming a junction with proposed Tramway No. 2A,—the said Meadowside in the course or in part of the course of the Tramways now described being also sometimes called Albert Square and sometimes called Meadowside Road; which Tramways No. 2D and No. 2E will be wholly situate within the Royal Burgh of Dundee, and Parish of Dundee, in the County of Forfar.

(WEST PARK ROAD TO DALHOUSIE TERRACE.)

(3 and 3A.) A Tramway No. 3 and a Tramway No. 3A, the said Tramway No. 3 commencing in the Street or Road commonly called the Perth Road (which Perth Road is part of the Turnpike Road leading from Dundee towards Perth), at a point 13 yards or thereabout south-west of the south-west corner of West Park Road of Dundee, and the Tramway No. 3A commencing in the said Street or Road 16 yards eastward from the point of commencement of Tramway No. 3 by a junction therewith, and passing respectively along said Perth Road (which is taken to include Clarendon Terrace, Blackness Terrace, Windsor Terrace, and Dalhousie Terrace) to a point therein, as regards Tramway No. 3, opposite Windsor Terrace, 19 yards or thereabout north-west of the north-west corner of the westmost house of Dalhousie Terrace, where Tramway No. 3 will terminate and form a junction with the northern line of the existing Tramways in the said Perth Road, and to a point in said Road, as regards Tramway No. 3A, opposite Dalhousie Terrace, 26 yards or thereabout east of the said north-west corner of the westmost house in said Dalhousie Terrace, where Tramway No. 3A will terminate and form a junction with the southern line of the existing Tramways in the said Perth Road; which Tramways No. 3 and No. 3A will be wholly situate within the Royal Burgh of Dundee, and the United Parishes of

Liff, Logie, Benvie, and Invergowrie, and County of Forfar.

(HIGH STREET TO CATTLE MARKET.)

(4 and 4A.) A Tramway No. 4 and a Tramway No. 4A, commencing in the High Street of Dundee by a junction with the existing Tramways in said High Street, at a point 20 yards or thereabout west from the north-west corner of the Town House of Dundee, Tramway No. 4 there forming a junction with the north-western line of said existing Tramways, and Tramway No. 4A there forming a junction with the south-eastern line of said existing Tramways, and passing thence respectively north-eastward along said High Street into and along Seagate to Commercial Street, and thence along Commercial Street to and on a curve eastward into Dock Street, and thence in and along Dock Street and East Dock Street to a point on East Dock Street 22 yards or thereabout east from the south-west corner of the buildings abutting on said East Dock Street, forming part of the Cattle Markets and Slaughter-Houses of Dundee, as regards Tramway No. 4, said Tramway No. 4 there forming a junction with Tramway No. 4A, and to a point 38 yards or thereabout east from said south-west corner of said buildings as regards said Tramway No. 4A, at which points respectively the said respective Tramways will terminate; which Tramways No. 4 and No. 4A will be wholly situate within the Royal Burgh of Dundee, and the Parish of Dundee, and County of Forfar.

(JUNCTION BRANCH ON HIGH STREET.)

(4B and 4C.) A Tramway No. 4B and a Tramway No. 4C, commencing respectively by a junction with the existing Tramways in Reform Street at a point 11 yards or thereabout north-west from the junction thereof with the High Street of Dundee (Tramway No. 4B there forming a junction with the eastern line of said existing Tramways, and Tramway No. 4C there forming a junction with the western line of said existing Tramways), and passing thence respectively along said Reform Street to the said High Street, and thence curving eastwards along said High Street to a point therein opposite to the north corner of the Town House of Dundee, where said Tramways will terminate (Tramway No. 4B there forming a junction with said proposed Tramway No. 4, and Tramway No. 4C there forming a junction with said proposed Tramway No. 4A); which Tramways No. 4B and No. 4C will be wholly situate within the Royal Burgh of Dundee, and the Parish of Dundee, in the County of Forfar.

(LOOP IN NETHERGATE AND HIGH STREET.)

(5 and 5A.) A Tramway No. 5, commencing in the Nethergate of Dundee, at a point therein 50 yards or thereabout west from the north-west corner of Crichton Street, by a junction with the north-western line of the existing Tramways in said Nethergate, and passing thence in a north-easterly direction along said Nethergate into and along the High Street of Dundee for a distance of 45 yards or thereabouts from the said commencement of said Tramway, there forming a junction with the proposed Tramway No. 5A hereinafter described, and a Tramway No. 5A commencing in the High Street of Dundee at the hereinbefore described point of junction with said Tramway No. 5, said respective Tramways thence passing along said High Street in a north-easterly

direction to a point in said High Street 20 yards or thereabout west from the west corner of the Town House of Dundee, where the respective Tramways now described will terminate—Tramway No. 5 there forming a junction with the north-westerly line of the existing Tramways in said High Street, and Tramway No. 5A there forming a junction with the south-easterly line of the existing Tramways in said High Street; which Tramways No. 5 and No. 5A will be wholly situate within the Royal Burgh of Dundee, and the Parish of Dundee, in the County of Forfar.

At the following points as regards the Tramways aftermentioned, it is proposed to lay the Tramways so that for a distance of thirty feet or upwards, a less space than nine feet six inches shall intervene between the outside of the foot-paths on the sides of the roads and streets hereinafter mentioned and the nearest rail of the Tramway, that is to say:

(LOCHEE TO NETHERGATE.)

Tramway No. 1 and Tramway No. 1A.

HIGH STREET, LOCHEE.—On the north-easterly side thereof as regards Tramway No. 1 from a point 21 yards or thereabouts southward from the commencement of said Tramway, as hereinbefore described, to the termination of the said street, and on the south-westerly side thereof, as regards Tramway No. 1A from Bank Street, Lochee, to the termination of the said High Street.

LOGIE STREET.—As regards Tramway No. 1 on the north-easterly side thereof, and as regards Tramway No. 1A on the south-westerly side thereof, (1) from the junction of High Street, Lochee, with said Logie Street, for a distance of 125 yards or thereabouts in a south-easterly direction along said Logie Street; (2) from a point in the centre of Logie Street eight yards or thereabouts north-east from the north-east corner of Ancrum Road for 42 yards or thereabouts along said Logie Street in a south-easterly direction; and (3) from a point in the centre of Logie Street twenty-five yards or thereabouts in a westerly direction from the south-east corner of Coupur Street to a point in the centre of Logie Street nine yards or thereabouts south-east from the south-west corner of Ryehill Cottage Garden, Logie Street.

LOCHEE ROAD.—As regards Tramway No. 1 on the easterly side thereof, and as regards Tramway No. 1A on the westerly side thereof, (1) from a point in the centre of said Road opposite or nearly opposite the south-east corner of Logie Burying Ground, to a point in the centre of Lochee Road opposite the south-west corner of the Barrack Park; (2) from a point in the centre of Lochee Road opposite the junction of Hop Street with Lochee Road, to the junction of Guthrie Street and Ward Road with the Lochee Road.

NORTH TAY STREET.—As regards Tramway No. 1, on the east side thereof, and as regards Tramway No. 1A, on the west side thereof, for the whole length of said North Tay Street.

SOUTH TAY STREET.—As regards Tramway No. 1, on the north-east side thereof, and as regards Tramway No. 1A, on the south-west side thereof, for the whole length of said South Tay Street.

NETHERGATE.—As regards Tramway No. 1, on the northerly side, from the junction of the Nethergate with South Tay Street to the junction of said Tramway with the existing northern line

of Tramways in said Nethergate hereinbefore described; and as regards Tramway No. 1A, on the south-east side of said Nethergate, for five yards or thereabout from the junction of said Tramway with the existing southern line of Tramways in said Nethergate hereinbefore described.

(WARD ROAD BRANCH.)

Tramway No. 1B and Tramway No. 1C.

LOCHEE ROAD AND WARD ROAD.—As regards Tramway No. 1B, on the north-easterly side thereof, for 11 yards or thereabout from the junction of said Tramway with Tramway No. 1 as hereinbefore described; and as regards Tramway No. 1C, for five yards or thereabout on the westerly side of Lochee Road from the junction of said Tramway with Tramway No. 1A as hereinbefore described.

MEADOWSIDE.—As regards Tramway No. 1B, on the northerly side, and as regards Tramway No. 1C, on the southerly side, from a point in the centre of Meadowside twenty-four yards or thereabouts eastward from the south-west corner of Thomas Cuthbert & Son's Coach Manufactory, for a distance of 99 yards or thereabouts, in an easterly direction as regards Tramway No. 1B, and for a distance of 116 yards or thereabouts in an easterly direction as regards Tramway No. 1C.

(JUNCTION BRANCH AT POST OFFICE.)

Tramway No. 1D and Tramway No. 1E.

MEADOWSIDE.—As regards Tramway No. 1D, on the northerly side thereof, for a distance of 13 yards or thereabout from the junction of said Tramway with Tramway No. 1B hereinbefore described; and as regards Tramway No. 1E, on the southerly side thereof, for a distance of four yards or thereabout from the junction of said Tramway with Tramway No. 1C hereinbefore described.

(JUNCTION BRANCH IN MEADOWSIDE.)

Tramway No. 1F and Tramway No. 1G.

MEADOWSIDE.—As regards Tramway No. 1F, on the northerly side thereof, for a distance of eight yards or thereabout from the junction of said Tramway with Tramway No. 1B hereinbefore described; and as regards Tramway No. 1G, on the southerly side thereof, for a distance of 15 yards or thereabout from the junction of said Tramway with Tramway No. 1C hereinbefore described.

(POST OFFICE TO STOBSWELL.)

Tramway No. 2 and Tramway No. 2A.

EUCLID CRESCENT.—As regards Tramway No. 2, on the north-west and westerly sides, and as regards Tramway No. 2A, on the south-east and easterly sides, from a point in the centre of Euclid Crescent 36 yards or thereabouts north-east from the north-east corner of the Dundee Post Office to the termination of the said Crescent in an easterly and northerly direction.

EAST BELL STREET.—As regards Tramway No. 2, on the northerly side, and as regards Tramway No. 2A, on the southerly side, from the north-east corner of the wall bounding the High School grounds for a distance of 51 yards or thereabouts in a north-easterly direction.

VICTORIA ROAD.—(1) As regards Tramway No. 2, on the westerly side, and as regards Tramway No. 2A, on the easterly side, from the junction of Victoria Road with East Bell Street

in a northerly direction for a distance of 23 yards or thereabouts; and (2) as regards Tramway No. 2, on the north-westerly side, and as regards Tramway No. 2A, on the south-easterly side, from a point in the centre of Victoria Road nine yards or thereabouts west from the north-west corner of the Road or Street called or known as Dens Brae to the termination of Victoria Road in a north-easterly direction.

DENS ROAD.—As regards Tramway No. 2, on the west side, and as regards Tramway No. 2A, on the east side, for the whole length of said Road traversed by the proposed Tramways.

DURA STREET.—As regards Tramway No. 2, on the north-westerly side, and as regards Tramway No. 2A, on the south-easterly side, for the whole length of said Street traversed by the proposed Tramways.

(BRANCH TO BAXTER PARK.)

Tramway No. 2B and Tramway No. 2C.

VICTORIA ROAD.—As regards Tramway No. 2C, on the south-east side, for the whole length of said Road traversed by the proposed Tramway.

VICTORIA BRIDGE.—As regards Tramway No. 2B, on the northerly side, and as regards Tramway No. 2C, on the southerly side, for the whole length of the Bridge.

VICTORIA STREET.—As regards Tramway No. 2B, on the northerly side, and as regards Tramway No. 2C, on the southerly side, for the whole length of said Street.

TURNPIKE ROAD from Dundee to the Bridges over the South Esk at Montrose and to Ferryden (commonly called the Arbroath Road).—As regards Tramway No. 2B, on the northerly side, and as regards Tramway No. 2C, on the southerly side, from the commencement of said Road at its junction with the Turnpike Road from Dundee to Forfar and with Victoria Street to the respective terminations of the said Tramways, as hereinbefore described, except 14 yards as regards Tramway No. 2C from the said termination thereof, and farther as regards Tramway No. 2C, on the northerly side, for a distance of 16 yards or thereabouts from its said termination.

(BRANCH—REFORM STREET TO VICTORIA ROAD.)

Tramway No. 2D and Tramway No. 2E.

MEADOWSIDE (otherwise sometimes called Albert Square and sometimes called Meadowside Road).—As regards Tramway No. 2D, on the northern side, and as regards Tramway No. 2E, on the southern side, from a point opposite, or nearly opposite the north-west corner of the National Bank, Dundee, to a point opposite, or nearly opposite the entrance door of the Eastern Club, Dundee.

VICTORIA ROAD.—As regards Tramway No. 2D, on the westerly side thereof, and as regards Tramway No. 2E, on the easterly side thereof, from the junction of Victoria Road with East Bell Street to the junction of said Tramways respectively with Tramway No. 2 and Tramway No. 2A hereinbefore described.

(WEST PARK ROAD TO DALHOUSIE TERRACE.)

Tramway No. 3 and Tramway No. 3A.

PERTH ROAD.—As regards Tramway No. 3, on the north side for the whole length of the said Tramway as hereinbefore described, except from a point near the centre of said Perth Road opposite to the street running northwards from the said Perth Road, along the east side of East Rockfield to a point near the centre of the said

Perth Road opposite to Hyndford Street; and as regards Tramway No. 3A, on the south side for the whole length thereof, except 14 yards or thereabouts from its commencement as herein-before described, and farther as regards Tramway No. 3A on the north side for a distance of 17 yards or thereabouts from its said commencement.

(HIGH STREET TO CATTLE MARKET.)

Tramway No. 4 and Tramway No. 4A.

HIGH STREET, DUNDEE.—As regards Tramway No. 4A, on the south-east side for a distance of 12 yards or thereabouts westwards from the junction of Castle Street with High Street.

SEAGATE.—As regards Tramway No. 4, on the north-west side, and as regards Tramway No. 4A, on the south-east side, from the junction of Seagate with High Street and Castle Street to a point opposite the main entrance to St. Paul's Episcopal Church.

COMMERCIAL STREET.—As regards Tramway No. 4, on the north-east side from a point opposite the north corner of Exchange Street at its junction with Commercial Street, and as regards Tramway No. 4A, on the south-west side from a point opposite the north-east corner of Exchange Street at its junction with Commercial Street, to the junction of Dock Street with Commercial Street, as regards both Tramways.

To authorise the Commissioners to enter upon, break up, and open the surface of, and to alter and stop up, remove, and otherwise interfere with temporarily or permanently, Streets, Turnpike Roads, Statute Labour Roads, Highways, Public Roads, Bridges, Ways, Footpaths, Rivers, Canals, Watercourses, Sewers, Drains, Pavements, Thoroughfares, Water Pipes, Gas Pipes, and Electric Telegraph Pipes, Tubes, Wires, Tunnels, and Apparatus, within all or any of the parishes and places mentioned in this Notice, for the purpose of constructing, laying down, maintaining, repairing, removing, renewing, altering, or reinstating the proposed Tramways, or of substituting others in their places, or for the other purposes of the Bill.

To authorise and enable the Commissioners, notwithstanding anything in the intended Bill contained, to lay only One Tramway consisting of Two Rails along or across any Road or Street, or part of a Road or Street, where the Local Authority shall require only one Tramway to be laid down, and that in such manner or otherwise as the said Bill may define or Parliament prescribe.

To enable the Commissioners in the construction of any of the Works for which power will be sought by the Bill, to deviate laterally and vertically to any extent prescribed by the Bill.

To enable the Commissioners for all or any of the purposes of their undertaking, to purchase or acquire by compulsion or agreement Lands, Houses, and other property, or to take easements over or on lands, houses, and other property, and to erect and hold offices, buildings, and other conveniences on any such Lands, and also and specially to enable the Commissioners for all or any of the purposes of the intended Bill to purchase or otherwise acquire by compulsion or by agreement all and whole the portion of Lands or property (hereinafter called Lands specially mentioned) situated, lying, and being within the united Parishes of Liff, Logie, Benvie, and Invergowrie, the Royal Burgh of Dundee, and County of Forfar, bounded by a line commencing at a point on the north side of the Road from Dundee towards Perth (com-

monly called the Perth Road) at the south-east corner of Hyndford Street at its junction with said Perth Road, and extending east along the south side of the wall bounding the north side of said Perth Road, to a point therein 6 feet 3 inches or thereabout west from the face of the west wall of the Blackness Toll-House; thence north along the east side of the wall immediately to the west of said Blackness Toll-House to a point 19 feet or thereabout from the last-mentioned point; thence west in a straight line to a point in Hyndford Street on the west side of the wall bounding the east side of said Hyndford Street 18 and a half feet or thereabout north of the point of commencement, and thence south along the said side of said last-mentioned wall to the point of commencement.

To provide for the maintenance and repair of the whole or some portion or portions of the respective Streets, Roads, and places upon or along which any of the proposed Tramways, Rails, Plates, or Sleepers may be laid; and also to provide for and regulate the use or disposition of any paving, metalling, or road materials extracted or removed during the construction of any of the proposed Works, and for the ownership and disposal of any surplus paving, metalling, or materials.

To empower the Commissioners from time to time to make such Crossings, Passing Places, Turnouts, Sidings, Junctions, Curves, and other Works in addition to those particularly specified in this Notice as may be necessary or convenient for the efficient working of the proposed Tramways or any of them, or for facilitating the traffic of the streets in which the same are laid, or for providing access to any Stables, or Carriage Sheds, or Works of the Commissioners, or of any Lessees of the Commissioners.

To enable the Commissioners, when, by reason of the execution or repair of any work in or affecting the surface or soil of any Street, Road, or Thoroughfare in which any Tramway shall be laid, it is necessary or expedient to remove or discontinue the use of any such Tramway, or any part thereof, to make and lay down in the same or any adjacent Street, Road, or Thoroughfare, in any parish, burgh, or place mentioned in this Notice, and to maintain, so long as occasion may require, a temporary Tramway or temporary Tramways in lieu of the Tramway or part of a Tramway so removed or discontinued to be used, or intended so to be. And, further, to enable the Commissioners to alter from time to time the lines and levels of the proposed Tramways, as may be expedient, in consequence of the alteration or improvement of any of the streets within the burgh, or the execution of the new and improved Streets authorised by 'The Dundee Police and Improvement Act, 1871.'

To enable and authorise animal, steam, or other power to be used on the said proposed Tramways, or some or any of them, or some or any parts thereof, and also on the Tramways constructed by the Commissioners under the powers of 'The Dundee Tramways Act, 1872,' or some parts thereof, for propelling or conveying Carriages, Passengers, Minerals, Animals, Goods, and Articles thereon.

To reserve to the Commissioners and their Lessees the exclusive right of using on any Tramways to be constructed under the powers of the intended Bill, or already constructed under the powers of the said 'The Dundee Tramways Act,

1872,' Carriages drawn or propelled by animal, steam, or other power, or having wheels adapted to run on or in an edged, grooved, or other Rail on any such Tramways.

To prohibit, except by agreement with the Commissioners, or upon terms to be prescribed by the Bill, the use of the proposed Tramways, or of the existing Tramways belonging to the Commissioners, by persons or Corporations other than the Commissioners, with carriages with wheels adapted to run on or in an edged, grooved, or other rail; and to authorise and give effect to agreements between the Commissioners and any other persons or Corporations for the use of the said Tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.

To exempt the Commissioners and their Lessees, and all Carriages, Horses, and Servants using the Tramways, from payments, wholly or in part, of any Tolls now leviable upon, or in respect of, the use of or passage along or upon any of the Streets or Roads mentioned in this Notice, and to vary the Tolls now authorised to be taken on the said Streets or Roads, and to authorise and enable the Commissioners and the Trustees on any Turnpike Road, or other party or parties interested, to enter into and carry into effect agreements or arrangements for compounding any Tolls or any Assessments towards the maintenance of Streets or Roads for a fixed or other amount, or other payment or consideration.

To authorise the Commissioners and their Lessees to levy Tolls, Rates, and Charges for the use of the proposed Tramways by Carriages passing along the same, and to enable to be levied Tolls, Rates, and Charges for the conveyance of Passengers, Goods, Minerals, Animals, Merchandise, and other traffic upon the same, and to confer exemptions from Tolls, Rates, or Charges.

To make provision for regulating the passage of traffic along Streets, Roads, or other places in which the proposed Tramways will be laid or any part or parts thereof, and along, over, and across such Tramways, and for preventing obstructions to all or any such traffic, and to enable the Commissioners and their Lessees, or either of them, to make Bye-Laws, Rules, and Regulations with reference to all or any of the matters aforesaid, and to attach penalties to the breach or non-observance of such Bye-Laws, Rules, and Regulations, or of any of the provisions of the Bill.

To authorise the Commissioners from time to time to grant, and The Dundee and District Tramway Company (Limited), or any other Person, Company, or Body to accept, a Lease or Leases of the whole or any part of the proposed Tramways, or the right of user of the same, and the right of levying Tolls, Rates, and Charges, for such period or periods, and in consideration of such rent or rents, and generally upon such terms and conditions as have been or may be agreed on between the Commissioners and the said Company (Limited), or any other Person, Company, or Body, or as the Bill may define or Parliament prescribe.

To sanction, confirm, and give effect to any Contracts, Leases, or Agreements made, or to be hereafter made, for any of the objects in this Notice mentioned, or in relation to any of the purposes of 'The Dundee Tramways Act, 1872.'

And it is also proposed by the said Bill to effect and enable the said Commissioners to

effect all or any of the following objects and purposes:—

To transfer to and vest in the Commissioners for such consideration and on such terms and conditions as have been or may be agreed upon, or as may be fixed by or under the provisions of the Bill, all the Turnpike Roads (including in such name all Toll-Houses with their Gardens and pertinents, and all Toll-Bars, and Check-Bars) within the Burgh of Dundee, or to provide for the transference to and vesting in the Commissioners of the said Turnpike Roads on such terms and conditions as the Bill may prescribe or provide for.

To authorise the Commissioners to purchase, acquire, and take by agreement with the Trustees on the said several Turnpike Roads, and with all Creditors on the said Roads, and with all Road Authorities or other persons interested in the said Roads, or with any of the said several parties, or to purchase, acquire, and take compulsorily, and to enable and compel all or any of the said parties to sell or convey to the Commissioners, for such price or consideration, or on such terms as may be agreed on, or as may be settled by arbitration, or otherwise fixed or provided in, by, or under the said Bill, the said Turnpike Roads; and in any event to abolish Toll-Bars, and to repeal and rescind all powers, rights, and authorities of the Trustees of any such roads, or their lessees, tenants, or servants to exact Tolls upon the same within the Burgh of Dundee; which Turnpike Roads are as follows, viz:—

1. That portion of the Turnpike Road from Dundee to Forfar, situated and being within the Burgh and Parish of Dundee, and County of Forfar, extending between the commencement of the said Road, in the Burgh of Dundee, and the Boundary of the Burgh of Dundee, where the said Road intersects Clepington Road, Dundee.

2. That portion of the Turnpike Road from Dundee to the Confines of the County of Forfar at Coupar Angus, situated and being within the Parish of Dundee and the United Parishes of Liff, Logie, Benvie, and Invergowrie, and Burgh of Dundee, all in the County of Forfar, extending between the commencement of the said Road, in the Burgh of Dundee, and the Boundary of the Burgh of Dundee, intersecting said Road opposite, or nearly opposite, Dryburgh Farm Steading, Dundee.

3. That portion of the Turnpike Road from Dundee to the Bridges over the South Esk at Montrose and to Ferryden (commonly called the Arbroath Road), situated and being within the Burgh and Parish of Dundee and County of Forfar, extending between the commencement of the said Road, in the Burgh of Dundee, and the Boundary of the Burgh of Dundee, intersecting said Road opposite, or near to, the Eastern Necropolis of Dundee.

4. That portion of the Turnpike Road from Dundee towards Perth to the borders of the County of Forfar, situated and being within the Parish of Dundee, and the United Parishes of Liff, Logie, Benvie, and Invergowrie, and Burgh of Dundee, all in the County of Forfar, extending between the commencement of said Road, in the Burgh of Dundee, and the Boundary of the Burgh of Dundee, intersecting the said Road opposite Hazel Hall, Dundee.

5. That portion of the Turnpike Road from Dundee to Baldovie, commonly called the Pitkerro Road, situated and being within the Burgh and

Parish of Dundee and County of Forfar, extending between the commencement of the said Road, in the Burgh of Dundee, and the Boundary of the Burgh of Dundee, meeting or intersecting the said Road at Stobsmuir Toll-Bar, Dundee.

6. That portion of the Turnpike Road from the Hill of Dundee to Strathmartine and Sidlaw Hill, situated and being within the Burgh and Parish of Dundee and County of Forfar, extending between the commencement of the said Road, in the Burgh of Dundee, and the Clepington Road, Dundee, intersecting said Road, and forming the Boundary of the Burgh of Dundee.

To provide for ascertaining the value of, and to provide for payment of such value, and to cancel, annul, or extinguish all or any Mortgages, Assignments, Securities, or Debts so far as affecting the said Turnpike Roads within the Burgh of Dundee, and to vary or extinguish all existing rights and privileges in or connected with the said Roads, and all other rights and privileges which might in any manner interfere with or prevent the execution of the objects of the said Bill, and to confer all powers, rights, and privileges necessary or expedient for effecting those objects, or in relation thereto.

To authorise the Commissioners to exercise all the powers and rights, and enforce all the liabilities and obligations, with respect to the alteration, reconstruction, widening, improvement, repair, maintenance, and management of the said Roads to be transferred, which are now competent to the Trustees of the said Roads respectively; and also all the powers, rights, and obligations which are conferred on, or may be exercised or enforced by, the Commissioners, with respect to the ordinary roads or streets of the Burgh of Dundee.

To authorise the Commissioners from time to time or yearly or otherwise as the Bill shall provide to impose and levy an assessment or rate on owners and occupiers of all Lands and Heritages within the Burgh, or partly on owners and partly on occupiers, or on owners or on occupiers, for the liquidation and payment of the price or consideration or other monies paid, or expenditure incurred, or liabilities undertaken, for or connected with the transference and acquisition of said Turnpike Roads, and the extinction and discharge of the debts thereon, and for the improvement of the said Roads and also for the maintenance and repair of such Roads, or for some or any of the said purposes; and to make provisions for the recovery of said assessment or rate, and for exemptions from payment of the same, and the application thereof.

And it is likewise proposed by the said Bill to confer the following powers, and to effect, or enable the Commissioners to effect, all or any of the following objects and purposes:—

To authorise the Commissioners to Borrow Money for the purposes of the intended Bill, and of 'The Dundee Tramways Act, 1872,' and of the several Statutes under which the Commissioners now act, or some or any of them, on the credit and security of the Rates and Assessments, or some of them, authorised to be levied by the Commissioners in virtue of the Statutes under which the Commissioners now act (including the said specified Statute), or some or any of them, or which they may be authorised to levy under the said Bill, or upon the credit and security of Tolls and Charges leviable, or property and assets belonging to the Commissioners, or upon the

whole or one or more of said securities; and to levy said several Rates and Assessments for the purposes aforesaid, and for the repayment of the money to be borrowed and payment of the interest thereon, as well as for the repayment of all money already borrowed and to be borrowed by the Commissioners, and for payment of the interest thereon; to fix and define the amount of borrowed money and the expenditure met and to be met by borrowed money on the credit and security of Rates and Assessments respectively, or on or against or in respect of property or other assets belonging to the Commissioners; to provide for the gradual liquidation of money borrowed on or against or in respect of property or other assets; to remove any legal disability affecting any persons lending money to or entering into contracts with the Commissioners; and to vary, extend, alter, or enlarge the existing powers and obligations of the Commissioners and the provisions of the said Statutes including as aforesaid, or any of them, with respect to Rates and Assessments, Tolls, and Charges, borrowing of money and borrowed money, and with respect to sinking funds, and the time, mode, and manner of repaying money borrowed, or to be borrowed; and also with respect to the levying and recovering of Rates and Assessments; and to alter, enlarge, and make other provisions with respect to Rates and Assessments and borrowed money, and with respect to the borrowing of money and the repayment of the same.

To apportion and divide or to empower the Commissioners to apportion and divide borrowed money, or expenditure incurred or to be incurred, for purposes common to two or more objects or purposes, between or among such objects and purposes, and to make other provisions thereanent, and as to the keeping and balancing of separate accounts applicable to separate objects or purposes.

To enable the Commissioners on the one hand, and any Person or Persons, Company, Corporation, Trustees, Authority, or Body interested in or affected by any of the objects of the Bill, on the other hand, to enter into and carry into effect agreements for or in relation to such objects; and to confirm with or without variation, all or any agreements which may have been, or, during the progress of the Bill, may be entered into, touching the matters aforesaid.

To make further and additional provisions for recovery of the expenses of laying footways on, and of paving, flagging, and channelling of, or otherwise making good, streets, roads, courts, common passages, and other places within the Burgh, and to charge any such expenses incurred by the Commissioners on default of the owners upon and to declare the same to be a real debt and burden on the lands or other property of such owners.

To confer further and additional powers on the Commissioners with regard to the levelling of streets, roads, courts, common passages, and other places within the Burgh, and the laying out of the same.

To authorise the Commissioners to use, apply, and appropriate to any of the purposes of the intended Bill any lands, houses, and property already vested in or belonging to them, or which may become vested in or be purchased by them; and to authorise the sale of all surplus lands and heritages already vested or which may become vested in the Commissioners.

To incorporate, with or without modification,

amendment, alteration, or addition, all or some of the provisions of 'The Lands Clauses Consolidation (Scotland) Act, 1845,' and 'The Lands Clauses Consolidation Acts Amendment Act, 1860,' and 'The Tramways Act, 1870,' and to modify certain of the provisions of the said Acts with respect to claims for compensation; and to the effect of excluding the settlement of claims of disputed compensation by a Jury and applications to the Lord Ordinary to appoint an oversman for the settlement of such claims in arbitrations, and to the effect of providing a speedier and less costly mode of dealing with and settling claims of compensation, and to provide other modes of settling claims of compensation, and to make provision for preventing frivolous claims, and otherwise.

To incorporate, either at length or by reference, and with such variations, modifications, or additions as may be thought expedient, the whole or some parts or portions of 'The General Police and Improvement (Scotland) Act, 1862,' and particularly the following clauses thereof, or some of them, or some parts or portions of the same, viz.:—115, 116, 118, 120, 214, 238, 251, 258, 270, 274, 322, 326, 331, 336, 337, 340, 393, 405, 410, 415, 417, 423, and to sanction and confirm, with or without amendments, and with or without modifications, alterations, or additions, the adoption of all clauses and provisions of the said Act hitherto adopted in the Burgh, and to make additional and other provisions for laying out new Streets and for the regulation of traffic on Streets within the Burgh, and with regard to new Buildings within the Burgh and Plans thereof, and the Police of the Burgh generally.

To vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with, the objects or purposes of the Bill, and to confer other rights and privileges.

To vary, amend, alter, or repeal the said 'The Dundee Tramways Act, 1872,' and 'The Dundee Police and Improvement Act, 1871,' and also the local and personal Acts following, or some or one of them, or some parts or portions thereof, that is to say, viz., Acts relating to the Turnpike and other Roads therein described in the County of Forfar, viz.:—29 Geo. III., cap. 20; 50 Geo. III., cap. 120; 34 Geo. III., cap. 100; 7 Geo. IV., cap. 128; and 1 and 2 Will. IV., cap. 61; and 'The Forfarshire Roads Act, 1874,' Acts relating to the Burgh of Dundee and the Roads and Streets therein, viz.:—51 Geo. III., cap. 15; 6 Geo. IV., cap. 183; 7 Will. IV., cap. 59; 30 and 31 Vict., cap. 79; and 28 Vict., cap. 60; and the Public Acts 13 and 14 Vict., cap. 33; 19 and 20 Vict., cap. 103; 8 and 9 Vict., cap. 41; 1 and 2 Will. IV., cap. 43; 25 and 26 Vict., cap. 101; 30 and 31 Vict., cap. 101; and 34 and 35 Vict., cap. 38; and likewise the Acts local and personal, 31 Vict., cap. 12; 32 and 33 Vict., cap. 158; and 33 Vict., cap. 14; and also 'The Dundee Gas Act, 1868,' 'The Dundee Gas Amendment Act, 1872,' and 'The Dundee Gas (Additional Powers) Act, 1877,' 'The Dundee Water Act, 1869,' 'The Dundee Water Extension Act, 1871,' 'The Dundee Water Amendment Act, 1872,' and 'The Dundee Water (Additional Powers) Act, 1874,' and any other Act or Acts relating to the Burgh of Dundee or the County of Forfar.

AND NOTICE IS HEREBY FURTHER GIVEN, that Duplicate Plans and Sections, show-

ing the lines, situations, and levels of the proposed Street Tramways, and describing the said Works, and all Lands, Houses, and other Property which will or may be taken, used, or acquired therefor, and also the said Lands specially mentioned, with a Book of Reference to such Plans, containing the names of the Owners or reputed Owners, Lessees, or reputed Lessees, and occupiers of such Lands, Houses, and other Property, and Lands specially mentioned, and a copy of this Notice, as published in the Edinburgh Gazette, will be deposited, on or before the 30th day of November instant, for public inspection, in the Offices at Dundee and Forfar respectively of the Principal Sheriff Clerk of the County of Forfar, and with the Session Clerks respectively of the said United Parishes of Liff, Logie, Benzie, and Invergowrie, and of the said Parish of Dundee, at their residences respectively, and with the Town Clerk of the Royal Burgh of Dundee at his Office in Dundee.

AND NOTICE IS HEREBY FURTHER GIVEN, that Printed Copies of the intended Bill will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this Fourteenth Day of November 1877.

PATTULLO & THORNTON, Dundee,
Solicitors for the Bill.

WILLIAM ROBERTSON,
45 Parliament Street, Westminster,
Parliamentary Agent.

In Parliament—Session 1878.]

RHINS OF GALLOWAY RAILWAY.

(Incorporation of Company; Construction of Railway from Stranraer to New England Bay, and Branch at Stranraer, in the County of Wigton; Working and other Arrangements with the Caledonian, Glasgow and South-Western, Portpatrick, and Girvan and Portpatrick Junction Railway Companies; Traffic Facilities; Tolls, Rates, and Charges, and Alteration thereof; Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill for effecting the following objects and purposes, or some of them, that is to say:—

To incorporate a Company (hereinafter called 'the Company') with powers to make and maintain the Railways hereinafter described, or part thereof, and all proper stations, sidings, junctions, bridges, approaches, roads of access, and other works and conveniences connected therewith (that is to say):—First—A Railway commencing at a point on the south side of the south fence of the Portpatrick Railway, two hundred and fifty yards or thereabouts south-eastward from the door of the Booking Office at the Portpatrick Railway Station at Stranraer, in the Parish of Inch, and terminating at or near New England Bay, in the Parish of Kirkmaiden, at a point in a field situate to the eastward of the public road leading from Stranraer to Drummore one hundred and seventy yards or thereabouts south-eastward from the junction of the public roads leading from Drummore and Port-Logan respectively to Stranraer; Second—A Branch Railway or Siding, one hundred and

seventy-six yards or thereabouts in length, commencing by a junction with the Railway above described at a point ninety-six yards or thereabouts south-eastward from the door of the said Booking Office, and terminating by a junction with the main line of the Portpatrick Railway at a point thereon eighty yards or thereabouts westward from the door of the said Booking Office, in the said Parish of Inch; which intended Railways and the works connected therewith, and the lands and houses which will or may be taken for the purposes thereof, are or will be situate in, or will pass from, through, or into the Parishes of Inch, Portpatrick, Stoneykirk, and Kirkmaiden, and the Royal Burgh of Stranraer, or some of them, all in the County of Wigtown:

To extend and enlarge the existing south platform of the Portpatrick Railway at Stranraer Station, or to construct a new platform in connection therewith, and to authorise the Company and any other Company or Corporation, person or persons lawfully working or using the intended Railways, or any part thereof, to use the said existing and new or enlarged platforms, and the said Station and accommodation thereat, for all necessary purposes of traffic in connection with the intended Railways:

To authorise the Company to purchase, compulsorily or by agreement, lands, houses, and other property for the purposes of the intended Railways and other works; to deviate laterally and vertically in the construction of the intended Railways, and other works, from the lines and levels delineated on the Plans and Sections to be deposited as hereinafter mentioned, to the extent shown on such Plans or to be provided by the Bill; to cross, divert, embank, alter the lines and levels of, and stop up and interfere with roads, highways, railways, telegraphic apparatus, bridges, streets, paths, passages, rivers, brooks, streams, sewers, waters, and water-courses in the several Parishes and Burgh above mentioned, or any of them, and to use the site of such of them as may be stopped up or diverted, so far as may be necessary or expedient for the purpose of making, maintaining, working, or using the intended Railways and other works, or any part thereof:

To authorise the Company and any other Company, Corporation, Road Trustees, Harbour Trustees, or other bodies or persons, to make or enter into agreements and arrangements with respect to the making, maintenance, or use of the intended Railways and other works, or any of them; and to authorise the Company and the owners of and other persons interested in the lands, houses, and other property which will or may be taken for the purposes of the intended Railways and other works, and any other Company, Corporation, Trustees, or other bodies or persons, whether under any legal disability or not, to contract and agree for the acquisition by the Company of such lands, houses, and other property, in feu or lease or otherwise, at such prices and for such feu-duties, ground-annuals, or rents, or for such consideration in shares or bonds or mortgages of the Company, or otherwise, as may be agreed upon or provided by the Bill, and to confirm any such agreements which have been or may be made and entered into:

To authorise the Company to raise money for the purposes of their undertaking, by the creation and issue of shares or stock, and by borrowing on bond or mortgage, and to fund the money so borrowed, or to create and issue Debenture Stock:

To convey passengers, animals, goods, and other

traffic on the intended Railways; to levy tolls, rates, and charges on and for the use of the intended Railways, and the conveyance of passengers, animals, goods, and other traffic thereon; to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of such intended or existing tolls, rates, and charges:

To authorise the Company and the Caledonian Railway Company, the Glasgow and South-Western Railway Company, the Portpatrick Railway Company, and the Girvan and Portpatrick Junction Railway Company (hereinafter called 'the four Railway Companies'), or any of them, to make and enter into agreements with respect to the making, maintenance, management, working, and use of the intended Railways, or any part thereof, by the four Railway Companies, or any of them, for such period, and on such terms and conditions, as have been or may be agreed upon, and with respect to the conveyance of traffic on the intended Railways, and providing plant and rolling stock for the same, and the payment and the division and apportionment between the Company and the four Railway Companies, or any of them, of the expense of such making, maintenance, management, working, and use, and with respect to the booking, forwarding, and interchange of traffic from, to, or beyond the intended Railways to, from, or beyond, the respective Railways of the four Railway Companies, and with respect to the collection, division, and apportionment of the tolls, rates, and charges, and revenue or profits arising from traffic on, from, to, or beyond the intended Railways, and the appointment, employment, and remuneration of officers and servants; and to authorise the four Railway Companies, or any of them, to apply any portion of their funds, capital, or revenue for the purposes of any such agreement as aforesaid; and to confirm any agreements which have been or may be made and entered into between the Company and the four Railway Companies, or any of them, in relation to the matters aforesaid, or any of them:

To grant and secure all necessary facilities for the passage and transmission of passengers, animals, goods, and other traffic from, to, or over the Portpatrick Railway and the Girvan and Portpatrick Junction Railway respectively, and the intended Railways, or any part thereof; and to authorise the Company and the four Railway Companies above mentioned, or any of them, to make and enter into all such agreements for the passage and transmission of such traffic, and the tolls, rates, and duties to be charged and taken in respect thereof as may be necessary or advisable:

To vary or extinguish all existing rights and privileges connected with the lands, houses, and other property which will or may be taken for the purposes of the intended Railways and other works, and all other rights and privileges which would prevent or interfere with the making, maintenance, or use of the intended Railways and other works, or the execution of the purposes of the Bill; and to confer all such powers, rights, and privileges as may be necessary for carrying such purposes into effect:

To amend or repeal, so far as may be necessary for carrying into effect the purposes of the Bill, the several Acts hereinafter mentioned, that is to say, 'The Caledonian Railway Act, 1845,' and the several other Acts relating to the Caledonian Railway Company, and to the undertakings belonging to, amalgamated with, or leased to, or worked by that Company, passed respectively in

the Sessions of Parliament held in the 9th and 10th, 10th and 11th, 11th and 12th, 12th and 13th, 14th and 15th, 16th and 17th, 17th and 18th, 18th and 19th, 20th and 21st, 21st and 22nd, 22nd and 23rd, 23rd and 24th, 24th and 25th, 25th and 26th, 26th and 27th, 27th and 28th, 28th and 29th, 29th and 30th, 30th and 31st, 31st and 32nd, 32nd and 33rd, 33rd and 34th, 35th and 36th, 36th and 37th, 37th and 38th, 38th and 39th, 39th and 40th, and 40th and 41st years of the reign of Her present Majesty; 'The Glasgow and South-Western Railway Consolidation Act, 1855,' and the several other Acts relating to the Glasgow and South-Western Railway Company, and to the undertakings belonging to, amalgamated with, or leased to, or worked by that Company, passed respectively in the Sessions of Parliament held in the 19th and 20th, 20th and 21st, 21st and 22nd, 22nd and 23rd, 23rd and 24th, 24th and 25th, 25th and 26th, 26th and 27th, 27th and 28th, 28th and 29th, 29th and 30th, 30th and 31st, 31st and 32nd, 32nd and 33rd, 33rd and 34th, 34th and 35th, 35th and 36th, 36th and 37th, 37th and 38th, 38th and 39th, 39th and 40th, and 40th and 41st years of the reign of Her present Majesty; 'The Portpatrick Railway Act, 1857,' 'The Portpatrick Railway Act (No. 1), 1864,' 'The Portpatrick Railway (Steamboats) Act, 1864,' and 'The Portpatrick Railway Act, 1877;' 'The Girvan and Portpatrick Junction Railway Act, 1865;' 'The Girvan and Portpatrick Junction Railway Extension Act, 1870;' 'The Girvan and Portpatrick Junction Railway Act, 1872;' 'The Girvan and Portpatrick Junction Railway Act, 1875;' and 'The Girvan and Portpatrick Junction Railway Act, 1877;' and any other Acts recited in any of the Acts above mentioned, or relating to, or affecting the said Railway Companies, or any of them, or their respective undertakings.

Plans and Sections describing the lines, situation, and levels of the intended Railways and other works, and the lands, houses, and other property which will or may be taken for the purposes thereof, with a Book of Reference to such Plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and an Ordnance or Published Map with the lines of the 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 1877, be deposited for public inspection with the Principal Sheriff-Clerk of the County of Wigton at his offices in Wigtown and Stranraer; and a copy of so much of the said Plans, Sections, and Book of Reference as relates to each of the above-mentioned Parishes of Inch, Portpatrick, Stoneykirk, and Kirkmaiden, and to the Royal Burgh of Stranraer respectively, with a copy of this Notice, will, on or before the said 30th day of November 1877, be deposited with the Session-Clerk of each of such Parishes at his residence, and with the Town Clerks of the said Burgh at their office in Stranraer.

Copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December 1877.

Dated this 9th day of November 1877.

J. M. RANKIN, Stranraer,
Solicitor for the Bill.

W. A. LOCH, 8 Great George Street, Westminster,
Parliamentary Agent.

GOVAN BURGH.

Extension of Boundaries of Burgh, and of Powers of Commissioners of Police Magistrates, and Officers thereof; Increase of Number of Commissioners and Magistrates; Rearrangement of Wards; Appointment of Dean of Guild, Sub-Dean, Assessors, and other Officers in Dean of Guild Court; Rules and Fees for that Court; Regulations as to Streets and Buildings; Alterations of General Police Act as respects Paving and Assuming Streets, and Cleansing and Lighting Common Stairs and Courts, and as to Stage Coaches and Omnibuses; Power to Commissioners to Levy Rates for the Maintenance of the Statute Labour Roads within the Burgh in lieu of the Conversion Money Leviable by the Statute Labour Trustees; and, if they think fit, to Maintain those Roads; Agreements with those Trustees; Enclosure, Improvement, and Application of Common Lands of Govan; Power to Sell, Exchange, Feu, or Let same, and to Acquire Land for Public Park or Recreation Ground; Confirmation of Sales of certain Portions of the Common Lands; Power to Grant Conveyances thereof and Discharges of Prices; Application of Prices; Extinction of Servitudes and Easements; 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 (hereinafter called 'The Bill') for the following purposes, or some of them, viz. :—

To make provision for extending from time to time the Boundaries of the Burgh of Govan, in the County of Lanark (which, whether as now existing, or as the same may hereinafter be extended, is hereinafter called 'The Burgh'), over any adjoining Districts or Burghs in the Counties of Lanark and Renfrew, or either of them, with the consents required in the case of the extension of boundaries of Royal and Parliamentary Burghs by the Public Acts, 20 and 21 Victoria, cap. 70, and 24 and 25 Victoria, cap. 36, and to apply the provisions of those Acts to the Burgh as if it were a Royal or Parliamentary Burgh; and to extend the powers of the Commissioners of Police of the Burgh (hereinafter called 'The Commissioners'), and of the Magistrates of the Burgh (hereinafter called 'The Magistrates'), and of their officers and servants over the Burgh as thus extended; and to enable the Commissioners within the Burgh, as thus extended, to levy all rates and assessments, and to exercise all powers and functions which they are, or may be, empowered to levy and exercise within the Burgh as now existing; and to confer, vary, and extinguish certain exemptions from the payment of such rates and assessments; as also to increase the number of the Commissioners, and of the Magistrates, and to make provision with respect to the rearrangement of Wards, and the elections of Commissioners and Magistrates.

To empower the Commissioners from time to time to elect out of their own number a Dean of Guild, and likewise, if they think fit, a Sub-Dean of Guild, with power to the Dean of Guild and Sub-Dean of Guild respectively, with or without the assistance of any persons skilled in building

operations whom the Dean of Guild may appoint as Assessors; to exercise all the powers and functions conferred on the Magistrates as the Dean of Guild Court, by the General Police and Improvement (Scotland) Act, 1862 (hereinafter called 'The Police Act'), and also all or some of the powers and functions conferred by the Police Act upon the Commissioners with respect to buildings, streets, footways, and sewers. As also from time to time to appoint a Clerk and Legal Assessor, a Procurator-Fiscal, a Surveyor and Master of Works, and other officers for the Dean of Guild Court, and to fix and make provision for the payment of their salaries or other remuneration. And to empower the Dean of Guild, from time to time, subject to the approval of the Sheriff of the County of Lanark, to frame Rules for the Procedure before the Dean of Guild Court, and Tables of Fees to be exacted in that Court; and to make provision for the enforcement of such Rules and the recovery of such Fees; and to empower the Clerk and Legal Assessor of the Dean of Guild Court to appoint a Deputy to act on his behalf.

To make provision for regulating the width and levels of Streets and Courts, and the height and structure of Buildings within the Burgh; the Drainage of such Buildings, and their fitness for occupation as respects stability, sanitary condition, freedom from liability to fire, and otherwise to alter, as respects the Burgh, the provisions of the Police Act in various respects, and, among others, with respect to the mode of paving the Streets in the Burgh, and the powers and duties of the Commissioners with respect to the assumption and maintenance of the same; and to provide that the Owners of common stairs, or passages, or private courts, yards or areas, or of lands or premises, having a right of access by any common stair, or passage, or private court, shall, instead of the occupiers thereof, keep the same regularly cleansed and lighted, at such times and during such hours as shall be fixed by the Commissioners, under the penalties provided by the Police Act in the case of Occupiers, with relief to such Owners against the respective Occupiers thereof, in such proportions as may be agreed upon between them respectively, or as may be provided by the Bill; as also to provide that the Conductor of any Stage Coach, Omnibus, or Tramway Car contravening the provisions of the Police Act, or of the Tramways Act, 1870, or of the Vale of Clyde Tramways Act, 1871, or of the Vale of Clyde Tramways Act, 1876, or of the Glasgow and Ibrox Tramways Act, 1877, or any Bye-laws of the Commissioners, with respect to the number of persons carried or desiring to be carried in or by such Stage Coach, Omnibus, or Tramway Car, shall be liable to the penalties applicable to such contravention, instead of the Driver of such Carriage.

To empower the Commissioners, if they think fit, to maintain and repair the Statute Labour Roads within the Burgh, and to levy and recover from the Occupiers of lands and heritages within the Burgh, rates or assessments for maintaining and repairing the said Statute Labour Roads in lieu of the Statute Labour conversion money now leviable from such Occupiers by the Statute Labour Trustees of the Parish of Govan, and to confer, vary, and extinguish certain exemptions from the payment of such Rates and Assessments, and to provide that from and after a date to be fixed by the Bill, such Statute Labour conversion money shall no longer be exigible within the

Burgh, and that in the event of the Commissioners not undertaking the maintenance and repair of the said Roads, they shall pay to the said Trustees such annual sum as shall be agreed upon between the Commissioners and the said Trustees, or as shall be fixed by or under the provisions of the Bill; and to empower the Commissioners and the said Trustees to enter into Agreements with each other with respect to the matters aforesaid, and to confirm any such Agreements that may have been entered into.

To provide for the Enclosure, Drainage, Improvement, Cultivation, Regulation, and Administration by the Commissioners of the Commons or Common Lands of Govan, consisting of the following pieces of land all situated in the Parish of Govan and County of Lanark, or of some portions thereof, viz. :—

1. Langlands and Drumoyne Commons, extending along the North side of the Langlands Road for about 185 yards, and along the South side thereof for about 320 yards, and containing in all about 7200 square yards.
2. Craigton Commons, lying on both sides of the road called the Common Loan, between Harmony Row and the Langlands Road, and containing in all about 1000 square yards.
3. Harmony Loan or Harmony Row Commons, extending along the East side of Harmony Row for about 500 yards, and containing about 11,000 square yards.
4. Middleton or Eastend Commons, extending in a South-easterly direction from Whitefield Road to Cessnock Road, and containing about 18,500 square yards.
5. Clydebrae Commons, extending along the East side of Main Street, from the Turnpike Road, known as the Govan Road, Northward to the ground occupied by the Trustees of the Clyde Navigation, and containing about 500 square yards.
6. Orchard Place Commons, lying between Orchard Place and Main Street, and containing about 300 square yards.

And to enable the Commissioners to set apart, apply, and lay out certain portions of the said Commons or Common Lands as Roads and as Pleasure Grounds respectively, and to sell, exchange, feu out, or let or lease the Remainder thereof, and to apply the proceeds of any sales thereof, and the price already received by the Commissioners from James Donald, Banker in Govan, for the portion (containing about 400 square yards) of the Commons or Common Lands of Govan between Middleton Buildings and Main Street, recently sold and conveyed by them to him, and the price of the Waterside Commons or Common Lands of Govan (containing about 4694 square yards) sold by the Committee appointed by the Feuars and Inhabitants of Govan in respect of the Commons or Common Lands thereof to the Trustees of the Clyde Navigation in the year 1856, with the interest accrued thereon when received by the Commissioners in the purchase of other Lands and Heritages to be used as a Public Park or Recreation Ground, or in some other manner to be prescribed by the Bill for the use and benefit of the Inhabitants of the Burgh, and to maintain, manage, and regulate the said Roads, Pleasure Grounds, and Park, or Recreation Ground, or other Property.

To confirm the sales of the said portions of the Commons or Common Lands of Govan to the said James Donald, and to the Trustees of the Clyde

Navigation respectively, and the conveyance granted by the Commissioners to the said James Donald; and to enable the Commissioners to receive the price of the portion of the said Commons or Common Lands sold to the Trustees of the Clyde Navigation with the interest accrued thereon; and to grant to the said Trustees a valid and effectual discharge of the said price and interest, and a valid and effectual conveyance of the portion of Commons or Common Lands so sold to them.

To vary, or extinguish, all rights and claims of servitude, or easement, and other rights and privileges over or affecting the said several Common or Common Lands, and all other rights and privileges which might in any way interfere with any of the objects of the Bill, and to confer all rights and privileges necessary or expedient for effecting the said objects or in relation thereto.

To amend the several Acts hereinbefore mentioned, and also the Act 47 George III., Session 2, Chapter 45, and any other Acts relating to Statute Labour Roads, and Statute Labour Conversion Money, in the Counties of Lanark and Renfrew; as also the Clyde Navigation Consolidation Act, 1858, and any other Acts relating to the Clyde Navigation; and to incorporate with the Bill, the Lands Clauses Consolidation (Scotland) Act, 1845, or certain provisions of that Act with such alterations thereon as may be considered expedient.

Plans of the said Commons or Common Lands, with Books of Reference to said Plans, and Copies of this Notice as published in the Edinburgh Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the principal Sheriff-Clerk of the County of Lanark, at his office in Glasgow, and with the Session-Clerk of the Parish of Govan, at his residence in Govan; and Copies thereof will also, on or before the said 30th day of November, be deposited at the Office of the Secretary of State for the Home Department.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated this Fifteenth day of November,
Eighteen hundred and Seventy-seven.

WILSON AND CALDWELL,
211 Hope Street, Glasgow.
GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

In Parliament—Session 1878.]

ABERDEEN DISTRICT TRAMWAYS (EXTENSIONS).

(Construction of Additional Tramways; Provisions as to Uses, Repair, &c., of Streets and Roads; Purchase of Lands; Tolls; Uses of Tramways and Streets Traversed; Agreements with other Bodies and Companies; Use of Mechanical and other Power on intended and existing Tramways; further Money Powers; Amendment of Acts and other Powers.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill for effecting the objects, or some of the objects, hereinafter mentioned (that is to say):—

1. To authorise the Aberdeen District Tramways Company (in this Notice called 'The Company'), to construct and maintain the Street Tramways described in this Notice, or some or one of them, or some part or parts thereof respectively, with all necessary and proper works and conveniences connected therewith respectively.
2. The particular description given in this Notice of any proposed Tramway or Tramways is to be read in connection with and subject to the following general description and interpretation.

Note.—Where, in the description of any of the proposed Tramways, any distance is given with reference to any street which intersects or joins the streets in which the Tramway is to be laid, the distance is to be taken as measured from the point at which lines drawn along the centres of the two streets and produced would intersect each other; and a point described as being opposite a street is to be taken (unless otherwise stated) as opposite the centre of the street.

3. The Tramways proposed to be authorised by the Bill are the following:—

1. Tramway (No. 1), wholly in North Deeside or Aboyne Road, in the Parishes of Oldmachar and Banchory-Devenick, in the County of Aberdeen, commencing at a point about $1\frac{1}{2}$ chain north-westward from the junction of the Road leading from the Cults station of the Deeside Railway, with the North Deeside or Aboyne Road, thence proceeding along the said Road, and terminating in the said Road at a point about $4\frac{1}{2}$ chains measured in a straight line in a south-westerly direction, from the northern end of the house called Upper Newlands, and will consist of a single line of rails, except at the following places, at which the Tramway will consist of a double line of rails, that is to say:—

- (a) Between two points respectively about 2 chains and $5\frac{1}{2}$ chains from the commencement of the Tramway.
- (b) Between two points respectively half a chain and 4 chains north-eastward from the mile-stone indicating 3 miles from Aberdeen.
- (c) Between two points respectively 4 chains and half a chain south-westward from a point opposite the road leading to the Hill of Pitfodels.
- (d) Between two points respectively 1 chain south-west, and $2\frac{1}{2}$ chains north-east, from the mile-stone indicating 2 miles from Aberdeen.

2. Tramway (No. 2) wholly in the Parish of Oldmachar and County of Aberdeen, commencing on the North Deeside or Aboyne Road, by a junction with Tramway No. 1, at its termination as above described; thence passing along the said North Deeside or Aboyne Road, into and along Cuparstone Road, Ashley Place, Cuparstone Place, Holburn Street, Wellington Place, and Union Place, and terminating in Union Place by a junction with the existing Tramway, at a point about three chains south-west from the junction of Rose Street with Union Place, and will consist of a single line of rails, except at

the following places, at which the Tramway will consist of a double line of rails, that is to say:—

- (a) Between two points respectively half a chain and four chains from the commencement of the said Tramway.
- (b) Between two points respectively about four chains and half a chain south-west from the south-east entrance gate to Forbesfield Nursery.
- (c) Between two points respectively about $9\frac{1}{2}$ chains and 13 chains south-west from the junction of Nellfield Road with North Deeside or Aboyne Road.
- (d) Between a point in Cuparstone Place $2\frac{1}{2}$ chains eastward from the northern entrance gate of Nellfield Cemetery and a point in Holburn Street three chains south from the bridge over Holburn.

Tramway (No. 2) will be laid so that less than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the Tramway on the south-east side of the Cuparstone Road, between two points respectively 16 yards and 90 yards south-west from the south-east entrance gate to Forbesfield Nursery.

3. Tramway (No. 3) wholly situated in the Parishes of Oldmachar and Saint Nicholas, and the Divisions thereof known as the Greyfriars and North Parishes, or some of them, in the County of Aberdeen, commencing in the King Street Road, at a point opposite, or nearly opposite, to University Road, thence passing along King Street Road and King Street, and terminating in that Street by a junction with the existing line of Tramway, at its termination opposite the North Church, and will consist of a single line of rails, except at the following places, at which the Tramway will consist of a double line of rails, that is to say:—

- (a) Between two points respectively one chain and $4\frac{1}{2}$ chains from its commencement.
- (b) Between two points respectively half a chain north and three chains south from Love Lane.
- (c) Between two points respectively one chain and $4\frac{1}{2}$ chains south from Roslin Terrace.

4. Tramway (No. 4) wholly in the Parish of Oldmachar and County of Aberdeen, commencing in the Inverurie Road, otherwise Barron Street, Woodside, at a point opposite or nearly opposite Bridge Street, thence passing along the said Barron Street, Woodside, and Hadden Street, and terminating in the last-mentioned Street at a point opposite or nearly opposite Wellington Place, and will consist of a single line of rails, except at the following places, at which the Tramway will consist of a double line of rails, that is to say:—

- (a) Between two points respectively about half-a-chain and four chains from its commencement.
- (b) Between a point opposite High Street and a point $3\frac{1}{2}$ chains south-west from that Street.

5. Tramway (No. 5) wholly in the Parish of Oldmachar and County of Aberdeen, commencing by a junction with Tramway (No. 4) at its termination as above described, thence passing along Hadden Street, Wellington Street, and Inverurie Road, and terminating

in that road by a junction with the existing Tramway at its termination at or near the Kittybrewster Station of the Great North of Scotland Railway, and will consist of a single line of rails, except at the following places, at which the Tramway will consist of a double set of rails (that is to say):—

- (a) Between two points respectively half-a-chain and four chains from its commencement.
- (b) Between two points respectively 8 chains and $11\frac{1}{2}$ chains south-west from Pirie's Lane.
- (c) Between two points respectively 14 chains and $17\frac{1}{2}$ chains south of the stone indicating two miles from Aberdeen.

6. Tramway (No. 6) wholly in the Parishes of Oldmachar and St. Nicholas and the Divisions of the Parish of Saint Nicholas known respectively as the South, East, and St. Clement's Parishes, in the Burgh of Aberdeen and County of Aberdeen, commencing by a junction with the existing line of Tramway in Union Street at a point about one chain south-east of Bridge Street, thence passing along Union Street, into and along Bridge Street and College Street, into and along the Bridge over the Great North of Scotland Railway, thence into and along Guild Street, Trinity Quay, Regent Quay, and Waterloo Quay, and terminating on the last quay at a point nearly opposite York Place, and will consist of a single line of rails, except at the following places, at which the Tramway will consist of a double line of rails (that is to say):—

- (a) For a length of four chains from its commencement.
- (b) Between a point four chains south-west from Gas Street and a point opposite the said Street.
- (c) Between two points respectively one chain and five chains east of Shore Brae.
- (d) Between two points respectively one chain and four and a-half chains south-east from Water Lane.
- (e) Between two points respectively half a chain and four chains north-west from its termination as above described.

4. To authorise the Company to enter upon, and open the surface of, and to alter and stop up, remove, and otherwise interfere with, streets, turnpike roads, bridges, highways, public roads, ways, footpaths, water-courses, sewers, drains, pavements, thoroughfares, water pipes, gas pipes, and electric telegraph pipes, tubes, wires, and apparatus within all or any of the Parishes and places mentioned in this Notice, for the purpose of constructing and maintaining, repairing, removing, renewing, altering, or reinstating the proposed Tramways, or of substituting others in their place, or for other purposes of the Bill.

5. To enable the Company for all or any of the purposes of their undertaking, to purchase or acquire by compulsion or agreement, or to take easements over lands and houses, and to erect offices, buildings, and other conveniences on any such lands.

6. To enable the Company to levy tolls, rates, and charges for the use of the proposed Tramways by carriages passing along the same, and for the conveyance of passengers or

- other traffic, and to confer exemptions from the payment of such tolls, rates, or duties.
7. To make provision as to the maintenance and repair of the respective streets, roads, and places upon or along which any of the proposed Tramways, rails, or plates may be laid.
 8. To provide for and regulate the uses by the Company, for the purposes of the Bill, of any paving, metalling, or road materials extracted or removed by them during the construction of any of the proposed works, and the ownership and disposal of any surplus paving, metalling, or materials.
 9. To reserve to the Company the exclusive right of using on the proposed Tramways carriages with flange wheels, or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail.
 10. To prohibit the running on the proposed Tramways of carriages or trucks adapted for use upon railways.
 11. To prohibit, except by agreement with the Company, or upon the terms prescribed by the Bill, the use of the proposed Tramways by persons or Corporations other than the Company, with carriages with flange wheels or other wheels specially or particularly adapted to run on an edge rail or on a grooved rail, and to authorise and give effect to agreements between the Company and any other person or Corporation for the use of the said Tramways with such carriages, and to confer all necessary powers in that behalf on all such other persons or Corporations.
 12. To make provision for regulating the passage of the traffic (whether of the Company or not), along streets, roads, or places in which the proposed Tramways will be laid, or any part or parts thereof, and along, over, and across such tramways, and for preventing obstructions to all or any such traffic, and to enable the Company and the respective street authorities, or either of them, or any or some one of Her Majesty's principal Secretaries of State, or the Board of Trade, or some other public body or authority, to make bye-laws, rules, and regulations for any of the provisions of the Bill.
 13. To empower the Company, from time to time, to make such crossings, passing-places, sidings, junctions, and other works, in addition to those particularly specified in this Notice, as may be necessary or convenient for the efficient working of the proposed Tramways, or any of them, or for providing access to any stables, or carriage sheds, or works of the Company.
 14. To enable the Company when, by reason of the execution of any work affecting the surface or soil of any street, road, or thoroughfare, or otherwise, it is necessary or expedient to remove or discontinue the use of any Tramway as aforesaid, or any part thereof, to make in the same or any adjacent street, road, or thoroughfare in any parish, township, or place mentioned in this Notice; and maintain, so long as occasion may require, a temporary Tramway, or temporary Tramways, in lieu of the Tramway, or part of a Tramway, so removed or discontinued to be used or intended so to be.
 15. To enable the Company, and the Lord Provost, Magistrates, and Council of the City of Aberdeen, the Provost, Magistrates, and Council of the Burgh of Old Aberdeen, the Police Commissioners or other Magistrates of the Village of Woodside, the Trustees under the Aberdeenshire Roads Act, any Local Authority, or any Vestry District Board Trustees, or other Bodies Corporate, or persons having respectively the duty of directing the repairs or the control or management of the said streets, roads, and places respectively, to enter into contracts or agreements with respect to the laying down, maintaining, renewing, repairing, working, and using of the proposed Tramways, and the rails, plates, sleepers, and works connected therewith, and for facilitating the passage of carriages and traffic over or along the same by means of animal or other power.
 16. To enable the Company, for the purposes of the proposed Tramways, and of the Bill, and for the general purposes of their undertaking, to raise further moneys, by shares and stocks, ordinary or preferential, or both, and by borrowing.
 17. To extend and apply to the Tramways and Works to be authorised by the Bill the powers and provisions, or some of the powers and provisions, or some of the provisions of the Aberdeen District Tramways Act, 1872, and so far as may be necessary for the purposes of the Bill, to amend or repeal the provisions of that Act.
 18. To authorise and empower the Company to work and use the Tramways proposed to be authorised by the Bill by mechanical power or such other power, as shall be defined by the Bill, and to employ mechanical power instead of, or in conjunction with, animal power upon their existing Tramways.
 19. To enable the Company, and any Company or persons lawfully working or using their undertaking, to run over and use, with horses, carriages, and servants, the Tramways of the Aberdeen Harbour Commissioners, or their Lessees, the Deeside Railway Company, the Great North of Scotland Railway Company, and the Caledonian Railway Company, and the works and conveniences connected therewith, upon payment of such tolls, charges, rents, or other consideration as may be agreed upon, or as may be provided for and prescribed by the said intended Act.
 20. To amend, extend, repeal, or enlarge, so far as may be necessary for the purposes of the intended Act, the following local and personal Acts, viz.:—'The Aberdeen Municipality Extension Act, 1871;' 'The Aberdeenshire Roads Act, 1865;' 'The Aberdeen Harbour Act, 1868;' 'The General Police and Improvement (Scotland) Act, 1862;' 'The General Police Improvement (Scotland) Act, 1862, Amendment Act, 1868;' and the Act of 10th and 11th Victoria, cap. 30.
 21. And the Bill will vary or extinguish all rights and privileges inconsistent with or which would or might in any way interfere with its object, and will confer other rights and privileges.
 22. And notice is hereby further given, that plans and sections of the proposed Tramways and works to be authorised by the Bill, together with a Book of Reference thereto, will be deposited, on or before the 30th day of November instant, with the Sheriff-Clerk for the County of Aberdeen, at

his Office in Aberdeen, and a copy of so much of the said plans, sections, and Book of Reference as relates to the several Parishes in or through which the intended Tramways are proposed to be made, and to the Royal Burgh of Aberdeen, will, on or before the said 30th day of November, be deposited for public inspection with the Session-Clerk of each of such Parishes, at the usual place of abode of such Session-Clerk, and also with the Town-Clerk of the said Royal Burgh of Aberdeen, at his Office in Aberdeen.

Each deposit will be accompanied by a copy of this Notice as published in the Edinburgh Gazette.

23. And notice is hereby further given, that printed Copies of the intended Bill, will, on or before the 21st day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November 1877.

ASHURST, MORRIS, CRISP, & CO.,
6 Old Jewry, London, E.C.

LAUCLAN M'KINNON, JUNR.,
239 Union Street, Aberdeen,
Solicitor for the Bill.

In Parliament—Session 1878.

FREE CHURCH OF SCOTLAND SCHOOL PROPERTIES.

Alteration of Purposes for which School-Houses, Schoolmasters' Houses, and Appurtenances are held, and Power to Sell or Let the same, Freed from Existing Restrictions and Forfeitures; Power to Heirs of Entail and Others Interested to Consent thereto; Provisions where such Consent is not Given; Right of Pre-emption; Allocation of Proceeds of Sale and Rents; Regulation of Use of Properties not Sold or Let; 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 (hereinafter called 'the Bill') for the purposes following, or some of them, that is to say:—

To provide that the school-houses, schoolmasters' houses, land occupied in connection therewith, and other appurtenances thereof, erected or granted and held for educational purposes in connection with the several congregations of the Free Church of Scotland, so far as the same may not have been transferred to School Boards under the provisions of 'The Educational (Scotland) Act, 1872' (hereinafter called 'School properties'), may, with the consent of the Deacons' Courts of the respective congregations, and of the General Assembly of the said Church, be held and used for purposes, in connection with such congregations respectively, other than the purposes for which the same were erected or granted or are now held, or be sold or let by the trustees or other parties in whom the same are respectively vested, freed and disburdened in each case from any conditions and restrictions as to the use thereof or otherwise, and from any forfeitures or provisions for forfeiture, consequent on non-fulfilment of any conditions and restrictions, under which such school properties were acquired or are now held, whether under the provisions of any model or other trust-deed of the said Church, or of the grants or conveyances by which such pro-

perties or the sites thereof were acquired, or of either of the public Acts, 3 and 4 Victoria, chapter 48, and 4 and 5 Victoria, chapter 38, or otherwise.

To provide that heirs of entail, and other persons having limited interests or under legal disability, guardians of incapacitated persons, trustees, and other parties by whom or by whose predecessors any such grants or conveyances may have been made, may consent to such school properties being held, used, sold or let as aforesaid, freed and disburdened from such conditions, restrictions, forfeitures, and provisions for forfeiture; and that in any case where such consent shall not be given, it shall be determined by the Sheriff of the county, or in some other manner to be fixed by the Bill, upon what terms and conditions in each case the said school properties respectively may be so held, used, sold, or let; as also to provide, if thought expedient, that the persons from whose estates such school properties, or the sites thereof, may have been originally severed, or acquired, may have in certain cases a right of pre-emption of such School properties at prices to be ascertained in manner to be fixed by the Bill.

To make provision as to the purposes for which, and the manner in which, such of the said School properties as are not sold or let shall be held and used, and for the allocation of the proceeds of sale and of the rents of such of the said properties as may be sold or let, among the congregations for whose behoof such properties are respectively held, and the General Assembly of the said Church, and any other parties who may be specified in the Bill, in such proportions as shall be provided therein; and if thought expedient, to prescribe or authorise the mode of application of the proportions so allocated.

To vary or extinguish all right and privileges of the parties hereinbefore referred to, and of the parties who may have contributed to the acquisition or erection of the School Properties, and any other rights and privileges which might interfere with any of the objects aforesaid, and to confer all rights and privileges necessary or expedient for effecting those objects, or in relation thereto.

To amend the Acts hereinbefore mentioned, and any other Acts, whether public or local, which are inconsistent with any of the purposes of the Bill.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, on or before the 21st day of December next.

Dated this 15th day of November 1877.

JOHN COWAN, W.S., Edinburgh.
GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

INTIMATION is hereby given that the Right Honourable GEORGE FREDERICK LINDSAY CRAWFURD, EARL OF GLASGOW, Heir of Entail in possession of the Entailed Lands, Earldom, Lordship, and Barony of CRAWFURD LINDSAY and Others, situated in the County of Fife, and also of the Entailed Lands and Barony of GLENGARNOCK and Others, situated in the County of Ayr, has presented a Petition to the Lords of Council and Session (First Division, Junior Lord Ordinary,—Mr. Melville, Clerk), in terms of the Acts 11th and 12th Victoria, chapter 36, and 38th and 39th Victoria, chapter 61, for authority (1) to uplift sums of consigned money amounting together to £4933,

14s. 1d., and to apply the same in repayment *pro tanto* of the sum of £9542, 13s. 8d. of improvement expenditure on said Entailed Lands of Crawford Lindsay and others; and (2) to borrow money on the security of the said Entailed Lands of Crawford Lindsay and others, and of the said Entailed Lands of Glengarnock and others, to defray the balance of said improvement expenditure, amounting to the sum of £4608, 19s. 7d. Date of Interlocutor ordering intimation, the 8th day of November 1877.

HOPE, MANN, & KIRK, W.S.,
Agents of the Petitioner.

119 Princes Street, Edinburgh,
19th November 1877.

INTIMATION is hereby given that ROBERT VANS AGNEW, Esquire of Sheuchan and Barnbarroch, Member of Parliament, Heir of Entail in possession of the Entailed Lands and Estates of SHEUCHAN and BARNBARROCH, in the County of Wigton and others, has presented a Petition to the Lords of Council and Session (First Division, Junior Lord Ordinary,—Mr. Melville, Clerk), in terms of the Acts 11th and 12th Victoria, chapter 36, 16th and 17th Victoria, chapter 94, 31st and 32d Victoria, chapter 84, and 38th and 39th Victoria, chapter 61, and relative Acts of Sederunt, for authority to charge part of the said Entailed Estates with debt. Date of Interlocutor ordering intimation, 14th November 1877.

TODS, MURRAY, & JAMIESON, W.S.,
Agents for Petitioner.

66 Queen Street, Edinburgh,
16th November 1877.

INTIMATION is hereby given, in terms of an Interlocutor by the Lords of Council and Session, Commissioners for the Plantation of Kirks and Valuation of Teinds, dated 19th November 1877, and pursuant to the Statute 7th and 8th Victoria, cap. 44, that a Petition has been presented to their Lordships for and in name of RICHARD ROBB GRANT, Esquire, and Others, Contributors to the Endowment of the proposed new Church and Parish of Newhall *quoad sacra*, situated within the City and Presbytery of Glasgow, praying their Lordships, in virtue of the powers conferred upon them by the Acts of Parliament therein recited, to Decern and Erect the said Church into a PARISH CHURCH in connection with the Church of Scotland, and to Mark out and Designate the District specially set forth in the said Petition, which District is situated in the Parish of Calton and Presbytery of Glasgow, or such other District as their Lordships shall see fit, as the District to be attached to the said Newhall Church *quoad sacra*; and to Disjoin such Church and District *quoad sacra* from the said Parish of Calton, to which the same now belong; and to Erect the said Church and District into a Parish Church and Parish *quoad sacra* in connection with the Church of Scotland, to be called THE CHURCH AND PARISH OF NEWHALL, GLASGOW; and to Find and Declare that the Minister and Elders of the said Church and Parish so to be erected shall have and enjoy the status, and all the powers, rights, and privileges of a Parish Minister and Elders of the Church of Scotland; and to Find and Declare that, upon the said Newhall Church and District to be attached thereto being erected into a Parish Church and Parish *quoad sacra*, in terms of the foregoing cravings, the election and appointment of the Minister thereto shall thereafter be made in accordance with the provisions of the Act 37 and 38 Victoria, cap. 82; but always under reservation of the right of the Presbytery of the bounds to present to the said Church *jure devoluto*, according to law, and as provided in the said Act of the 7th and 8th Victoria, cap. 44; and to Find, Decern, and Declare in the premises, in terms of the foregoing cravings, or in such other terms as to their Lordships shall seem meet, as the said Petition in itself more fully bears: And Intimation is

hereby further given that, agreeably to the appointment in said Interlocutor, the Petitioners have lodged printed copies of the said Petition with the Session Clerk of the said Parish of Calton, with the Minister of Newhall Church aforesaid, and with the Town Clerk of Glasgow, for the use of such parties interested as may apply for the same.

J. B. M'INTOSH, S.S.C.,

Agent for the Petitioners.

Chambers, 15 Young Street, Edinburgh,
20th November 1877.

INTIMATION is hereby given, in terms of an Interlocutor by the Lords of Council and Session, Commissioners for the Plantation of Kirks and Valuation of Teinds, dated 19th November 1877, and pursuant to the Statute 7th and 8th Victoria, cap. 44, that a Petition has been presented to their Lordships for and in name of JOHN MURRIE, Esquire, and Others, Contributors to the Endowment of the Church and proposed new Parish *quoad sacra* of Marykirk, situated within the Town and Presbytery of Stirling, praying their Lordships in virtue of the powers conferred upon them by the Acts of Parliament therein recited, to Decern and Erect Marykirk Church into a PARISH CHURCH in connection with the Church of Scotland, and to Mark out and Designate the District specially set forth in the said Petition, consisting of a portion of the Parish of Stirling, or such other District as their Lordships shall see fit, as the District to be attached *quoad sacra* to Marykirk Church aforesaid; and to Disjoin such District *quoad sacra* from the said Parish, to which the same now belongs; and to Erect the said Church and District into a Parish Church and Parish *quoad sacra* in connection with the Church of Scotland, to be called THE CHURCH AND PARISH OF MARYKIRK, STIRLING; and to Find and Declare that the Minister and Elders of the said Church and Parish so to be erected shall have and enjoy the status, and all the powers, rights, and privileges of a Parish Minister and Elders of the Church of Scotland; and to Find and Declare that, upon Marykirk Church aforesaid and District to be attached thereto being erected into a Parish Church and Parish *quoad sacra*, in terms of the foregoing cravings, the appointment of the Minister thereto shall be thereafter made in accordance with the provisions of the Act 37 and 38 Victoria, cap. 82, as pointed out in the Deed of Constitution mentioned in said Petition; but always under reservation of the right of the Presbytery of the bounds to present to the said Church *jure devoluto*, according to law, and as provided in the said Act of the 7th and 8th Victoria, cap. 44; and to Find, Decern, and Declare in the premises, in terms of the foregoing cravings, or in such other terms as to their Lordships shall seem meet, as the said Petition in itself more fully bears: And Intimation is hereby further given that, agreeably to the appointment in said Interlocutor, the Petitioners have lodged printed copies of the said Petition with the Session Clerk of the said Parish of Stirling, and with the Town Clerk of Stirling, for the use of such parties interested as may apply for the same.

J. B. M'INTOSH, S.S.C.,

Agent for the Petitioners.

Chambers, 15 Young Street, Edinburgh,
20th November 1877.

INTIMATION is hereby given, in terms of an Interlocutor by the Lords of Council and Session, Commissioners for the Plantation of Kirks and Valuation of Teinds, dated 19th November 1877, and pursuant to the Statute 7th and 8th Victoria, cap. 44, that a Petition has been presented to their Lordships for and in name of GEORGE URE, Ironfounder, residing at Wheatlands, Bonnybridge, and Others, Contributors to the Endowment of the Church and proposed new Parish *quoad sacra* of Bonnybridge, situated within the Presbyteries of Stirling and Linlithgow, praying their Lordships, in virtue of the powers conferred upon them by the Acts of Parliament therein recited, to Decern and Erect the said Church into a PARISH CHURCH in connection with the Church of Scotland, and to Mark out and Designate the District specially set forth in the said Petition, which District is situated partly in the Parish of Denny, and partly in the Parish of Dunipace, in said Presbytery, and partly in the Parish of Camelon, *quoad sacra*, in the Presbytery of Linlithgow, or such other District as their Lordships shall see fit, as the District to be attached *quoad sacra* to the said Church at

Bonnybridge; and to Disjoin such District *quoad sacra* from the said Parishes of Denny, Dunipace, and Camelon, *quoad sacra*, to which the same now belongs; and to Erect such Church and District into a Parish Church and Parish *quoad sacra* in connection with the Church of Scotland, to be called THE CHURCH AND PARISH OF BONNYBRIDGE; and to Find and Declare that the Minister and Elders of the said Church and Parish so to be erected shall have and enjoy the status, and all the powers, rights, and privileges of a Parish Minister and Elders of the Church of Scotland; and to Find and Declare that, upon the said Church at Bonnybridge and District to be attached thereto being erected into a Parish Church and Parish *quoad sacra*, in terms of the foregoing cravings, the election and appointment of the Minister thereto shall be thereafter made in accordance with the provisions of the Act 37 and 38 Victoria, cap. 82, as pointed out by the Fifteenth Article of the Deed of Constitution mentioned in the said Petition; but always under reservation of the right of the Presbytery of the bounds to present to the said Church *jure devoluto*, according to law, and as provided in the said Act of the 7th and 8th Victoria, cap. 44; and to Find, Decern, and Declare in the premises, in terms of the foregoing cravings, or in such other terms as to their Lordships shall seem meet, as the said Petition in itself more fully bears: And Intimation is hereby further given that, agreeably to the appointment in said Interlocutor, the Petitioners have lodged printed copies of the said Petition with the Session Clerks of the said Parishes of Denny, Dunipace, and Camelon, *quoad sacra*, and also with the Session Clerk of the Parish of Falkirk, and with the Treasurer to the Trustees of the said Church at Bonnybridge, for the use of such parties interested as may apply for the same.

J. B. M'INTOSH, S.S.C.,

Agent for the Petitioners.

Chambers, 15 Young Street, Edinburgh,
20th November 1877.

To the Creditors and other Persons interested in the Succession of the Deceased MICHAEL M'GUIRE, Grocer and Spirit Merchant, No. 234 Cowgate, Edinburgh.

JAMES DRUMMOND, Chartered Accountant, Edinburgh, Judicial Factor on the Estate of the said deceased Michael M'Guire, has presented a Petition to the Court of Session (Second Division,—Mr. Melville, Clerk) for his discharge of the office of Judicial Factor; of which Notice is hereby given, and that the Petition will be again moved in Court on or after the 11th day of December 1877.

MACGREGOR & ROSS, S.S.C.,

Agents for the Judicial Factor.

13 Bank Street, Edinburgh,
20th November 1877.

SEQUESTRATION of WILLIAM LIGERTWOOD,
Builder, 4 Carberry Place, Edinburgh.

THE Commissioners have audited my accounts, brought down to 5th November 1877, and postponed the declaration of a Dividend till the next statutory period.

W. B. ROBERTSON, Trustee.

53 George IV. Bridge, Edinburgh,
19th November 1877.

LOUSON WALKER, Accountant in Greenock, Trustee on the Sequestrated Estate of ANDREW & WILLIAM LYMBURN, Merchants in Greenock, as a Company, and of Andrew Lymburn, Merchant there, as only surviving Partner thereof, and as an Individual, hereby intimates that an account of his intromissions, brought down to the 5th current, has been examined by the Commissioners, and that they have postponed declaration of a Dividend till the recurrence of another statutory period.

LOUSON WALKER, Trustee.

18 Cathcart Street, Greenock,
19th November 1877.

THE Estates of JOSEPH BENT, Ladies' Hatter, Oswald Street, Glasgow, were Sequestrated on the 16th day of November 1877, by the Sheriff of Lanarkshire.

The first Deliverance is dated the 16th day of November 1877.

The Meeting to elect the Trustee and Commissioners is to be held at twelve o'clock noon, on Tuesday the 27th day of November 1877, 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 16th day of March 1878.

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.

THOMAS BARCLAY, Writer,

123 West George Street, Glasgow, Agent.

THE Estates of JAMES GOURLAY, Grocer, Graham Street, Airdrie, sometime carrying on business there as a Grocer under the Name and Style of Mrs. JAMES GOURLAY, Grocer there, and thereafter under the Name of JAMES GOURLAY, were Sequestrated on the 17th day of November 1877, by the Sheriff of the County of Lanark.

The first Deliverance is dated the 17th day of November 1877.

The Meeting to elect the Trustee and Commissioners is to be held at eleven o'clock, on Wednesday the 28th day of November 1877, within the Royal Hotel, Airdrie.

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 1878.

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.

THOS. CLARK, Solicitor,

County Buildings, Airdrie, Agent.

THE Estates of ANDREW KER, Stationer and Bookbinder, High Street, Dunfermline, were Sequestrated on the 17th day of November 1877, by the Sheriff of the County of Fife at Dunfermline.

The first Deliverance is dated 17th November 1877.

The Meeting to elect the Trustee and Commissioners is to be held on the 28th day of November 1877, at twelve o'clock noon, within Milne's Hotel, Bridge Street, Dunfermline.

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 1878.

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

THO. BLAIR, Writer, Dunfermline,
Agent.

THE Estates of JOHN HENDERSON NEALE, Hatter, residing at No. 17 Gladstone Place, Edinburgh, were Sequestrated on the 19th day of November 1877, by the Sheriff of Midlothian and Haddington.

The first Deliverance is dated the 19th day of November 1877.

The Meeting to elect the Trustee and Commissioners is to be held at one o'clock afternoon, on Wednesday the 28th day of November 1877, within Dowell's Rooms, No. 18 George Street, Edinburgh.

A Composition may be offered at this Meeting; and to entitle Creditors to the first Dividend, their oaths and grounds of debt must be lodged on or before the 20th day of March 1878.

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.

DAVID HUNTER, S.S.C., Agent,

29 Dundas Street, Edinburgh.

THE Estates of M'CONNAL & JACK, Ironmongers, Glasgow, and William M'Connal and John Jack, Ironmongers there, the Individual Partners of that Company, as such Partners, and as Individuals, were Sequestered on the 19th day of November 1877, by the Sheriff of Lanarkshire.

The first Deliverance is dated the 19th day of November 1877.

The Meeting to elect a Trustee and Commissioners is to be held at twelve o'clock noon, on Tuesday the 27th day of November 1877, 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 19th day of March 1878.

A Warrant of Protection has been granted to the Bankrupts, till the Meeting for election of Trustee.

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

JAS. COLQUHOUN,

158 St. Vincent Street, Glasgow, Agent.

NOTICE is hereby given that the Lord Ordinary officiating on the Bills has, on considering a Petition by Alexander Melvin, Brewer at Borough Loch Brewery, Buccleuch Street, Edinburgh, and James Melvin, a Partner of the Firm carrying on business as Brewers under the Firm Name or Designation of the said Alexander Melvin, for Sequestration of the Estates of JOHN SMITH, Wine and Spirit Merchant, No. 2 Oxford Street, Glasgow, granted Warrant for citing him to appear in Court on the seventh day next after citation if within Scotland, and on the twenty-first day next after citation if furth of Scotland, to show cause why Sequestration of his Estates should not be awarded.

GEO. BEGG, S.S.C.,

29 Albany Street, Edinburgh, Agent.

NOTICE.

A PETITION having been presented to the Lord Ordinary officiating on the Bills, at the instance of the Governor and Company of the Bank of Scotland, incorporated by Act of Parliament, for Sequestration of the Estates of ROBERT BARCLAY ALLARDICE, sometime residing at Oak Lodge, Ryde, Isle of Wight, and now residing at Rodney Lodge, Perth, his Lordship of this date granted Warrant for citing the said Robert Barclay Allardice to appear in Court on the seventh day next after citation if within Scotland, and on the twenty-first day next after citation if furth of Scotland, to show cause why Sequestration should not be awarded.—Of all which Intimation is hereby given.

TODS, MURRAY, & JAMIESON, W.S.

66 Queen Street, Edinburgh,
20th November 1877.

In the SEQUESTRATION of ROBERT STOBIE DRYSDALE, Table Linen Manufacturer, St. Margaret's Street, Dunfermline.

CHARLES PRENTICE, Chartered Accountant, Edinburgh, has been elected Trustee on the Estate; and Robert Gray, Banker, Edinburgh, Robert Brownlee Heggie, Bleacher, Kirkcaldy, and Andrew Blair, Painter, Dunfermline, have been elected Commissioners. The Examination of the Bankrupt will take place within the Sheriff Court House, Dunfermline, on Wednesday the 28th day of November current, at eleven o'clock forenoon. The Creditors will meet within the Chambers of Messrs. Lindsay & Prentice, C.A., 55 Castle Street, Edinburgh, on Friday the 7th day of December, at two o'clock afternoon.

To entitle Creditors to participate in the first Dividend their oaths and grounds of debt must be lodged with the Trustee on or before 27th February 1878.—Of all which Intimation is hereby given, in terms of the Statute.

CHARLES PRENTICE, Trustee.

55 Castle Street, Edinburgh,
20th November 1877.

SEQUESTRATION of M'LEAN & M'ULLOCH, Joiners, Govan Road, Govan, near Glasgow, and Dugald M'Lean and Duncan M'ulloch, both Joiners there, the Individual Partners of that Company, as such Partners, and as Individuals.

ROBERT REID, Chartered Accountant in Glasgow, has been elected Trustee on the Estates; and James David Thomson, Timber Merchant, Grangemouth, James Adams, Timber Merchant, Glasgow, and Duncan Ritchie M'Lachlan, Timber Merchant there, have been elected Commissioners. The Examination of the Bankrupts will take place within the Chambers of Sheriff-Substitute Spens, County Buildings, Glasgow, on Monday the 26th day of November current, at half-past ten o'clock forenoon. The Creditors will meet within the Chambers of Messrs. Reid & Mair, Chartered Accountants, 40 St. Vincent Place, Glasgow, on Monday the 3d day of December proximo, at twelve o'clock noon.

ROBERT REID, Trustee.

SEQUESTRATION of DAVID JAMES BROWN, Lessee of the Balmoral Hotel, Glasgow.

JOHAN GULLAND, Corn Merchant, Edinburgh, has been elected Trustee on the Estate; and Finlay Bell, of Finlay Bell & Sloan, Butchers, Glasgow, Robert Chrystal, of Robert Chrystal & Sons, Grocers, Charing Cross, Glasgow, and Adam Gray, Plumber, 1 Gillespie Place, Edinburgh, have been elected Commissioners. The Examination of the Bankrupt will take place within Mr. Sheriff Guthrie's Chambers, County Buildings, Glasgow, on Monday the 3d day of December next, at twelve o'clock noon. The Creditors will meet in the Faculty Hall, Saint George's Place, Glasgow, on Thursday the 13th day of December next, at three o'clock afternoon.

JOHN GULLAND, Trustee.

SEQUESTRATION of ALLAN FORSYTH, Cabinet-maker, Cowan's Close, Edinburgh.

GEORGE SANDERSON FERRIER, Accountant, Edinburgh, has been elected Trustee on the Estate; and Francis Dickson, Chartered Accountant, Edinburgh, Murdoch Stewart, Wood Merchant, Bangor Road, Leith, and James Doig, Ironmonger, Nicolson Street, Edinburgh, have been elected Commissioners. The Examination of the Bankrupt will take place within the Bankruptcy Court, Sheriff Court House, George IV. Bridge, Edinburgh, on Friday the 30th day of November current, at one o'clock afternoon. The Creditors will meet in the Chambers of the Trustee, 2b Saint Andrew Square, Edinburgh, on Monday the 12th day of December 1877, at two o'clock afternoon.

GEORGE S. FERRIER, Trustee.

SEQUESTRATION of ROBERT YOUNG, Wine and Spirit Merchant, lately Hotel Keeper of the University Hotel, Chambers Street, Edinburgh, and lately residing at No. 16 Melville Terrace there.

AS Trustee on the above Sequestered Estate, I hereby call a General Meeting of the Creditors, to be held within my Chambers here, on Wednesday the 28th day of November 1877, at two o'clock afternoon, to elect two Commissioners, in room of Messrs. John Somerville and Thomas Hopper, who have assigned their debts.

AND. PATERSON, Trustee.

74 George Street, Edinburgh,
20th November 1877.

ALEXANDER EDMOND, Junior, Advocate, Aberdeen, Trustee on the Sequestered Estate of ALEXANDER STEPHEN, sometime at Crossroads of Keig, now residing at No. 13 Station Road, Inverurie, hereby calls a General Meeting of the Creditors on the said Sequestered Estate, to be held within the Office of Messrs. John & Douglass Duncan, Advocates, 8 Castle Street, Aberdeen, on Wednesday the 28th day of November, current, at twelve o'clock noon, to take into consideration a Deed of Arrangement.

ALEX. EDMOND, Jun., Trustee.

Aberdeen, 19th November 1877.

ALLEXANDER COLVILLE, Solicitor in Banff, Trustee on the Sequestrated Estate of ADAM GEORGE, Farmer at Mains of Drummair, in the Parish of Botriphnie and County of Banff, hereby calls a General Meeting of the Creditors on said Estate, to be held within his Office, No. 20 Low Street, Banff, on Wednesday the 12th day of December next, at one o'clock afternoon, to consider as to an application to be made for the Trustee's discharge.

ALEXANDER COLVILLE, Trustee.

Banff, 15th November 1877.

ROBERT CAMPBELL, Farmer, Creachmore, Parish of Leswalt, Trustee on the Sequestrated Estate of ROBERT PARKER, Farmer, Culhorn Parks, Stranraer, hereby calls a Meeting of the Creditors, to be held within the Office of Mr. John Mackie Adair, Solicitor, Stranraer, on Tuesday the 12th day of December next, at twelve o'clock noon, to consider as to an application to be made for the Trustee's discharge.

ROBT. CAMPBELL, Trustee.

Stranraer, 16th November 1877.

IGEORGE KYD, Auctioneer and Live Stock Salesman, Perth, Trustee on the Sequestrated Estate of JAMES CANT, Auctioneer, Bulletoan, Forres, hereby call a Meeting of Creditors, to be held within the Writing Chambers of Arthur Duffes, Solicitor in Forres, upon Friday the 14th day of December next, at twelve o'clock noon, to consider as to an application to be made for the Trustee's discharge.

GEO. KYD.

Perth, 17th November 1877.

SEQUESTRATION of KENNETH MACKAY, Innkeeper and Farmer, North Kessock, near Inverness.

IHEREBY call a Meeting of the Creditors on the Sequestrated Estate of Kenneth Mackay, above designed, to be held upon the 12th day of December 1877, within the Writing Chambers of Messrs. Stewart, Rule, & Burns, Solicitors, Inverness, to consider as to an application to be made by me as Trustee for my discharge.

CHA. CLUNAS, Trustee.

Inverness, 17th November 1877.

SEQUESTRATION of JAMES & WILLIAM ORR, Clothiers, Glasgow, and Partners.

THE Trustee hereby calls a Meeting of the Creditors, to be held on the 7th day of December next, at twelve o'clock noon, within the Office of Rattray Brothers & Smith, 54 St. Vincent Street, Glasgow, to instruct him as to the sale of the book debts.

ALEX. H. SMITH, Trustee.

Glasgow, 17th November 1877.

JAMES HENDERSON FERGUSON, Accountant, Glasgow, Trustee on the Sequestrated Estates of SHORT & STEWART, Manufacturers and Merchants in Glasgow, and Thomas Short and David Stewart, both Manufacturers and Merchants there, the Individual Partners of that Company, as such Partners, and as Individuals, hereby calls a General Meeting of the Creditors, to be held within the Office of John Miller & James H. Ferguson, Accountants, 71 Queen Street, Glasgow, on Thursday the 29th day of November 1877, at twelve o'clock, to consider an offer of Composition to be made by the said David Stewart.

JAS. H. FERGOUSON, Trustee.

71 Queen Street, Glasgow,
19th November 1877.

JAMES TAINSH, Merchant, Leith, Trustee on the Sequestrated Estate of ANDREW WALLACE FORBES, residing at Shrub Vale, Leith Walk, Edinburgh, carrying on business as a Marble Cutter and Marble Merchant at Shrub Place, Leith Walk, Edinburgh, under the Style or Firm of ANDREW WALLACE & COMPANY, of which he is sole Partner, hereby intimates that his accounts to 7th November 1877 have been audited by the Commissioners, and that a final Dividend will be paid to those Creditors whose claims have been admitted, and to those Creditors who did not participate in the first Dividend, as an equalizing Dividend, all in terms of the Statute, by the Trustee, at his Counting House, No. 12 Baltic Street, Leith, on the 7th day of January 1878.

JAMES TAINSH, Trustee.

Leith, 19th November 1877.

In the SEQUESTRATION of JAMES DOUGLAS, Goldsmith and Watchmaker, 96 Argyle Street, Glasgow.

JOHAN MILLER, Chartered Accountant in Glasgow, Trustee, hereby gives notice that a first Dividend will be paid, within his Counting House, 71 Queen Street, Glasgow, upon Monday the 10th day of December 1877.

JNO. MILLER, C.A., Trustee.

71 Queen Street, Glasgow,
16th November 1877.

JAMES ANDERSON DICKSON, Banker in Arbroath, Trustee on the Sequestrated Estate of ROBERT LUMGAIR, Export Merchant and Manufacturer, Arbroath, hereby intimates that the Commissioners have audited his accounts for the quarter ending on the 11th day of November current, and have postponed the declaration of a Dividend till the next statutory period.

JAS. A. DICKSON, Trustee.

Arbroath, 16th November 1877.

IJOHN ROSS, Inspector of Poor, Tain, Trustee upon the Sequestrated Estates of DONALD M'KENZIE & SON, Seedsmen, Tain, in the County of Ross, as a Company, and of Donald M'Kenzie, Seedsmen, Cromarty, and James M'Kenzie, Seedsmen, Tain, the Individual Partners of said Firm, as such Partners, and as Individuals, hereby give notice that the Commissioners have audited my accounts to 3d instant, and have postponed declarations of a Dividend until the recurrence of next statutory period, and dispensed with the transmissions of circulars to the Creditors.

JOHN ROSS, Trustee.

Tain, 17th November 1877.

PATRICK TURNBULL, Chartered Accountant in Edinburgh, Trustee on the Sequestrated Estate of WILLIAM COCHRANE MURRAY, lately residing at 3 Comely Green Crescent, Edinburgh, and now deceased, hereby intimates that he has had no intromissions with the funds of the Estate from 2d August last to 3d current, and that the Commissioners have postponed the declaration of a Dividend till the recurrence of the next statutory period, and dispensed with sending circulars to the Creditors.

PAT. TURNBULL, Trustee.

31 Princes Street, Edinburgh,
17th November 1877.

LOUSON WALKER, Accountant in Greenock, Trustee on the Sequestrated Estate of the Company carrying on business as Merchants in Greenock under the Firm of ANDREW LYMBURN & COMPANY, and in Saint John, New Brunswick, under the Firm of JAMES ROBERTSON & COMPANY, being one and the same Concern, and of Andrew Lymburn, a Partner of said Concern, hereby intimates that an account of his intromissions, brought down to the 5th current, has been examined by the Commissioners, and that they have postponed declaration of a Dividend till the recurrence of another statutory period.

LOUSON WALKER, Trustee.

18 Cathcart Street, Greenock,
19th November 1877.

HUGH ROSS ANNAT, Bank Agent, Beauly, Trustee on the Sequestrated Estate of **JAMES M'KINTOSH**, Innkeeper and Farmer at Achanault, in the Parish of Fodderty and County of Ross, hereby intimates that an account of his intrusions with the funds of the Estate, brought down to the 6th current, has been examined and audited by the Commissioners; that he has examined the claims of the several Creditors who had lodged their oaths and grounds of debt on or before that date; and that the Commissioners have postponed the declaration of a Dividend till the recurrence of the next statutory period.

H. R. ANNAT, Trustee.

FREDK. ALEXANDER & CO.

THE Trustees and Executors of the late Frederick Alexander hereby intimate that he ceased to be a Partner of the Firm or Company of **FREDK. ALEXANDER & CO.**, Sugar Brokers and Merchants, Greenock, on the 5th day of October 1877, the date of his death.

R. & S. NEILL, Writers, Greenock,
Agents for the said Trustees and Executors
of **FREDERICK ALEXANDER**.

JAMES CAMPBELL, Law-Apprentice,
No. 2 Argyle Street, Greenock,
Witness.

JAMES A. LOVE, Law-Apprentice,
No. 2 Argyle Street, Greenock,
Witness.

On and after the said 5th day of October 1877, the Business will be carried on under the said Firm or Company Name of **FREDK. ALEXANDER & Co.**, by the sole surviving Partner **William Nicol Clapperton**.

Greenock, 12th November 1877.

WILLIAM N. CLAPPERTON.

ROBT. ORKNEY, Law-Apprentice,
No. 2 Argyle Street, Greenock,
Witness.

JAMES CAMPBELL, Law-Apprentice,
No. 2 Argyle Street, Greenock,
Witness.

JOHN BAIN, Calico Printer, residing at 651 Dalmar-nock Road, Glasgow, and sometime carrying on business as a Fruiterer in Robertson Street there under the Name or Firm of **ARCHIBALD BAIN**, of which Firm he was the sole Partner, has presented a Petition to the Sheriff of Lanarkshire, for Interim Protection and Decree of Cessio Bonorum; and all his Creditors are hereby required to appear within the Sheriff Court House at Glasgow, on Tuesday the 18th day of December 1877, at 10.30 o'clock forenoon, when he will appear for Examination.

THOMAS BARCLAY, Writer,
123 West George Street, Glasgow,
Agent for Petitioner.

STEWART PATON, Gardener, residing at No. 235 Thorn Place, Dundee, has presented a Petition to the Sheriff of the County of Forfar at Dundee, for Interim Protection against the Execution of Diligence and Decree of Cessio Bonorum; and all his Creditors are hereby required to appear in Court, within the Sheriff Court House, Dundee, on Friday the 21st day of December next, at eleven o'clock forenoon, when the Petitioner will appear for Examination.

WM. M'DONALD, Solicitor,
51 Reform Street, Dundee, Agent.

Dundee, 19th November 1877.

WALTER BROWN, Farmer, Raploch Croft, Lark-hall, has presented a Petition to the Sheriff of the County of Lanark, for Interim Protection and Decree of Cessio Bonorum; and all his Creditors are hereby required to appear within the Sheriff Court House at Hamilton, on Friday the 21st day of December next, at half-past ten o'clock forenoon, when he will appear for Examination.

J. H. M. BAIRNSFATHER, Solicitor, Hamilton,
Agent for Petitioner.

Hamilton, 17th November 1877.

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

Published at the EXCHEQUER CHAMBERS, Parliament Square, Edinburgh.

Printed by MURRAY & GIBB, Printers to Her Majesty's Stationery Office, No. 11 Queen Street.

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

Tuesday, November 20, 1877.

Price Two Shillings and Ninepence.