

improve the Dundee and Newtyle Railway, and for other purposes.

An Act to enable the Mayor, Aldermen, and Burgesses of the borough of Salford, to raise a further sum of money for improving their gas-works, and for other purposes.

An Act to authorize the construction of docks and other works on the south shore of the River Thames, to be called "The Greenwich and South Eastern Docks."

An Act for conferring on Price's Patent Candle Company (Limited) further powers for the raising of money, and for other purposes.

An Act to incorporate the Red Sea and India Telegraph Company, and for enabling the Company to establish and work Telegraphs between Great Britain and India and other countries, and for other purposes connected therewith.

An Act for authorising divers arrangements between the Vale of Neath Railway Company and other Companies having railways or other works near to the Vale of Neath Railway, and for regulating the capital and borrowing powers of the Company, and for other purposes.

An Act to alter and amend the Acts relating to the Atlantic Telegraph Company, and to enable the Company to raise additional capital, and for other purposes.

An Act to authorize the North British Railway Company to make a railway from their Hawick Line to the Port Carlisle Railway, near Carlisle, with divers branches therefrom, and for other purposes.

An Act for making a new street from near Foundry-bridge to King-street, in the city and county of the city of Norwich.

An Act to repeal an Act passed in the eleventh year of the reign of King George the Fourth, chapter 110, intituled, "An Act for more effectually repairing the road from Carlisle to Penrith, and from Penrith to Eamont Bridge, in the county of Cumberland," and to make other provisions in lieu thereof.

An Act for making a railway from Much Wenlock, in the county of Salop, to communicate with the Severn Valley Railway, and the River Severn, in the same county.

An Act to repeal the Acts relating to the Company of Proprietors of the Liverpool Exchange, and to incorporate the Liverpool Exchange Company, and for other purposes connected therewith.

An Act to authorize the raising of a further sum of money for the completion of the Castle Douglas and Dumfries Railway, and to sanction a deviation from the authorized line of that Railway.

An Act to authorize the construction of a tramway from the Llanidloes and Newtown Railway, near Newtown, to the Shropshire Union Canal, and to enable the Llanidloes and Newtown Railway Company to lease their undertaking, and for other purposes.

An Act for authorizing an amalgamation or lease of the Portsmouth Railway, with or to the London and South Western Railway Company, and for other purposes.

An Act to extend the time for the sale of such lands belonging to the Company of Proprietors of the Forth and Clyde Navigation as may not be required for the purposes of the said navigation.

An Act for the transfer of the Caterham Railway to the South-Eastern Railway Company, and for other purposes.

An Act to enable the Maybole and Girvan Railway Company to raise additional capital, to authorize a deviation of their line, and for other purposes.

An Act for authorizing the Hertford, Luton, and Dunstable Railway Company to raise further capital for the purposes of the Hertford section of their Railway, and for extending the period for the completion of the Luton section of their railway, and for other purposes.

(927.)

*Board of Trade, Whitehall,
July 20, 1859.*

THE Right Honourable the Lords of the Committee of Privy Council for Trade and Plantations have received, through the Secretary of State for the Colonies, a copy of a Despatch from the Governor of New Brunswick, transmitting a Report, showing the following alterations that have been made by the Governor in the Ports of Entry within that province:

In April, 1855, the Port of Miramichi was divided into two ports, making Newcastle a Port of Entry as well as Chatham, with equal privileges in all respects.

In August, 1856, the Port of Dalhousie, Restigouche, was divided into two ports, making Campbelltown a Port of Entry, with the same privileges, in all respects, as that of Dalhousie.

In the beginning of last month the Port of St. John was extended to a portion of the western side of the harbour; viz.: that portion embraced by a line drawn from the "city line, near Clark's Wharf, to a point known and distinguished as "Sand Point."

*War-Office, Pall-Mall,
22nd July, 1859.*

2nd Regiment of Life Guards, Lieutenant Roger Palmer to be Captain, by purchase, vice the Honourable C. S. B. Hanbury, who retires. Dated 22nd July, 1859.

Cornet and Sub-Lieutenant Henry P. Ewart to be Lieutenant, by purchase, vice Palmer. Dated 22nd July, 1859.

5th Dragoon Guards, Henry Darley, Gent., to be Cornet, by purchase, vice Feilden, who retires. Dated 22nd July, 1859.

3rd Light Dragoons, Thomas Donaldson, Gent., to be Cornet, by purchase, vice Grant, promoted. Dated 22nd July, 1859.

13th Light Dragoons, John Saunders, Gent., to be Cornet, by purchase, vice Gore, promoted. Dated 22nd July, 1859.

Military Train, Captain Edward Ring Berry, from the 61st Foot, to be Captain, vice Hamilton, who exchanges. Dated 22nd July, 1859.

Scots Fusilier Guards, Lieutenant and Captain and Brevet-Major Robert James Loyd-Lindsay to be Captain and Lieutenant-Colonel, by purchase, vice the Honourable Alexander Edward Fraser, who retires. Dated 22nd July, 1859.

14th Regiment of Foot, Ensign Cyrus Day, from the 36th Foot, to be Ensign, vice Pigott, who exchanges. Dated 22nd July, 1859.

15th Foot, Lieutenant F. S. L'E. FitzRoy to be Captain, by purchase, vice the Honourable H. J. Liddell, who retires. Dated 22nd July, 1859.