

buildings, works, and conveniences as are necessary to carry out and give full effect to agreements between the Company and the Midland and Great Western Railway Companies, and the Bill will or may provide for the settlement by arbitration of any differences between the Company or such other Company or Companies as aforesaid and the Midland Railway Company respecting the nature of any such works or the position and quantity of land to be occupied thereby, or the terms and conditions upon which the works are to be erected, maintained, and used.

The Bill will incorporate some of the provisions of the "Lands Clauses Consolidation Acts, 1845, 1860, and 1869," and of the "Railways Clauses Consolidation Act, 1863," and alter, amend, or repeal all or some of the provisions of the local Acts: 28 and 29 Vic., cap. 233; 29 and 30 Vic., cap. 317; 33 and 34 Vic., cap. 150; 36 and 37 Vic., cap. 165; 39 and 40 Vic., cap. 131; 42 and 43 Vic., cap. 216; and 43 and 44 Vic., cap. 182, and any other Acts relating to or affecting the Halesowen Railway Company; 7 and 8 Vic., cap. 18, and any other Acts relating to the Midland Railway Company; 5 and 6 Wm. IV, cap. 107, and 26 and 27 Vic., caps. 113 and 198, and any other Acts relating to the Great Western Railway Company.

Printed copies of the 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 17th day of November, 1882.

*Newman, Stretton, and Hilliard, 75, Cornhill, London, Solicitors.*

*William Bell, 27, Great George-street, Westminster, Parliamentary Agent.*

In Parliament—Session 1883.

Caledonian Railway and Callander and Oban Railway.

Powers to Caledonian Railway Company to construct certain Railways and other Works in the Counties of Stirling, Lanark, and Midlothian, and to Abandon certain Authorised Railways in the Counties of Lanark and Stirling; Extension of Time for constructing certain of their Authorised Railways in Lanarkshire; Power to them, to Levy Tolls, Rates, and Charges; Release of remainder of Sum deposited by Callander and Oban Railway Company; 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 Caledonian Railway Company (hereinafter called "the Company") to make and maintain the railways and other works hereinafter described, or some of them, or some portions thereof, and all proper stations, sidings, approaches, and other works and conveniences in connection therewith respectively, viz.:—

1. A Railway (in this notice called "Railway No. 1") in substitution for a part of the railway authorised by the Caledonian Railway (Larbert and Grangemouth Connecting Lines) Act, 1881, and therein called Railway No. 1, which is to be abandoned as hereinafter provided; which intended Railway No. 1 will commence by a junction with that portion of the undertaking of the Company known as the Scottish Central Railway, at a point about 200 yards northward from the station master's house at the Larbert Station on the said Scottish Central Railway, and will terminate by a junction with the said authorised railway at a point about 170 yards southward

from the house called Mount Carron; which intended Railway No. 1 and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Larbert and county of Stirling.

2. A Railway (in this notice called "Railway No. 2") commencing by a junction with that portion of the undertaking of the Company known as the Castlecary Branch, at a point about 130 yards westward from the station master's house at the Lower Greenhill Station on the said Branch, and terminating on the southern side of that portion of the undertaking of the Company known as the Forth and Clyde Navigation, at a point opposite and near to the post indicating distances on the said Navigation of 28 miles from Bowling and 7 miles from Grangemouth; which intended Railway No. 2 and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Falkirk and county of Stirling.

3. A Railway (in this notice called "Railway No. 3") commencing by a junction with the railway authorised by the Caledonian Railway (Lanarkshire Lines) Act, 1881, and therein called Railway No. 1, at a point about 250 yards north-eastward from the bridge by which the public road from Coatbridge by Coatbank to Whifflet is carried over the Caledonian Railway, and terminating on the northern side of the Monkland Canal, which forms part of the undertaking of the Company, at a point about 170 yards south-westward from the south-western corner of the houses called Stewart's Land, in the village of Coatdyke, on the northern side of the turnpike road from Edinburgh by Airdrie to Glasgow; which intended Railway No. 3 and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be, and are situate in the parish of Old Monkland and county of Lanark.

4. A Railway (in this notice called "Railway No. 4"), commencing by a junction with the said intended Railway No. 3, at a point about 125 yards eastward from the south-western corner of the said houses called Stewart's Land, and terminating on the northern side of the goods depôt of the Sheepfold Branch of the North British Railway, near the Sheepfold Locks of the said Monkland Canal, at a point about 115 yards north-westward from the bridge by which the public road leading from the village of Coatdyke to the said Sheepfold Locks is carried over the said Sheepfold Branch; which intended Railway No. 4 and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Old Monkland and county of Lanark.

5. A widening of the Main Line of the Caledonian Railway from Carlisle to Edinburgh, commencing by a junction with that Main Line, at a point at the eastern side of the bridge by which Grove-street in the city of Edinburgh is carried over the said Main Line, and terminating at or near the southern end of the covered portion of the Company's passenger station in the said city; and in connection therewith, to stop up and appropriate the site of the lane leading from Romilly-place to St. Cuthbert's-lane in the said city; which intended widening and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, and the said lane, will be and are situate in the city of Edinburgh, the Royal