

point at or near to Kildrocht, in the parish of Stoneykirk, and county of Wigton, or in the parish of Inch and county aforesaid, or in both or either of them, and terminating at or near Drumore, or Drumore Bay, or at or near Killingness Bay, both in the parish of Kirkmaiden and county aforesaid, with a branch or branches from the said main line, at a point between Chapel Rosan Bay, and New England Bay, both in the parish of Kirkmaiden, to Port Logan, in the said parish of Kirkmaiden, in the said county of Wigton; and also with a branch or continuation of the said main line, commencing at or near to Kildrocht aforesaid, and terminating at a point at or near to the town and royal burgh of Stranraer, in the parish of Stranraer, or parish of Inch, or both or either of them, in the county of Wigton aforesaid; and also for making and maintaining a Pier and Harbour at Drumore, or Drumore Bay, or Killingness Bay aforesaid; and also a Pier or Harbour at Port Logan aforesaid, with wharfs, quays, docks, roads of communication and accesses, and all other necessary works connected therewith; which railway or railways, and branches, harbour or harbours, and works, will be situate in, or will pass from, through, or into the several parishes and places following, or some of them respectively, viz.—The town of and royal burgh of Stranraer, in the parish of Stranraer, the parish of Inch, the parish of Stoneykirk, and the parish of Kirkmaiden, all in the county of Wigton aforesaid; and it is intended to take powers in the said Bill or Bills, to deviate in constructing the said intended railway or railways, harbour or harbours, from the line or lines, or places laid down on the maps or plans thereof, to be deposited as after-mentioned, to such extent as will be defined on the said plans: And it is also intended by the said Bill or Bills to incorporate a Company for making, maintaining, working, and using the said railway or railways and branches, harbour and harbours, and works, and for conveying passengers and goods on the said railway or railways and branches, and on other communicating railways, and for other purposes; with powers for the compulsory purchase of lands, houses, and other heritages, for the several purposes aforesaid; and it is intended to vary or extinguish all existing rights and privileges connected with the lands, houses, and other heritages so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railway or railways and branches, and harbour or harbours, and other works, and to confer other rights and privileges in relation thereto; and also with power to the said intended Company to levy tolls, rates,

and duties, on and for the use of the said intended railway or railways and branches, and works, and for the conveyance of passengers and goods, and other things thereon as aforesaid: And it is also intended to take powers to levy tolls, rates, and duties on all ships, steam boats, and other vessels, entering or using the said harbour or harbours, or anchoring or coming within the boundaries thereof, and on all goods and other things landed or shipped at the said harbour or harbours, wharfs, quays, docks, and other works: And it is intended to confer certain exemptions from payment of the tolls, rates, and duties so to be granted as aforesaid, and certain other rights and privileges in relation thereto; and also with power to the said intended Company to enter into and carry into execution with any other companies or corporations, or any commissioners, road trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for the making and maintaining of the said intended railway or railways and branches, harbour or harbours, and other works, or for the use of, or for working the same or any portion thereof; and it is intended by the said bill or bills to enable the Company so to be incorporated, to sell or lease the said railway or railways, harbour or harbours, and other works, to the Glasgow, Paisley, Kilmarnock and Ayr Railway Company, the Caledonian Railway Company, the proposed British and Irish Union Railway Company, or the proposed Glasgow and Belfast Union Railway Company, or other company or companies, and so far as may be necessary for such purposes, or either of them, to alter and amend the Acts relating to the said Glasgow, Paisley, Kilmarnock, and Ayr Railway, and the Caledonian Railway Company, and with power to the said several companies, or either or any of them, to purchase or take in lease the said intended railway or railways, branches and works, or to enter into such contracts for working and leasing the same, as may be agreed on. And it is also intended by the said bill or bills to take powers for altering and diverting such highways, turnpike, and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as it may be necessary or expedient to alter or divert for the purpose of making and maintaining, or more conveniently making and maintaining and using the said railway or railways, harbour or harbours, and other works and conveniences connected therewith.

And Notice is Hereby Given, that duplicate maps, or plans, and sections, describing the line or situations and levels of the said intended railway or railways, and branches, harbour or harbours, and

other works, and the lands, houses, and other heritages which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses respectively, will be deposited for public inspection, on or before the 30th day of November next, in the office in Wigton, of the principal Sheriff-clerk of the county of Wigton. And that a copy of so much of the said plans, sections, and books of reference respectively as relates to each of the parishes and royal burgh before-mentioned, will, on or before the 31st day of December next, be deposited as follows, that is to say, so far as relates to each of the foresaid parishes, with the Schoolmaster, if any, and if there be no Schoolmaster, with the Session-clerk of each such parish, at the place of abode of such Schoolmaster or Session-clerk respectively: And so far as relates to the royal burgh of Stranraer, with the Town-clerk thereof, at his office in that town.

A. & A. MACGEORGE, Glasgow.
DEANS, DUNLOP & HOPE, Westminster.

Dated this 15th October 1845.

EDINBURGH AND BATHGATE RAILWAY.

NOTICE is hereby given, that application is intended to be made, in the next ensuing Session of Parliament, for leave to bring in a Bill or Bills for making and maintaining a Railway or Railways, with all proper works and conveniences therewith connected, to be called the "Edinburgh and Bathgate Railway:" to commence at a point on the Edinburgh and Glasgow Railway, at or near to the Ratho Station thereof, in the parish of Ratho, and county of Edinburgh, or in that part of the parish of Kirkliston lying within the said county of Edinburgh, or one or other of them, and to terminate within, at, or near to the town or burgh of Bathgate, in the parish of Bathgate, and county of Linlithgow, by a junction with another intended Railway from Airdrie to Bathgate, or otherways; Together also with the following branch Railways, with all proper works and conveniences therewith connected, viz. *First*, A branch Railway, to diverge from the said intended main line of railway, at or near to the lands or farm of Clifton, in that part of the parish of Kirkliston situated within the county of Edinburgh, or at or near to the castle or farm of Elliston or Illiston, situated in the parish of Uphall, and county of Linlithgow, or in that part of the parish of Kirkliston situated within the said county of Linlithgow, and to terminate at or near to the town or village of Mid-Calder, in the parish of Mid-Calder,