

objections, the objectors, or their agents, should state that a copy of the same has been sent to the promoters or their agents.

Dated this 18th day of November, 1886.

*Joseph Smith and Co., 4, Waterloo-street,  
Birmingham, Solicitors for the Pro-  
moters.*

*C. J. Hanly and Co., 2, Princes-street,  
Great George-street, Westminster, S.W.,  
Parliamentary Agents.*

In Parliament—Session 1887.

Caledonian Railway.

Widening and Extension of Gordon Street, Glasgow, Station Connecting Lines authorised by Acts of 1873 and 1875; Construction of Branch Railway to Midcalder; Substitution of Open Cutting for Kinbuck or Mill of Ash Tunnel; Extension of Time for Completing Railway in Parish of Rutherglen, and for Sale of Lands of Blythswoodholm; Agreements with the Trustees of Montrose Harbour, the Magistrates and Council of Glasgow, the Aberdeen Harbour Commissioners, and the Town Council of Aberdeen; Collection, Accommodation, and Delivery of Goods and Parcels; Acquisition and Disposal of Lands in connection with Purposes aforesaid, and at Aberdeen; Admission to Benefits of Provident Fund established by Company of Officers and Servants employed jointly by them and other Companies; Additional Capital; Tolls, Rates, and Charges; 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 several railways hereinafter described, or one or more of them, or part thereof, and all proper stations, sidings, approaches, and other works and conveniences in connection therewith respectively, viz.:—

(1) A Railway (being a widening upon the site and on the eastern side of the Railway constructed under the powers of the Caledonian Railway (Gordon Street, Glasgow, Station) Act, 1873, and therein called Railway No. 1, and of the deviation of that railway, constructed under the powers of the Caledonian Railway (Gordon Street Station Connecting Lines) Act, 1875, and therein called Line No. 1); which intended Railway will commence at a point on the said Railway No. 1 near to and on the north side of the bridge by which that railway is carried under Victoria-street and Salkeld-street, and will terminate at a point on the said Line No. 1 near to and on the south side of the river Clyde.

(2) A Railway (being a widening upon the site and on both sides of the said Line No. 1 and Railway No. 1) commencing at a point on the said Line No. 1 near to and on the north side of the bridge by which that line is carried over the street called Broomielaw, and terminating near the centre of the station constructed under the powers of the said Act of 1873, and known as the Gordon Street or Glasgow Central Station, at a point about 115 yards northward from the north side of Argyle-street.

(3) A Railway (being an extension of the railway constructed under the powers of the said Act of 1873, and therein called Railway No. 2) commencing at a point on the said Railway No. 2 about 55 yards southward from the centre of the bridge by which the said Railway No. 1

is carried under the railway of the City of Glasgow Union Railway Company, and terminating at a point on the intended railway first hereinbefore described, about 60 yards northward from the centre of the said bridge.

(4) A Railway commencing by a junction with the main line of the Caledonian Railway leading from Carlisle to Edinburgh, at a point about 400 yards eastward from the level crossing by that railway of the public road on the west side of the station on the said railway, called Midcalder or Kirknewton Station, and terminating on the eastern side of the village of Midcalder, at a point about 400 yards north-westward from the Mansion House of Calder Hall.

To empower the Company, for the purposes of the said intended railways first and secondly hereinbefore described, to widen the bridges by which the said Line No. 1 is carried over Cook-street, Wallace-street, Nelson-street, and King-street, and by which the said Railway No. 1 is carried over Argyle-street, and to alter the bridge by which the said Railway No. 1 is carried under the City of Glasgow Union Railway; as also to permanently stop up and appropriate the site of that portion of William-street which has not already been stopped up under the powers of the said Act of 1875, without substituting any street or road therefor.

To empower the Company to acquire, compulsorily or by agreement, and to enter upon, take and use temporarily and permanently, all such lands, houses, and other property as may be necessary or convenient for the purposes of the said several intended railways and other works and conveniences.

The said intended railways, first, secondly, and thirdly, hereinbefore described, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, and the streets and bridges hereinbefore mentioned in connection therewith, will be and are situate in the parish of Govan, city parish of Glasgow, barony parish of Glasgow, city and royal burgh of Glasgow, and county of Lanark; and the said intended railway fourthly hereinbefore described, and the works and conveniences 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 Kirknewton, in the county of Midlothian:

To alter those provisions of Part I. of the Railways Clauses Act, 1863, incorporated with the said Act of 1875, which relate to junctions, so far as respects the junction or junctions of the said Line No. 1, and the said intended railway first hereinbefore described, with the railway belonging jointly to the Company and the Glasgow and South-Western Railway Company, known as the Glasgow and Paisley Joint Line.

To empower the Company to substitute open cutting for the tunnel known as the Kinbuck or Mill of Ash Tunnel, through which that part of their undertaking, formerly called the Main Line of the Scottish Central Railway, is carried; and for that purpose to acquire, compulsorily or by agreement, and to enter upon, take and use, temporarily and permanently, lands, houses, and other property above the said tunnel, and adjoining thereto on each side and at each end thereof, and to exercise for the said purpose all or some of the powers of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to the temporary occupation of lands near the railway during the construction thereof; as also