

In Parliament.—Session 1873.

Stewarton and Irvine Railway.

(Incorporation of Company for Construction of Railways between Stewarton and Irvine, in the county of Ayr. Working and Traffic, and other Arrangements with North British, Caledonian, and Glasgow and South Western Railway Companies, and the Glasgow and Kilmarnock Joint Line Committee. Powers to Corporation and Harbour Trustees of Irvine to Subscribe to Construction, &c., of Railways, and Raise Moneys, Tolls, Capital, Incorporation of Acts, Amendments of Acts, and other purposes.

**N**OTICE 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 following, or some of the following, among other objects, powers, and purposes (that is to say):

To incorporate a Company (hereinafter referred to as "the Company"), and to enable them to make and maintain the railways and works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):

1. A Railway (No. 1), commencing in the parish of Stewarton, in the county of Ayr, by a junction with the Glasgow and Kilmarnock Joint Line Railway, at or near a point 56 yards or thereby north of the north end of the bridge carrying that railway over the turnpike road leading from Stewarton to Dunlop, near to Cocklebee farm buildings; thence passing through or into the several parishes and places following, or some of them, namely, Stewarton, Irvine, Kilwinning, Dreghorn, Dundonald, and Stevenston, all in the county of Ayr; and terminating in the said parish of Dundonald and county of Ayr, at a point in the harbour of Irvine 5 yards or thereabouts south of the north-east corner of the ballast dock in said harbour.

2. A Railway (No. 2) commencing in the parish of Dundonald, in the county of Ayr, by a junction with the proposed Railway No. 1, at a point 48 yards or thereby west of the north-west corner of the public slaughter-house of Irvine, situated on the east bank of the river Irvine, in the parish of Irvine, thence passing through or into the parishes following, or one of them, namely, the parishes of Irvine and Dundonald, in the county of Ayr, and terminating in the parish of Dundonald, in the county of Ayr, by a junction with the Glasgow and South Western Railway (Glasgow and Ayr section) at a point 126 yards or thereabouts north of the north end of the bridge carrying the said Glasgow and South Western Railway (Glasgow and Ayr section) over the road leading from Fullarton quoad sacra chapel to the shipbuilding yard belonging or reputed to belong to Margaret Auld and Janet or Jessie Rose, and lately in the occupation of the Irvine Shipbuilding Company.

3. A Railway (No. 3) commencing in the parish of Dundonald, in the county of Ayr, by a junction with proposed Railway No. 1 at a point on the bank, bed, or foreshore of the said river Irvine, 47 yards or thereabouts south-west of the south-east corner of the south boundary wall of the shipbuilding yard belonging or reputed to belong to Margaret Auld and Janet or Jessie Rose, thence passing through or into the parishes of Dundonald and Irvine, or one of them, and terminating in the parish of Irvine, in the county of Ayr, in Bogside Flats, at or near a point in the

No. 23923.

D

said flats, 187 yards or thereabouts north-west of the north-west corner of the detached cottage or house situated in the street at Irvine Harbour; commonly called "The Shore," occupied by Andrew Skeoch, commission agent.

To enable the Company to cross, divert, alter, or stop up, or otherwise interfere with, either temporarily or permanently, roads, railways, tramways, drains, sewers, navigations, rivers, canals, streams, and watercourses, gas, water, and other pipes, and telegraph apparatus, so far as may be necessary in constructing, maintaining, or using the said intended railway and works, or for the other purposes of the Bill, and to deviate horizontally from the lines of railway, and vertically from the levels of the said lines, as shown upon the plans and sections hereinafter mentioned to any extent to be authorised by the Bill.

To purchase lands, houses, and other property, by compulsion or otherwise, for the purposes of the said intended railway and works, and of the Bill, and to vary and extinguish rights and privileges connected with such lands, houses, and property which would interfere with or prevent the carrying into execution any of the purposes of the said Bill, and to exercise other rights and privileges.

To levy tolls, rates, and charges upon and in respect of the use of the proposed railways and works, and the conveyance of passengers, animals, minerals, goods, and other traffic thereon, to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and charges.

To enable the Company on the one hand, and the North British Railway Company, the Caledonian Railway Company, the Glasgow and South Western Railway Company, and the Glasgow and Kilmarnock Joint Line Committee, or any one or more of those Companies on the other hand, either solely or jointly, from time to time to enter into and carry into effect contracts and agreements with respect to the working, use, management, construction, and maintenance of the railways and works of the Company, or some of them, or some part or parts thereof respectively, the supply of rolling stock, plant, and machinery, the appointment, payment, and removal of officers and servants, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, conveyance, transmission, and delivery of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division, appropriation, and apportionment of the revenue arising from such traffic, or other the profits of the respective undertakings of the contracting Companies, the payment of any fixed or contingent rent, and the appointment of joint committees for the carrying into effect any such agreement, and to confirm and give effect to any agreement already made, or which, previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To enable the Company to raise money for the purposes of the Bill and for the general purposes of their undertaking by the creation and issue of shares or by stock, and by borrowing, and to attach to any of the shares or stock to be created under the powers of the Bill such rights, privileges, advantages, preferences, and priorities, and to issue such shares and stock upon such terms and conditions as the Bill may define.

To enable the Company to divide all or some of the shares and stock in their capital into half shares, and to attach to all or such proportion of such half shares, a preference or priority on the