

- III. Glasgow and South-Western Railway Company.
- IV. Glasgow Corporation.
- V. Motherwell Water (Supplementary Supply).
- VI. Rothesay Tramways (Amendment).

Of these, it was decided by the Chairman of Committees of the House of Lords and the Chairman of Ways and Means in the House of Commons that the first must proceed by way of Private Bill; the second was withdrawn; the sixth was unopposed; inquiry was held into the third, fourth, and fifth.

In April 1918 seven applications for Provisional Orders were made, viz.—

- I. Clyde Valley Electrical Power.
- II. Cowdenbeath Water.
- III. Dunfermline District Water.
- IV. Edinburgh Corporation (Tramways).
- V. Glasgow and South-Western Railway Company (Ayr Harbour Transfer).
- VI. Leith Harbour and Docks.
- VII. North British Railway Company.

Of these, the first and the seventh were unopposed; the fourth was withdrawn; the sixth became unopposed by the withdrawal of the opposition; inquiry was held into the second, the third, and the fifth, but the reports had not yet been issued on going to press.

GLASGOW AND SOUTH-WESTERN RAILWAY PROVISIONAL ORDER.

10th April 1918.

(Before the Earl of Moray, Lord Lamington, Sir John Ainsworth, Bart., M.P. (*Chairman*), and Mr G. W. Currie, M.P.—at Glasgow.)

The Glasgow and South-Western Railway Company had already doubled its line from Glasgow to Kilwinning, and in contemplation of continuing the doubling from there to Ardrossan and to Ayr had acquired or was acquiring from time to time the necessary pieces of land, the object being to acquire before buildings had been erected on the land and so save future expense. This Order, *inter alia*, conferred powers for this purpose, including power to acquire compulsorily a piece of ground belonging to the Ayrshire Dockyard Company (*objectors*), who alone opposed, other opposition having been withdrawn. The promoters restricted the amount of ground proposed to be taken to '39 of an acre, being a strip along the existing railway lines, 28 feet wide at its widest, and running into a point some 200-300 yards down the line. The objectors, a young and progressive company, had con-

structed their shipyard at Irvine in 1912, had had every available berth occupied since 1913, and had recently with a view to extension and the more complete equipment of their yard acquired additional land about 60 acres in extent, of which the strip in question formed part. Their grounds of objection were that the taking of this strip would wreck their scheme of extension by restricting the proposed site of their intended engine and boiler works, that nothing should at the present time be allowed to interfere with the development of naval construction works, and that the Railway Company could effect its purpose by acquiring land on the other side of their line.

The Commissioners found the preamble proved.

A clause was inserted by consent restricting the ground of the objectors which might be acquired to the limited amount, delineated on a plan, to be acquired only for the widening of the lines.

Counsel for the Promoters—Macmillan, K.C.—C. H. Brown. Agents—Maclay, Murray, & Spens, Writers, Glasgow.

Counsel for the Objectors—M. P. Fraser. Agents—Biggart, Lumsden, & Company, Writers, Glasgow.

Counsel for the Burghs of Prestwick and Saltcoats—M. P. Fraser. Agents—J. Shaw, Town-Clerk, Prestwick, and James Campbell, Town-Clerk, Saltcoats.

Counsel for the Lanarkshire and Ayrshire Railway Company and the Caledonian Railway Company—Constable, K.C.

GLASGOW CORPORATION PROVISIONAL ORDER.

11th and 12th April 1918.

(Before the Earl of Moray, Lord Lamington, Sir John Ainsworth, Bart., M.P. (*Chairman*), and Mr G. W. Currie, M.P.—at Glasgow.)

Provisional Order—Burgh—Public Health—Powers Conferred by Provisional Order—“Farmed-out Houses.”

This Order was promoted by Glasgow Corporation, *promoters*, really for two objects—(1) to obtain power to deal with “farmed-out houses,” and (2) to authorise expenditure in connection with Glasgow markets and the charging of increased rates thereat. Opposition was only to the first of those objects, and was by the Caledonian Railway Company and the Glasgow and South-Western Railway Company, *objectors*. The Order contained a definition of a “farmed-out house,” and a code for regulating such houses. The objection was taken to the vagueness of the definition, and to the wide powers it conferred on officials of the Corporation.

The Commissioners found the preamble proved, and suggested various amendments to meet the objections taken.

Clauses were adjusted giving effect to the suggestions.

Counsel for the Promoters—Macmillan, K.C.—M. P. Fraser. Agent—Sir John Lindsay, Town-Clerk, Glasgow.

Counsel for the Objectors—Sandeman, K.C.—Gentles. Agents—D. L. Forgan, Solicitor, for the Caledonian Railway Company, and Maclay, Murray, & Spens, Writers, for the Glasgow and South-Western Railway Company.

MOTHERWELL WATER (SUPPLEMENTARY SUPPLY) PROVISIONAL ORDER.

11th and 12th April 1918.

(Before the Earl of Moray, Lord Lamington, Sir John Ainsworth, Bart., M.P. (*Chairman*), and Mr G. W. Currie, M.P.—at Glasgow.)

Provisional Order—Water—Burgh—Trade Supply of Water.

This Order was promoted by the Town Council of Motherwell, *promoters*, for the purpose of obtaining powers to take by pumping a supplementary supply of water to the extent of 5,000,000 gallons a-day from the Clyde. It was opposed by the Caledonian Railway Company and the Lanarkshire Tramways Company, *objectors*. The water was wanted for trade purposes only, chiefly for certain large works engaged on

munition and Government work, and its being obtained would enable the promoters to give to the Middle Ward District Committee, who were pending the completion of works in need of water for similar purposes, a supply from their existing water-works. The distribution scheme for trade purposes was distinct from the domestic supply of the burgh. The estimated cost of the works was £50,000, of which £15,000 was being found by the Ministry of Munitions, and £12,000 by certain large manufacturers. The balance of £33,000 it was proposed should be repaid in fifty years, but this term was reduced to thirty-five. The objections eventually came to be questions of clauses.

The Commissioners found the preamble proved, but stated that they did so only because of the special circumstances of national emergency, and that they considered the Order should not be regarded as a precedent.

Clauses were inserted for the protection of the Caledonian Railway Company and the Lanarkshire Tramways Company, and also one to prevent the promoters supplying this water as a domestic supply.

Counsel for the Promoters—Macmillan, K.C. Agents—James Burns, Town Clerk, Motherwell, and Beveridge & Company, Westminster.

Counsel for the Objectors (the Caledonian Railway Company)—Sandeman, K.C.—Gentles. Agent—S. L. Forgan, Solicitor.

Counsel for the Objectors (the Lanarkshire Tramways Company)—Gentles. Agents—W. & J. C. Pollok, Solicitors, Hamilton.

END OF VOLUME LV.