

in the Parish of Dundee and County of Forfar, or in the bed or soil of the River or Firth of Tay, adjoining the said Parish of Dundee, at a point 514 yards, or thereabouts, south-westward from the north-west corner of the Craig Pier House, at Ferry Harbour Dundee, and nine yards, or thereabouts, southward from the cope of the sea-wall of the Caledonian Railway, late Dundee and Perth and Aberdeen Railway Junction (at which point of termination it is proposed to form a Junction with Railway No. 2, hereinafter described); and which intended Railway will pass from, in, through, or into the following Parishes, Royal Burgh, Extra-Parochial and other places, or some of them, viz., the Parishes of Leuchars, Forgan, Logie, and Kilmany, all in the County of Fife; the Parish of Dundee and the United Parish of Liff, Logie, Benvie, and Invergowrie, and the Royal Burgh of Dundee, in the County of Forfar; and the bed or soil of the River or Firth of Tay, lying between the said Parish of Forgan, in the County of Fife, on the one side, and the said Parish of Dundee and the said United Parish of Liff, Logie, Benvie, and Invergowrie, both in the County of Forfar, on the other side.

A Railway (hereinafter called Railway No. 2), commencing by a Junction with the Caledonian Railway (late Dundee, Perth, and Aberdeen Railway Junction), in the United Parish of Liff, Logie, Benvie, and Invergowrie, and County of Forfar, or in the bed or soil of the River or Firth of Tay, adjoining the said United Parish, at a point 24 yards, or thereabouts, westward from the Railway Signalman's Box at or near Buckingham Point, otherwise and commonly called Magdalene Yard Point, in the said United Parish and County, and terminating, in the Parish of Dundee and County of Forfar, in a field or piece of ground belonging to Petrie's Mortification, at a point at, or adjoining, the eastern boundary thereof, 7 yards, or thereabouts, northwards from the north side of East Dock Street, measuring along the line of the boundary wall, which divides the said field or piece of ground from the property of Christopher Kerr; and which intended Railway will pass from, in, through, or into the following Parishes, Extra-Parochial and other Places, and Royal Burgh, or some of them, viz., the United Parish of Liff, Logie, Benvie, and Invergowrie, the Parish of Dundee, and the Royal Burgh of Dundee, all in the County of Forfar, and the bed or soil of the River or Firth of Tay, adjoining the said Parishes and Royal Burgh.

A Railway (hereinafter called Railway No. 3), commencing in the said Parish of Dundee, and County of Forfar, at the point above described, as the termination of Railway No. 2 (at which point it is proposed to form a junction therewith), and terminating by a Junction with the Scottish North-Eastern (late Dundee and Arbroath) Railway, in the Parish of Dundee and County of Forfar, at a point on the said last-mentioned Railway, 189 yards, or thereabouts, eastward from the mile post on said Railway indicating one and a quarter mile from Dundee, and fifteen and one-half miles from Arbroath, measuring

along the last-mentioned Railway; and which intended Railway will pass from, in, through, or into the Parish of Dundee and the Royal Burgh of Dundee, both in the County of Forfar.

A Railway (hereinafter called Railway No. 4), commencing in the said Parish of Dundee and County of Forfar, at the point before described as the termination of Railway No. 2, and the commencement of Railway No. 3 (at which point it is proposed to form a junction with Railway No. 3), and terminating in the Parish of Dundee aforesaid within a piece of ground belonging to, or held for behoof of the Company, and the Scottish North-Eastern Railway Company, at a point 21 yards, or thereabouts, northward from the north side of East Dock Street, and 63 yards, or thereabouts, south-westward from the south-west corner of the Caledonian Linseed Mills; and which Railway will be situated wholly within the Parish of Dundee, and in the Royal Burgh of Dundee, and the County of Forfar.

And Notice is Hereby also Given, that provision will be made in the intended Act for the following among other powers and purposes, or some of them: That is to say,—

In constructing the said intended Railways and Works, to deviate laterally from the line or lines delineated on the Plan to be deposited as after-mentioned, to such extent as will be defined thereon, and to deviate vertically from the levels shown on the Section to be deposited as after-mentioned to such extent as will be provided in the said Act:

To cross, alter, divert, and stop up, and to alter the lines, levels, and inclinations of such highways, turnpike, and other roads, railways, bridges, streets, paths, passages, rivers, canals, navigations, brooks, streams, firths, or estuaries, sewers, waters, water-courses, gas, drainage, and water-pipes, and other works, as may be necessary or expedient for the purpose of making, maintaining, and working the said Railways and Works, or any part thereof: And powers will be taken, in particular, to stop up the road or way known as Peep o' Day Lane, which is wholly situated in the said Parish and Royal Burgh of Dundee and County of Forfar, and to appropriate the site thereof to the purposes of the Company:

To alter and divert so much of East Dock Street, all in the Parish of Dundee and County of Forfar, and wholly or partly in the Royal Burgh of Dundee, as extends between its junction with Trades Lane, and a point on the said street 83 yards or thereby north-eastward of the north-east corner of Camperdown Dock, as shown on the Plan to be deposited as after-mentioned, and to construct a new or substituted street, between the same points, immediately to the north of the dock, quays, and railway; and to stop up and appropriate to the purposes of the undertaking so much of the site of the portion of East Dock Street, so to be altered and diverted, as may not be required in the formation of such new or substituted street: And also to divert so much of East Dock Street aforesaid, as is situate between its eastern extremity, and a point thereon opposite to the point hereinbefore described as the termination of Railway No. 2, in the manner, and to the extent shown on the said Plan.

To acquire, by compulsory purchase, agreement, or otherwise, all such lands, houses, and other