

as to the tolls, rates, and charges to be levied thereon respectively; and to execute all agreements, conveyances, contracts of feu and of ground-annual, leases, and other deeds necessary for these purposes.

And it is further intended by the said Bill to empower the Caledonian Railway Company to raise money for the several purposes aforesaid, by the creation and issue of shares or stock, on such terms and conditions, with such preferences, priorities, and privileges (if any) inter se and in respect to the other shares and stock in the Caledonian Railway Company, and subject as regards preference shares or stock to such powers of redemption (by the substitution of ordinary shares or stock to be created under the powers of the Bill, or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond or cash credit; and to fund or issue debenture stock in lieu of the money so borrowed or authorized to be borrowed.

And it is further intended by the said Bill to vary or extinguish all duties, customs, or other payments, and rights and privileges, which may in any manner impede or interfere with the objects aforesaid or any of them, and to confer all rights, privileges, and exemptions necessary or expedient for effecting the said objects, or in relation thereto.

And, for these and other purposes, it is intended by the said Bill to amend "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company, passed in the sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth years of the reign of Her present Majesty.

And notice is further given, that printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons on or before the twenty-third day of December next.

Dated this first day of November eighteen hundred and sixty-four.

Hope and Mackay, W. S., Edinburgh.

Grahames and Wardlaw, 80, Great George-street, Westminster.

Caledonian Railway.

Cleland and Mid-Calder Railway and Branches. (Construction of Railway from the Caledonian Railway Company's Line near Cleland to their Line near Mid-Calder, with Branches to the Mineral Fields and Works in that District; and 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 to empower the Caledonian Railway Company to make and maintain the following railways, or one or more of them, or part thereof, and all proper stations, approaches, roads of access, and other works and conveniences in connection therewith respectively; that is to say:—

First. A railway (hereinafter called Railway No. 1), commencing by a junction with the

Cleland branch of that portion of the undertaking of the Caledonian Railway Company known as the Wishaw and Coltness Railway, at a point in the parish of Bothwell and county of Lanark, near to the bridge by which the turnpike-road leading from Motherwell to Newarthill is carried over the said Cleland branch, and terminating by a junction with the main line of the Caledonian Railway from Carlisle to Edinburgh, at or near a point in the parish of Kirknewton and county of Edinburgh, about fifteen chains eastward from the farm-steading of West Langton; which proposed Railway No. 1, and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parishes of Bothwell, Shotts, and Cambusnethan, in the county of Lanark, the parish of Whitburn, in the county of Linlithgow, and the parishes of West-Calder, Mid-Calder, and Kirknewton, in the county of Edinburgh, or some of them.

Secondly. A branch railway (hereinafter called Railway No. 2), commencing by a junction with Railway No. 1 at or near a point in the parish of Shotts and county of Lanark, about eighteen chains westward from the farm-steading of Langbyres and about five chains south-westward from Scarhill Cottage, and terminating by a junction with the Caledonian Railway Company's Drumbowie Branch at or near a point in the same parish about twenty-three chains northward from the said farm-steading of Langbyres; which proposed Railway No. 2 and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are wholly situate in the parish of Shotts, and county of Lanark.

Thirdly. A Branch railway (hereinafter called Railway No. 3) commencing by a junction with Railway No. 1 at or near a point in the parish of Cambusnethan and county of Lanark, about three furlongs and a half north-westward from the farm-steading of Leadloch, and terminating at or near a point in the parish of Shotts and county of Lanark, about four furlongs south-eastward from the farm-steading of Benhar: which proposed Railway No. 3 and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parishes of Cambusnethan and Shotts, in the county of Lanark, and the parish of Whitburn in the county of Linlithgow, or some of them.

Fourthly. A branch railway (hereinafter called Railway No. 4) commencing by a junction with Railway No. 1 at or near a point in the parish of West Calder and county of Edinburgh, about four chains north-eastward from the eastern end of the row of cottages called Bridge-end, and about four furlongs and a half westward from the farm-steading of West Handaxwood, and terminating in the lands of Muldron at or near a point in the same parish about three chains westward from the eastern march wall of the said lands of Muldron, and about two furlongs southward from the turnpike-road leading from Muldron Bridge to West Calder; which proposed Railway No. 4 and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate wholly in the parish of West Calder, and county of Edinburgh.

Fifthly. A branch railway (hereinafter called Railway No. 5) commencing by a junction with Railway No. 1 at or near a point in Nether Longford Moss, in the parish of West Calder and county of Edinburgh, about three furlongs and three-quarters eastward from the farm-steading