

Railway, the Bury St. Edmunds and Thetford Railway, or any or either of these undertakings, upon such terms and conditions as may be agreed upon, or, as failing agreement, may be settled by arbitration or defined by the Bill; and if need be to alter the tolls and charges of the Great Eastern Railway Company, and to confer exemptions therefrom.

To amalgamate the Watton and Swaffham, the Thetford and Watton, and the Bury St. Edmunds and Thetford Railway Companies, and to incorporate the several shareholders in those Companies into one Company, by the name of the "Kings Lynn and Bury St. Edmunds Railway Company," or by such other name as may be specified in the Bill, or be fixed by Parliament, and to transfer to and vest in the Amalgamated Company, the undertakings, railways, works, buildings, lands, plant, property and effects of the three Companies, and all their powers, rights, and privileges, whether with reference to their own undertakings or those of any other Company, such transfer and vesting to be made if necessary, compulsory upon each of the said Companies, and to be effected upon such terms and conditions as may be agreed upon or as may be provided for or prescribed by the Bill, and to dissolve or to provide for the dissolution of the three Companies, and to alter the authorised capital and borrowing powers of the three Companies, and if need be, to increase the aggregate amount which the three Companies have power to raise either by shares or stock or by borrowing; such additional share capital, or stock, to be issued upon such terms and conditions and with such a preference as to dividend, and with such other advantages as may be defined in the Bill, and to authorise agreements between the said three Companies with respect to the amalgamation or any matter connected therewith, and to confirm or give effect to any agreement that may have been or may be made between the Companies or any of them prior to the passing of the intended Act.

The Bill will vary and extinguish all existing rights, privileges, and agreements, which would interfere with any of its objects; it will incorporate with itself the necessary provisions of the "Companies Clauses Acts, 1845, 1863, and 1869;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;" "The Railways Clauses Acts, 1845 and 1863;" and it will amend and enlarge the powers and provisions of amongst other Acts, "The Watton and Swaffham Railway Act, 1869;" "The Watton and Swaffham Railway Act, 1872;" "The Thetford and Watton Railway Act, 1866;" "The Thetford and Watton Railway Extension Act, 1873;" "The Bury St. Edmunds and Thetford Railway Act, 1865;" "The Bury St. Edmunds and Thetford Railway Act, 1870;" and the several Acts relating respectively to the Great Eastern Railway Company and the Kings Lynn Dock Company. And the Bill will or may alter the tolls, rates and charges authorised by any of the before-mentioned Acts.

Duplicate plans and sections describing the line, situation, and levels of the proposed Railway, and showing the lands, houses, and other property, in or through which it will be made or which will be acquired under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also an ordnance map, with the line of railway delineated thereon, so as to show its general course and direction, and a copy of this

Notice, will, on or before the 30th day of November instant, be deposited for public inspection with the clerk of the peace for the county of Suffolk, at his office at Ipswich, and on or before the same day, a copy of the said plans, sections, book of reference and notice, will be deposited with the parish clerk of the parish of St. James's, Bury St. Edmunds, at his residence.

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 12th day of November, 1877.

*Cartmell Harrison*, 68, *Lincolns Inn Fields*, W.C., Solicitor.

*Dyson and Co.*, 24, *Parliament-street*, Westminster, *Parliamentary Agents*.

In Parliament.—Session 1878.

Callander and Oban Railway.

(Construction of Branch Railway to Oban Bay, with a Quay and Sea Wall and a Road there, and of a deviation of the authorised Railway adjoining Loch Awe; Abandonment of authorised branch to Oban Bay and Pier there; Extension of time for completion of Main Line between Dalmally and Oban; power to take Lands, raise additional Money, and levy tolls, rates, and charges; Powers to London and North-Western Railway Company and Caledonian Railway Company to take and hold Shares or Stock in the Undertaking, and to raise additional capital for that purpose; Agreements with Caledonian Railway Company as to construction, maintenance, working and use of new works and other matters; Agreements with other bodies and persons; Appointment of Harbour and Pilotage authority; Restriction of powers conferred by Provisional Orders of Board of Trade relating to Oban, and by the Acts confirming the same; Incorporation and 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 (hereinafter called "the Bill") for the purposes following, or some of them, that is to say:—

To empower the Callander and Oban Railway Company (hereinafter called "the Company") to make and maintain, as part of their undertaking, the branch railway, quay and sea-wall, road, and deviation of railway hereinafter described, or some of them, or some portions thereof, and all proper stations, sidings, approaches, wharves, warehouses, sheds, weighing machines, cranes, and other works and conveniences in connection therewith, viz.:—

1. A branch railway, commencing by a junction with the railway from Tyndrum to Oban, authorised by and called Railway No 1 in the Callander and Oban Railway (Tyndrum to Oban) Act, 1874 (hereinafter called "the Act of 1874"), as the said authorised railway is intended to be constructed, at a point in the town of Oban about 240 yards southward from the dwelling-house called on the ordnance map Dunuran Cottage, and terminating at a point in the said town about 100 yards westward from the bridge over the stream called the Black Linn or Oban River, at or near the south end of George-street.

2. A quay and sea-wall in the Bay of Oban, commencing at a point about 60 yards westward from the dwelling-house called Cawdor House, and terminating at a point about 90 yards west-