

notice as published in the "Dublin Gazette," will be deposited for public inspection with the clerk of the peace for the county of Louth, at his office at Dundalk, in that county; and that on or before the said 30th day of November, a copy of the said plans, sections, and book of reference, together with a copy of this notice, as published in the "Dublin Gazette," will be deposited for public inspection with the Clerk of the Poor Law Union of Dundalk (in which Poor Law Union, all the aforesaid parishes, townlands, and places are situate), at his office in Dundalk.

And that on before the 22nd day of December next, printed copies of the intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1866.

Macrory and Co., Dublin and Belfast.

Airdrie, Coatbridge, and Wishaw Junction Railway.

(Incorporation of Company; Construction of Railways from Airdrie and Coatbridge to Wishaw, with Basin on the Monkland Canal; Running Powers over the Caledonian, North British, and City of Glasgow Union Railways; Facilities, Working, and Traffic Arrangements; 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 effecting the objects hereinafter mentioned, or some of them, that is to say;

To incorporate a Company, hereinafter called "The Company," with powers to make and maintain the following railways and basin, or some of them, and all proper works and conveniences connected therewith, viz.:

1. A railway, hereinafter called Railway No. 1, commencing in the parish of Cambusnethan, at a point about 8½ chains south-westwards from the United Presbyterian Manse in the town of Wishaw, and terminating in the parish of Bothwell, by a junction with the Cleland branch of the Caledonian Railway, at a point about 11 chains southwards from Stevenston House.

2. A railway, hereinafter called Railway No. 2, commencing in the parish of Dalziel, by a junction with Railway No. 1, at a point about 9 chains north-eastwards from the Victoria or Over Johnston Coal Pit, in the occupation of the Glasgow Iron Company, and terminating in the parish of Cambusnethan, at a point about 16 chains south-eastwards from the Muirhouse Coal Pit, in the occupation of Mr. Archibald Russell.

3. A railway, hereinafter called Railway No. 3, commencing in the parish of Dalziel, by a junction with Railway No. 1, at a point about 10 chains south-westwards from the Ravenscraig Coal Pit, in the occupation of Messrs. Scott and Gilmour, and terminating in the same parish, at the Robberhall-road, at a point about 28 chains north-westwards from the Wellington or Craignenk Coal Pit, in the occupation of Messrs. Merry and Cuninghame.

4. A railway, hereinafter called Railway No. 4, commencing in the parish of Bothwell, by a junction with Railway No. 1, at a point about 5 chains south-westwards from Whittagreen Farm Steading, and terminating in the parish of Old Monkland by a junction with the North British (late Monkland) Railway, at a point about 9½ chains south-eastwards from the mile-post denoting 8½ miles from Kirkintilloch, measuring

along the line of the said North British (late Monkland) Railway.

5. A railway, hereinafter called Railway No. 5, commencing in the parish of Old Monkland by a junction with Railway No. 4, at a point about 6½ chains south-eastwards from Sikeside Cottage, and terminating in the same parish by a junction with the Palacecraig Branch of the North British (late Monkland) Railway, at a point about 4½ chains south-eastwards from said Sikeside Cottage.

6. A railway, hereinafter called Railway No. 6, commencing in the parish of Old Monkland by a junction with Railway No. 4, at a point about 2½ chains eastward from Sikeside Cottage, and terminating in the parish of New Monkland by a junction with a branch railway belonging to Messrs. William Baird and Company and the North British Railway Company, or one of them, leading from the North British (late Monkland) Railway at Coatbridge to Garturk Park, at a point about 15½ chains eastwards from the bridge carrying the parish road from Coatdyke to Greenend over the Monkland Canal.

7. A basin on and in connection with the Monkland Canal belonging to the Company of Proprietors of the Forth and Clyde Navigation, commencing in the parish of Old Monkland, at a point about 27½ chains, measuring along the said canal, south-eastwards from the said bridge carrying the said parish road from Coatdyke to Greenend over the said Monkland Canal, and terminating in the same parish at a point about 5½ chains north-eastwards from the said point of commencement; which intended basin will be supplied with water from and out of the Monkland Canal; which canal is supplied with water by or from the Hillend Reservoir, the Blackloch Reservoir, the Lillyloch Reservoir, and the Roughrig Reservoir, by and through the River Calder, and the water in which canal flows or proceeds into the Forth and Clyde Navigation, the Forth and Cart Junction Canal, and the River Clyde Navigation.

Which intended railways, basin, and works connected therewith will be situated in or will pass from, through, or into, the parishes of Cambusnethan, Dalziel, Bothwell, Old Monkland, and New Monkland, or some of them, all in the county of Lanark.

To take power to deviate in the construction of the said intended railways, basin, and works to such extent as may be defined on the plans to be deposited as hereinafter mentioned, or provided by the said Bill, and to cross, alter, divert, and stop up, temporarily or permanently, highways, turnpike and other roads, railways, tramways, bridges, streets, paths, passages, rivers, streams, water courses, sewers, drains, and gas and water pipes within the said parishes, so far as may be necessary for the purpose of making, maintaining, and using the said intended railways, basin, and works.

To take powers for the compulsory purchase of the lands, houses, and other property which may be required to be taken or used for the purposes of the said intended railways, basin, and works; to convey passengers, animals, goods, and other traffic, on the said intended railways; to levy tolls, rates, and charges on and for the use of the said intended railways, basin, and works, and the conveyance of traffic thereon; and to confer exemptions from the payment of such tolls, rates, and charges.

To authorise the Company to raise money for the purposes of their undertaking, by the creation and issue of shares, and by borrowing on mortgage or bond, and to exercise all other usual and