

Books of Reference as relates to each of the Parishes before mentioned, and to the Royal Burgh of Perth, and to the portions of the Firths of Clyde and Forth in or *ex adverso* of the Parishes of Innerkip and Polmont as aforesaid respectively, with a copy 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 such Parish, and the portion of Firth, if any, in or *ex adverso* thereof as aforesaid, with the Schoolmaster, or if there be no Schoolmaster, with the Session-clerk of such Parish, at the usual place of abode of such Schoolmaster or Session-clerk; and so far as respects the Royal Burgh of Perth, with the Town-clerk of that Burgh at his office in Perth.

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 1872.

JAMES KERR,
Glasgow.

GRAHAMES & WARDLAW,
30 Great George Street, Westminster.

In Parliament—Session 1873.

CALEDONIAN RAILWAY.

(GARSTAIRS AND LARBERT JUNCTION RAILWAY.)

(Construction of Railway from the Caledonian Railway Company's Main Line near Cobinshaw Reservoir, to their Scottish Central Line near Larbert, with Branches, in the Counties of Edinburgh, Linlithgow, Stirling, and Lanark; levying of Tolls thereon; Additional Share and Loan Capital; 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 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 several Railways hereinafter described, or some of them, or some portions thereof, and all proper stations, sidings, approaches, works and conveniences in connection therewith respectively, that is to say:—

A Railway, hereinafter called Railway No. 1, commencing by a junction with the Company's Main Line of Railway leading from Carlisle to Edinburgh, at a point about 280 yards south-westward from the Company's engine and tank house at Cobinshaw Reservoir, and terminating by a junction with the Company's Scottish Central Railway, at a point near the southern end of the viaduct by which the said Scottish Central Railway is carried over the River Carron near Larbert; which Railway No. 1, and works connected therewith, will be situate in the Parish of West Calder, in the County of Edinburgh; the Parishes of Whitburn, Livingston, Bathgate, and Torphichen, and the Town of Bathgate, in the County of Linlithgow; and the Parishes of Muiravonside, Polmont, and Falkirk, and the Burgh of Falkirk, in the County of Stirling:

A Railway, hereinafter called Railway No. 2, commencing by a junction with Railway No. 1, at a point about 170 yards south-westward from Bathgate Academy, and terminating by a junction

with the Company's Cleland and Midcalder Line, at or near the western end of the viaduct by which that line is carried over the stream called Murieston Water; which Railway No. 2, and works connected therewith, will be situate in the Parishes of Bathgate and Livingston, and the Town of Bathgate, in the County of Linlithgow; and the Parishes of West Calder and Midcalder, in the County of Edinburgh:

A Railway, hereinafter called Railway No. 3, commencing by a junction with Railway No. 1, at a point about 270 yards south-westward from Nether Longford farm buildings, and terminating by a junction with the Company's Cleland and Midcalder Line, at a point about 210 yards south-westward from the signal house, at the western junction with that line of the Company's loop line, called Railway No. 6 in 'The Caledonian Railway (Cleland and Midcalder Railway and Branches) Act, 1865;' which Railway No. 3, and works connected therewith, will be wholly situate in the Parish of West Calder and County of Edinburgh:

A Railway, hereinafter called Railway No. 4, commencing by a junction with Railway No. 1, at a point about 380 yards westward from Muirhousedykes Mains farm buildings, and terminating by a junction with the Company's Cleland and Midcalder Line, at the point hereinbefore described as the termination of Railway No. 3; which Railway No. 4, and works connected therewith, will be wholly situate in the Parish of West Calder and County of Edinburgh:

A Railway, hereinafter called Railway No. 5, commencing by a junction with Railway No. 1, at a point about 160 yards south-westward from the farm buildings of Westfield, near the Company's Grangemouth Branch Railway, and terminating by a junction with that Branch Railway, at a point about 390 yards westward from Wester Newlands farm buildings; which Railway No. 5, and works connected therewith, will be wholly situate in the Parish of Falkirk and County of Stirling:

A Railway, hereinafter called Railway No. 6, commencing by a junction with Railway No. 1, at a point about 460 yards north-westward from the swing bridge by which the North British Railway Company's Stirlingshire Midland Junction Railway is carried over the Company's Forth and Clyde Navigation, and terminating by a junction with the Railway leading from the said Stirlingshire Midland Junction Railway, near Camelon, to Carron Iron Works, at a point about 380 yards northward from Merchiston Hall; which Railway No. 6, and works connected therewith, will be situate in the Parish of Falkirk and Burgh of Falkirk, or one of them, in the County of Stirling:

A Railway, hereinafter called Railway No. 7, commencing by a junction with Railway No. 1, at a point about 300 yards north-westward from the bridge by which the North British Railway Company's Stirlingshire Midland Junction Railway is carried over the turnpike road leading from Camelon to Larbert, and terminating by a junction with the Company's Scottish Central Railway, at a point about 200 yards north-eastward from the northern end of the tunnel in which the said Scottish Central Railway is carried under the Company's Forth and Clyde Navigation; which Railway No. 7 will be wholly situate in the Parish of Falkirk and County of Stirling:

A Railway, hereinafter called Railway No. 8, commencing by a junction with the Company's Wilsontown Branch, at a point about 220 yards