

## (North British Railway.)

(Abandonment of Various Railways and Works; Powers to Purchase Lands for Station Purposes; Provisions as to Superfluous Lands; Conversion, Redemption, &c., of Deferred Dividend Warrants; Constituting separate undertakings; Provision as to Weekly Deposit in Bank made Permanent; Provisions as to Shore and Shipping Dues at Tay Port; Reduction, Application, and Increase of Capital; Directors' Qualification, Tolls, &c.; Rights and Privileges; Power for Clyde Navigation Trustees to Subscribe to certain Railways; Provisions as to Dues at Balloch Pier; Establishment of Provident Fund; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the North British Railway Company (hereinafter called "the Company") to relinquish or abandon the construction of the following railways, or parts of railways and works, or some of them, or some parts thereof respectively, and to rescind or make null and void all or any notices or contracts with respect to the purchase or acquisition of any lands for the purposes of such railways or works, and to release the Company from all covenants, contracts, agreements, obligations, engagements, penalties, and liabilities of every description, with respect to the said railways, works, and lands, or any of them, or for, or arising out of, or consequent upon the non-completion of any such railways or works, or the non-performance, non-completion, or non-payment of any such covenant, contract, agreement, obligation, engagement, penalty, or liability.

The railways and works, the construction of which is so proposed to be abandoned as aforesaid, are the following (that is to say):

1. So much of the railway authorised by "The North British (Edinburgh, Dunfermline, and Perth) Railway Act, 1863," and therein called "Railway No. 8," as is not completed, and not already authorised to be abandoned:

The railway authorised by the same Act, and therein called "Railway No. 10," so much of the railway authorised by the same Act, and therein called "Railway No. 11," as is not already authorised to be abandoned:

The widening and enlargement, authorised by the same Act, of part of the Kinross-shire Railway, and part of the Fife and Kinross Railway, which Kinross-shire Railway and Fife and Kinross Railway are now vested in the Company, and form parts of their undertaking:

2. Those parts of the railways and works authorised by "The Edinburgh and Glasgow Railway (Extensions) Act, 1864," as are not already authorised to be abandoned:

3. So much of the railway authorised by "The North British and Edinburgh and Glasgow (Bridge of Forth) Railways Act, 1865," and therein called "Railway No. 1," as is not already authorised to be abandoned, the railway authorised by the same Act, and therein called "Railway No. 2:"

4. Those parts of the railways and works authorised by "The North British Railway (Lasswade Branches) Act, 1865," which are not already authorised to be abandoned:

5. The railways and works authorised by "The Edinburgh and Glasgow Railway (Coatbridge Branch) Act, 1865," and therein called "Railway No. 2:"

6. So much of Railway No. 2 authorised by "The Monkland Railways (Branches) Act, 1865," as is not completed, and not already authorised to be abandoned:

7. The railways and works authorised by "The North British Railway (Stirling Branches) Act, 1866:"

8. The railways and works authorised by "The North British Railway (Coatbridge Branches) Act, 1866," and therein called "Railway No. 5," and so much of Railway No. 6, as is not completed:

The canal or cut authorised by the same Act, in the parish of Mary-hill, in the county of Lanark (being a deviation of the Forth and Clyde Canal):

9. The railways and works authorised by "The North British Railway (New Works) Act, 1866," and therein called "Railway No. 1," "Railway No. 4," "Railway No. 5," and "The Glenfarg Deviation:"

10. The railway and works authorised by "The Devon Valley and North British Railways (Branches) Act, 1866," and therein called "Railway No. 2:"

11. The railways authorised by "The North British Railway (General Powers) Act, 1867," and therein called "Railway No. 1" and "Railway No. 3:"

The canal or cut authorised by the same Act (being a deviation of the Forth and Clyde Canal), between a point on that canal in the parish of Govan, and a point on the same canal in the parish of East Kilpatrick:

And it is proposed by the intended Act to authorise the Company to purchase by compulsion or agreement the lands, houses, or property for additional station and siding accommodation hereinafter described or referred to, that is to say:—

Certain lands and other property at Helensburgh, in the parish of Row, in the county of Dumbarton, bounded on the north by property of John Macfarlane, on the east by the Company's railway station, on the south by property belonging to the magistrates and town council of Helensburgh, and on the west by Sinclair-street, in Helensburgh.

Certain lands and other property situate in the parish of Dalkeith, in the county of Edinburgh, consisting of a strip of ground not exceeding ten yards in breadth, near to Eskbank Station, extending along the east side of the North British Railway in a northerly direction for a distance of 90 yards from the north side of the bridge carrying the turnpike road from Dalkeith to Lasswade over the said railway at the Eskbank Station, certain lands and other property situate in the parish of Lasswade, in the county of Edinburgh, consisting of a strip of ground not exceeding 17 yards in breadth, extending along the east side of the North British Railway in a northerly direction for a distance of 357 yards, measured from a point 383 yards south from the south end of the goods shed at the Hardengreen Goods Station.

Certain lands and other property situate in the said parish of Lasswade, in the county of Edinburgh, consisting of a strip of ground not exceeding 17 yards in breadth, extending along the west side of the North British Railway in a northerly direction for a distance of 275 yards measured from a point 470 yards south from the south end of the goods shed at the Hardengreen Goods Station.

And to authorise the Company to stop up, alter, or divert temporarily or permanently all or any roads, footpaths, highways, sewers, pipes, or works which it may be necessary or convenient to stop up, alter, or divert for the full and convenient enjoyment and use by the Company of any land