

Railways, with all proper works and conveniences connected therewith, to diverge out of and from the said intended main line of Railway, at or near to the town or village of Strathaven, and to terminate at or near to the Coal-fields of the estates of Auchlochan, and Stockbriggs, and to pass from, in, through, or into the several parishes and places following, or some of them, viz. the parishes of Avondale or Strathaven, Stonehouse and Lesmahagow, in the county of Lanark; Third, to make and maintain a Continuation or Branch Railway or Railways, with all proper works and conveniences connected therewith, to diverge out of and from the said intended main line of railway first described, at, or near to the town or village of Strathaven, and to terminate at, or near to, the town or village of Muirkirk, and to pass from, in, through, or into the several parishes and places following, or some of them, viz. the parishes of Avondale, or Strathaven, and Muirkirk, in the counties of Lanark and Ayr; Fourth, to make and maintain a continuation or Branch Railway or Railways with all proper works and conveniences connected therewith, to diverge out of and from the said intended main line of Railway first described, at or near to the lands of Bogton, and to terminate at or near to the village of Eagleshame, and to pass from, in, through, or into the several parishes and places following, or some of them, viz., the parishes of East Kilbride or Kilbride and Eagleshame, in the counties of Lanark and Renfrew; Fifth, to make and maintain a continuation or Branch Railway or Railways with all proper works and conveniences connected therewith, to diverge out of and from the said intended main line of Railway first described, at or near to the lands of Bogton, and to terminate at or near to the village of East Kilbride, and to pass from, in, through, or into the parish of Kilbride or East Kilbride, in the county of Lanark.

And it is also intended by the said act or acts, to incorporate a Company for making and maintaining the said railway or railways, continuation or branch railways, and other works, and to take power for the compulsory purchase of lands and houses, and to levy tolls, rates, and duties, on and for the use of said railway or railways, continuation or branch railways, and works, and to vary, alter, or extinguish all existing rights and privileges, which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and power is also intended to be taken by the said act or acts, to divert or alter within the parishes and places aforesaid, the turnpike and other roads, streets, railways, tramways, rivers, streams, canals, and water-courses, which it may be necessary to interfere with in the construction of the said intended railway or railways, continuation or branch railways, and other works. And it is further proposed by the said intended act or acts, to enable the Company to be thereby incorporated to sell and transfer or lease the said intended railway or railways, continuation or branch railways, and works respectively, or any of them, or any part thereof, and all or any of the powers of the said Company to be thereby incorporated in connection therewith, or in relation thereto, to the Glasgow Barrhead and Neilston Direct Railway Company; the Glasgow Paisley Kilmarnock and Ayr Railway Company; the

Glasgow Paisley and Greenock Railway Company; and the Caledonian Railway Company, or any, or either of them; and to enable such last mentioned Companies, or any or either of them, to purchase or take in lease the said intended railway or railways, continuation or branch railways, and other works respectively, or any of them, or any part thereof, and to exercise such powers, or any of them (whether with relation to the levying of tolls, rates, and duties, or otherwise), and also to raise and contribute funds towards the making, maintaining, working, and using of such intended railway or railways, continuation or branch railways, and works respectively, or any part thereof, or to take shares in the said undertaking, or to guarantee to the said Company to be incorporated by the said act or acts, such interest and profit on their outlay or capital as may be agreed upon, and generally to enter into, and carry into effect such further and other arrangements and agreements, in reference thereto as may be mutually agreed upon between the said last-mentioned Companies or any or either of them, and the Company to be incorporated as aforesaid, and with such objects or otherwise, to alter and amend, extend or enlarge the acts relating to the said Glasgow Paisley Kilmarnock and Ayr Railway passed in the first, the third and fourth, the fifth, and the eighth and ninth years of the reign of her present Majesty; the acts relating to the said Glasgow Paisley and Greenock Railway passed in the first, the third and fourth, the fourth and the sixth years of the reign of her present Majesty; and the acts relating to the said Glasgow Barrhead and Neilston Direct Railway, and to the Caledonian Railway, passed in the eighth and ninth year of the reign of her present Majesty.

And Notice is hereby given, that plans, sections, and duplicates thereof, describing the lines or situations and levels of the said intended railway or railways, continuation or branch railways, and other works, and the lands to be taken and used for the purposes thereof, together with a book or books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited for public inspection, on or before the 30th day of November in the present year, in the office of the principal Sheriff-Clerk of the county of Renfrew at Paisley; in the office of the principal Sheriff-Clerk of the County of Ayr, at Ayr; and in the offices of the principal Sheriff-Clerk of the county of Lanark, at Glasgow, Hamilton, and Lanark; and that a copy of so much of the said plans, sections, and book or books of reference, as relates to each parish in or through which the said railway or railways, continuation or branch railways, and works are intended to be made, will be deposited on or before the 31st day of December next, with the Schoolmaster, or if there be no Schoolmaster, then with the Session-Clerk of each such parish at the respective dwelling-places of each such Schoolmaster or Session-Clerk.

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Solicitors for the Bill.

Glasgow, 18th October 1845.

SCOTTISH DIRECT NORTHERN JUNCTION RAILWAYS, AND FERRY FROM NORTH BERWICK TO ELIE.

NOTICE IS HEREBY GIVEN, THAT it is intended to apply to Parliament in the ensuing Session for authority to make and maintain a Railway and to establish a Ferry, with all proper works and conveniences therewith connected, to be called "The Scottish Direct Northern Junction Railway and Ferry," commencing at a point on the North British Railway, at or near to Betony in the parish of Athelstoneford, and county of Haddington, and terminating at the harbour of North Berwick, in the parish thereof, and county foresaid. ALSO, to construct certain Works and Piers, Accesses, and other Works, Houses, and Offices, for the improvement of the said Harbour of North Berwick, and also to construct certain Piers, Accesses thereto, and other Works, Houses, and Offices, at the Harbour of Elie, in the parish of Elie, and county of Fife, and to construct and maintain a Railway from the Harbour of Elie to a point on the East of Fife Railway, at or near Bowhouse, in the parish of Elie, and county of Fife; AND ALSO to construct a Branch Line from a point on the said main line, at or near the harbour of Elie, to a point on the line of the East of Fife Railway, near Kincaig, in the parish of Elie, and county of Fife: Which Railways and Harbours above-mentioned, will be situated in, or will pass from, through, or into the several parishes, townships, burghs, and extra parochial places following, or some of them:—That is to say, Athelstoneford, Prestonkirk, Dirleton, Whitekirk, North Berwick, in the county of Haddington; and the parishes of Kilconquhar, Elie, Newburn, and St Monance, in the county of Fife; and it is intended to take powers in said Bill to deviate in constructing the said intended Railways and Piers from the line or lines laid down on the maps or plans thereof, to be deposited as after-mentioned, to such an extent as is or will be defined in the said plans.

And it is also intended by the said Bill to incorporate a Company for making, maintaining, working, and using the said Railways and Harbours, with the branches and works aforesaid, and for conveying goods and passengers on the said Railways and branches, and on other communicating railways, to confer upon the said Company the exclusive right of ferry between the harbours of North Berwick and Elie aforesaid, and of levying tolls, rates, and duties, at the said respective harbours, for and in respect of the said ferry; and also to impose, demand, and levy tolls, rates, duties or dues on ships or boats, and other vessels resorting to or using the said harbours and piers, and either of them, and on all goods, merchandize, minerals, passengers, live stock, articles, matters, and things of every kind landed or shipped at the said harbours and piers, or either of them, and to establish new ferry rates and duties, for and in respect of the ferry to be established by the Bill, and to confer, vary, or extinguish any exemption from payment of tolls, rates, or duties, or any other rights or privileges necessary for the purposes of the said Bill, and to borrow, take up at interest, or raise money by loan, subscription, or otherwise, for the purpose of erecting, constructing, extending, and maintaining the said harbours and piers, railways and branches, or either of them, and works and accesses con-