

of her present Majesty; the Greenock and Ayrshire Railway Act, 1865; and the Greenock and Ayrshire Railway Amendment Act, 1868; the Caledonian Railway Abandonment, etc., Act, 1869; the Glasgow and South-Western and Greenock and Ayrshire Railways Amalgamation Act, 1872; and any other Acts relating to the Glasgow and South-Western Railway Company or the Greenock and Ayrshire Railway Company, or their respective undertakings: And also the following Acts relating to the Glasgow and Kilmarnock Joint Line—namely, the Caledonian Railway (Glasgow, Barrhead, and Neilston direct Railway Lease) Act, 1849; the Caledonian Railway (Arrangements) Act, 1851; the Caledonian Railway (Crofthead Extension and Amendment) Act, 1853; the Caledonian Railway (Barrhead and Paisley Branch, etc.) Act, 1865; the Crofthead and Kilmarnock Extension Railway Act, 1865; the Glasgow and South-Western Railway (Kilmarnock direct) Act, 1865; the Crofthead and Kilmarnock Extension Railway (Deviation) Act, 1866; the Glasgow and South-Western Railway Act, 1868; the Caledonian and Glasgow and South-Western Railways (Kilmarnock Joint Line) Act, 1869; the Glasgow and Kilmarnock Joint Line and Caledonian Railway Act, 1872; and the Glasgow and Kilmarnock Joint Line (Extension of Time) and Glasgow and South-Western Act, 1872; and all other Acts relating to the Glasgow and Kilmarnock Joint Line or the Railways of the Glasgow and Kilmarnock Joint Line Committee.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property in, through, or under which they will be made, or which may be 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 also an Ordnance Map, with the lines of the said Railways delineated thereon, so as to show their general course and direction, 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 Ayr, at his office in Ayr. 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 and to the royal burgh of Irvine, in or through which the intended Railways and works are to 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 schoolmaster, or, if there be no schoolmaster, with the session-clerk, of each of such parishes at the usual place of abode of such schoolmaster or session-clerk, and also with the town-clerk of the royal burgh of Irvine at his office in Irvine.

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 13th day of November 1872.

MILLAR, ALLARDICE, & ROBSON, W.S.,
Edinburgh;

JOHN WILLISON,
103 West Regent Street, Glasgow,
Solicitors for the Bill.

SIMSON, WAKEFORD, & SIMSON,
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Parliamentary Agents.

In Parliament—Session 1873.

FORTH BRIDGE RAILWAY.

(Incorporation of Company; Construction of Railways to Inverkeithing, Dunfermline, and Burntisland, with Bridge over Forth at Queensferry and other Works; Powers to make Working Arrangements with North British Railway Company, and Powers to that Company to Contribute to and hold Shares and Stock in Company, and to Guarantee Interest and Dividends; Powers to North British Railway Company to Sell and Company to Purchase Ferry called Queensferry over Forth; Tolls, Rates, and Duties; Capital; 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 bring in a Bill for the following or some of the following among other objects, powers, and purposes (that is to say):—

To incorporate a Company (hereinafter referred to as 'the Company'), and to enable the Company to make and maintain the Railways and works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):—

1. A Railway (No. 1) commencing in the parish of Dalmeny, in the county of Linlithgow, by a junction with the Queensferry Branch of the North British Railway, at a point on the said Queensferry branch 40 yards or thereabouts, measuring along the said Branch Railway, northward from the north side of the bridge carrying the road called and known as the Rosshill Road, which leads from the Dalmeny Road to Rosshill House, over the said Queensferry Branch Railway, and 190 yards or thereabouts south-westward of the southmost corner of the Buildings of Bankhead Farm-steading, in the occupation of James Graham, thence passing through or into the several parishes, extra-parochial and other places following, or some of them, namely, the parish of Dalmeny, the parish of South Queensferry, the royal burgh of South Queensferry, all in the county of Linlithgow, thence crossing by a bridge the bed and soil of the Firth of Forth and the Island of Inchgarvie, the said bed and soil of the Firth of Forth and the Island of Inchgarvie being in or adjacent to the said parish of Dalmeny, and county of Linlithgow, or in or adjacent to the parish of Dunfermline, in the county of Fife, or in or adjacent to the parish of Inverkeithing, otherwise Inverkeithing and Rosyth, and county of Fife, or one or more of them, thence passing through or into the parishes of Dunfermline, Inverkeithing, otherwise Inverkeithing and Rosyth, and royal burgh of Inverkeithing, all in the county of Fife, and terminating in the parish of Inverkeithing, otherwise Inverkeithing and Rosyth, in the county of Fife, at a point in a field on the Farm of Boreland, in the occupation of Thomas Law, 100 yards or thereabouts east of the south-east corner of the Buildings of the Farm-steading of Boreland.

2. A Railway (No. 2) commencing in the parish of Inverkeithing, otherwise Inverkeithing and Rosyth, in the county of Fife, at the point hereinbefore described as the termination of proposed Railway No. 1, thence passing through or into the several parishes and places following, or some of