

namely, the Caledonian Railway (Glasgow, Barrhead, and Neilston direct Railway Lease) Act, 1849; the Caledonian Railway (Arrangements) Act, 1851; the Caledonian Railway (Crofthead Extension and Amendment) Act, 1853; the Caledonian Railway (Barrhead and Paisley Branch, &c.) Act, 1865; the Crofthead and Kilmarnock Extension Railway Act, 1865; the Glasgow and South Western Railway (Kilmarnock Direct) Act, 1865; the Crofthead and Kilmarnock Extension Railway (Deviation) Act, 1866; the Glasgow and South Western Railway Act, 1868; the Caledonian and Glasgow and South Western Railways (Kilmarnock Joint Line) Act, 1869; the Glasgow and Kilmarnock Joint Line and Caledonian Railway Act, 1872; and the Glasgow and Kilmarnock Joint Line (Extension of Time) and Glasgow and South Western Act, 1872; and all other Acts relating to the Glasgow and Kilmarnock Joint Line, or the railways of the Glasgow and Kilmarnock Joint Line Committee.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property in, through, or under which they will be made, or which may be taken under the powers of the Bill, 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 also an Ordnance map, with the lines of the said railways delineated thereon, so as to show their general course and direction, and a copy of this notice as published in the Edinburgh Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the principal sheriff-clerk of the county of Ayr at his office in Ayr; on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to the several parishes and to the royal burgh of Irvine, in or through which the intended railways and works are to be made, or in which any lands, houses, or other property intended to be taken under the Bill are situate and also a copy of this notice will be deposited for public inspection with the schoolmaster, or, if there be no schoolmaster, with the session clerk of each of such parishes, at the usual place of abode of such schoolmaster or session clerk, and also with the town clerk, of the royal burgh of Irvine, at his office in Irvine.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 13th day of November, 1872.

Millar, Allardice, and Robson, W.S.,
Edinburgh;
John Willison, 103, West Regent-street,
Glasgow, Solicitors for the Bill;
Simson, Wakeford, and Simson, 11,
Great George-street, Westminster,
Parliamentary Agents.

Scarborough and Whitby Railway.

(Powers to construct Railways and Works, to communicate with the North Eastern Railway at Scarborough, and the Whitby, Redcar, and Middlesbrough Union Railway at Whitby; to enter into agreements; to alter levels of authorised lines of railway; to purchase lands compulsorily; to levy tolls; to raise additional capital; to repeal, alter, and amend Acts, and other purposes.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session, by "The Scarborough and

Whitby Railway Company" (hereinafter called the Company), for an Act for the following or some of the following, amongst other purposes (that is to say):—

To empower the Company to construct and maintain the railways and works hereinafter mentioned, or some of them, or some part or parts thereof respectively, together with all necessary works, stations, approaches, connecting lines, sidings, junctions, bridges, and conveniences connected therewith respectively (that is to say):—

A Railway, No. 1, situate wholly in the townships of Falsgrave and Scarborough, to commence from and out of the Scarborough and Whitby Railway, at its authorised termination at Scarborough, in the township of Scarborough, and to terminate at and by a junction with the North Eastern Railway at a point 143 yards, or thereabouts, measured in a westerly direction along the northern side of that railway from the west end of the ticket platform of the Scarborough station of that railway, in the said township of Scarborough, all in the parish and borough of Scarborough, in the North Riding of the county of York.

A Railway, No. 2 (being an extension of the authorised line from its proposed termination at Larpool-lane), to commence in the township of Hawsker-cum-Stainsacre, at and on the south-eastern side of Larpool-lane, at the point where the authorised line of the Scarborough and Whitby Railway terminates, and to terminate at a point 1 chain or thereabouts, measured in a southerly direction from the southern side of the road leading from Mayfield to Whitby, in the township of Ruswarp, and to form a junction there with the proposed extension of the Whitby, Redcar, and Middlesbrough Union Railway, now in the course of construction, all which said railway will be situate in the said townships of Hawsker-cum-Stainsacre and Ruswarp, and parish of Whitby.

To empower the Company to alter the levels of the authorised line of railway between the point marked 18 miles, 7 furlongs, 9 chains on the section of the said authorised railway (deposited with the Clerk of the Peace for the said North Riding with the plans of that railway) and the termination thereof at Larpool-lane, and to make and construct the said portion of railway according to the line and levels shown on the sections of the proposed alteration of levels to be deposited as hereinafter mentioned, also to alter the levels of the authorised line of railway secondly described in the Scarborough and Whitby Railway Act, 1871, and on the plans of that railway deposited with the Clerk of the Peace for the said North Riding, and to make and construct the said line of railway for the whole length thereof, according to the levels shown on the sections of such proposed alteration of levels to be deposited as hereinafter mentioned, the whole of which authorised lines of railway, the levels of which are proposed to be altered, will be situate in the township of Hawsker-cum-Stainsacre, in the parish of Whitby, in the said North Riding.

To empower the Company to deviate in constructing the proposed railways, junctions, and other works, or any of them, from the lines and levels laid down on the plans and sections thereof to be deposited as hereinafter mentioned, to such an extent as shall be defined upon the said plans, or as shall be authorised by the said Act.

To empower the Company to cross on the level, or over, or under, or otherwise to vary, stop up, divert, and remove, either temporarily