

of Blackhill, and terminating at or near a point in the same parish, about one furlong eastward from the farm-steading of Woodmuir; which branch Railway No. 5 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 West Calder and county of Edinburgh.

Sixthly. A branch railway (hereinafter called Railway No. 6) commencing by a junction with Railway No. 1 at or near a point in the parish of West Calder and county of Edinburgh, about three furlongs south-westward from the farm-steading of Muirhousedykes Mains, and terminating by a junction with Railway No. 1 at or near a point in the last-mentioned parish about fifteen chains eastward from the cottage called Chapelon, and about twenty-four chains northward from the mansion-house of Hermand; which proposed Railway No. 6 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 parish of West Calder, in the county of Edinburgh, and the parishes of Whitburn and Livingston in the county of Linlithgow, or some of them.

Seventhly. A branch railway (hereinafter called Railway No. 7) commencing by a junction with the main line of the Caledonian Railway from Carlisle to Edinburgh, at or near the point in the parish of Kirknewton and county of Edinburgh where the said main line is carried across the road leading from Kirknewton by Hillhouse towards Hatton House on the level thereof, and terminating on the south side of the turnpike-road leading from Mid-Calder to Edinburgh at or near a point in the same parish, about eighteen chains northward from the farm-steading of Burn House; which branch Railway No. 7 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 Kirknewton and county of Edinburgh.

And notice is further given, that duplicate plans and sections, describing the lines, situation, and levels of the said proposed railways, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said plans, and which may be required to be taken for the purposes of the said proposed railways and works, 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 a published map with the lines of the proposed railways delineated thereon so as to show their general course and direction, and a copy of this notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November instant, be deposited for public inspection in the offices at Hamilton, Airdrie, and Glasgow respectively of the principal sheriff-clerk of the county of Lanark; in the office at Linlithgow of the principal sheriff-clerk of the county of Linlithgow; and in the office in Edinburgh of the principal sheriff-clerk of the county of Edinburgh; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes before specified respectively, with a copy of this notice as published in the London and Edinburgh Gazettes, will also, on or before the thirtieth day of November instant, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the session-clerk of each such

parish, at the usual place of abode of such schoolmaster or session-clerk.

And notice is further given, that it is intended by the said Bill to empower the Caledonian Railway Company to deviate, in the construction of the said proposed railways, from the lines and levels delineated on the plans and sections intended to be deposited as aforesaid, to such an extent as will be defined on the said plans and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, watercourses, telegraphic apparatus, and gas and water-pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said railways, or any of the works and conveniences connected therewith.

And it is further intended by the said Bill to empower the Caledonian Railway Company to purchase, compulsorily and otherwise, the lands, houses, and other property, required for the purposes aforesaid; to convey passengers, goods, and other traffic on the said proposed railways; to levy tolls, rates, and charges for the use of the said railways and relative works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges; and to exercise all other usual and necessary powers.

And it is further intended by the said Bill to empower the Caledonian Railway Company, and the owners of, and other parties interested in the lands, houses, and other property required for the purposes aforesaid, and any other companies, corporations, commissioners, trustees, and other bodies or persons, whether under any legal disability or not, to contract and agree with each other for the acquisition by the said Company of such lands, houses, and other property, absolutely or by way of feu, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground-annual, or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges, which may affect or be affected by the construction, maintenance, or use of the said proposed railways and other works, and for the use of the said railways and other lines of railway communicating therewith, and 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, and with such preferences, priorities, and privileges (if any) inter se and in respect to their other shares and stock, 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 said 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, rights, privileges, or exemptions 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