

To vary or extinguish all existing rights and privileges which might in any way interfere with the accomplishment of any of the objects of the intended Act, and to confer other rights and privileges.

To authorise the Company to acquire or otherwise vary or extinguish all or any rights, easements, servitudes, and pertinents relating to or affecting the Waverley Station, or any part thereof, or lands thereto adjoining or situated on the west side of the Waverley Bridge, or fronting Princes Street, belonging to the Company.

To repeal, alter, or amend all or some of the provisions of the North British, Edinburgh, Perth and Dundee, and West of Fife Railways Amalgamation Act, 1862; the North British Railway (Amalgamations, &c.) Act, 1880; the North British Railway Additional Powers and Works Act, 1877; the North British Railway Act, 1885; the North British Railway (Waverley Station, &c.), Act, 1891; the North British Railway (General Powers) Act, 1891; the North British Railway (Methil Harbour) Act, 1891; and the North British Railway Act, 1892; the North British Railway Act, 1893, and any other Act or Acts relating to the Company; the Kirkcaldy and District Railway Act, 1891, and any other Act or Acts relating to the Kirkcaldy Company.

A plan and section in duplicate of the intended Railways, widening of bridge and works; a plan in duplicate of all lands which may be taken under the compulsory powers to be conferred by the intended Act; a book of reference to such plans, and in the case of the Railways a published map showing their general course and direction, will be deposited as follows, that is to say:—

So far as relates to the intended Railway and Works in the county of Linlithgow, with the Principal Sheriff Clerk of that county, at his office in Linlithgow.

So far as relates to the intended Railway Works, and Lands in the county of Fife, with the Principal Sheriff Clerk of that county, at his offices at Cupar, Kirkcaldy, and Dunfermline respectively.

So far as relates to the lands in the county of Haddington, with the Principal Sheriff Clerk of that county, at his office in Haddington.

A copy of so much of the said plans, sections, and book of reference as relates to any parish within which the intended Railways and Works are situate, and a copy of so much of the plans and book of reference as relates to any parish in which any lands are intended to be taken, will be deposited with the respective Session Clerks of those parishes, at their residences.

Each such deposit will be made on or before the 30th day of November instant, and will be accompanied by a copy of this Notice.

Printed copies of the Bill for effecting the objects aforesaid 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 1893.

JAMES WATSON,  
8 George Street, Edinburgh,  
Solicitor for the Bill.

SHERWOOD & CO.,  
7 Great George Street, Westminster,  
Parliamentary Agents.

In Parliament—Session 1894.

### CALEDONIAN RAILWAY.

(Widening and Deviation of Railways, and New Roads and Additional Lands in Counties of Lanark, Renfrew, Edinburgh and Forfar; Appropriation of Subsoil, Ventilating Shafts, &c.; Acquisition of Lands for New Works; Tolls, Rates and Charges; Restriction of Traffic on Railways, and Incidental Powers; Abandonment of Portion of Railway in the County of Edinburgh; Confirmation of Agreement with Haldane's Trustees; Abolition of Level Crossings at Baldovan; Stopping up of Carlibar Road, in the County of Renfrew, and Powers for Glasgow and South Western Railway Company in Reference to New Road; Purchase and Amalgamation of Forfar and Brechin Railway; Substitution of Penalties by Company and Release of Deposit; Revival and Extension of Time for Purchase of Lands and Extension of Time for Completion of Works; Additional Capital; Incorporation and Amendment of Acts; and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for leave to bring in a Bill (hereinafter called "the Bill") for all or some of the following among other purposes (that is to say):

To empower the Caledonian Railway Company (herein called "the Company"), to make and maintain the widening of railway, railway and roads hereinafter described, with all proper stations, sidings, roads, approaches, and other works and conveniences connected therewith, viz. :—

1. A widening of the Company's Glasgow Central Railway (hereinafter called the widening), to be situate in the Barony Parish of Glasgow, and City Parish of Glasgow, or one of those parishes, in the City and Royal Burgh of Glasgow and County of Lanark, commencing by a junction with the railway authorised by the Glasgow Central Railway Act, 1888, and therein called Railway No. 1, at a point sixty-three yards or thereabouts eastwards from the centre of the bridge carrying the Caledonian Railway over Argyle Street, and terminating by a junction with the said Railway No. 1, at a point two hundred and seventy-eight yards or thereabouts westwards from the centre of the said bridge carrying the Caledonian Railway over Argyle Street.
2. A railway (hereinafter called the railway), being a deviation of the railway authorised by the Caledonian Railway (Edinburgh, Leith and Newhaven Extension Lines) Act, 1890, and therein called Railway No. 2, to be situate in the Parish of St. Cuthbert, in the Burgh of Leith, in the County of Edinburgh, commencing by a junction with the said Railway No. 2, at a point about six furlongs and one hundred and ninety-eight yards from the junction of that railway with the Leith Branch of the Caledonian Railway, and terminating by a junction with the said