

provisions for conferring on the Great Northern and North-Eastern Railway Companies, and each of them, running powers and other privileges in respect of the undertakings of the South-Western Company and the City Union Company, and for extending to those undertakings, or either of them, the powers conferred by Section 50 of the North British and Edinburgh and Glasgow Railway Companies Amalgamation Act, 1865, and will or may authorise or confirm agreements between those Companies and the Amalgamated Company, or the North British Company, with reference to the interchange of traffic and other matters.

To vary and extinguish all rights and privileges which would impede or interfere with any of the objects of the intended Act, and to confer other rights and privileges.

And so far as necessary or expedient for the purposes of the intended Act to alter, amend, and enlarge, or to repeal and re-enact and consolidate with such amendments as may be expedient, all or some of the powers and provisions of the several Acts of Parliament following, or some of them (that is to say) the North-British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862, the North British and Edinburgh and Glasgow Railway Companies Amalgamation Act 1865, the Glasgow and South-Western Railway Consolidation Act 1855, the City of Glasgow Union Railway Act 1864, the Act 9 and 10 Vict., cap. 204, relating to the London and North Western Railway Company, the Caledonian Railway Act 1845, the Act 9 and 10 Vict., cap. 71, relating to the Great Northern Railway Company the Act 17 and 18 Vict., cap. 211 relating to the North-Eastern Railway Company, and all other Acts relating to the several Companies mentioned in this Notice, either solely or jointly with any other Company or Companies; and to the undertakings of the said Companies respectively.

And Notice is hereby given, that on or before the 20th day of December next, printed copies of the said intended Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1890.

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THOMAS BRUNTON, St. Enoch Station, Glasgow; Solicitors.

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In Parliament.—Session 1891.

North British Railway (Methil Harbour).

(Power to extend and improve, &c., Methil Harbour; Power to construct new Dock and Works; Power to levy Tolls, Rates, and Dues; Power to raise further Capital; Amendment of Acts, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session by the North British Railway Company (hereinafter called "The Company"), for an Act for the following purposes, or some of them (that is to say):—

To empower the Company to extend, enlarge, improve, widen, deepen, dredge, light, buoy, preserve, maintain, and regulate, and define the limits of the Harbour of Methil, in the parish of Wemyss, in the county of Fife, and the entrances and approaches thereto, and to make and maintain the works hereinafter described (that is to say):—

(1.) A wet dock, $6\frac{1}{2}$ acres in extent or thereabouts, to be situate immediately to the southward of the existing wet dock at Methil;

bounded on the western side by a line commencing at a point 190 yards or thereabouts westward of the pier head of the present East Pier at Methil, and terminating at a point 40 yards or thereabouts south-westward of the engine and boiler house at Methil; on the northern side by a line commencing at the last mentioned point, and terminating at a point 35 yards, or thereabouts southward of the south-east corner of the existing wet dock; on the eastern side by a line commencing at the last mentioned point and terminating at a point 60 yards or thereabouts southward of the pier head of the existing West Pier at Methil; and on the southern side by a line commencing at the last mentioned point, and terminating at the point of commencement of the western boundary of the proposed wet dock above described.

(2.) An entrance to the said proposed wet dock, 50 feet or thereabouts in width, situate 80 yards or thereabouts westward from the said pier head of the present East Pier, and 250 yards or thereabouts southward of the said engine and boiler house.

(3.) A quay (No. 1) commencing at the west side of the said proposed entrance, passing along the south-west and north sides of the said proposed wet dock, and terminating at the west side of the entrance to the said existing wet dock.

(4.) A quay (No. 2) commencing at the east side of the said entrance to the existing wet dock, passing along the north-east and south sides of the said proposed wet dock, and terminating at the east side of the said proposed entrance.

(5.) A pier or breakwater, being an extension of the existing East Pier, commencing at the pier head of the said existing East Pier, and extending southwards and terminating at a point 330 yards or thereabouts southward of the said pier head of the existing East Pier.

(6.) A sea wall (No. 1) commencing in the bed or shore of the Firth of Forth at or near high-water mark of ordinary spring tides, at a point 320 yards or thereabouts south-westward of the west end of the present west sea wall at Methil, and terminating at a point 170 yards or thereabouts south-westward of the said pier head of the existing East Pier.

(7.) A sea wall (No. 2) commencing by a junction with Sea Wall No. 1, at a point 150 yards or thereabouts westward of the point hereinbefore described as the point of termination of Sea Wall No. 1, and terminating at the before mentioned entrance to the proposed wet dock.

(8.) An entrance channel commencing at the entrance to the proposed wet dock hereinbefore described, extending seaward and terminating at a point 330 yards or thereabouts southward of the said pier head of the existing East Pier.

(9.) A deviation of a portion of the railway of the Company between Methil and Leven, commencing at a point 60 yards or thereabouts south-eastward from the station house at Methil Passenger Station, and terminating at a point 45 yards or thereabouts north-westward from the south-west corner of the before mentioned existing dock at Methil.

All which intended works will be situate in the parish of Wemyss, in the county of Fife, and bed or foreshore of the Firth of Forth or of the sea in and ex adverso of that parish.

To empower the Company to deviate laterally and vertically in the construction of the proposed works.

To empower the Company to make and maintain piers, jetties, dams, entrances, channels, cuts, sewers, culverts, wharves, quays, landings, staiths, drops, slips, stairs, railways, tramways,