

The Companies Clauses Act, 1869.

The Lands Clauses Acts, 1845, 1860, and 1869.

The Railways Clauses Consolidation Act, 1845.

The Railways Clauses Act, 1863.

The Regulation of Railways Act, 1868.

The Bill will, so far as may be necessary or expedient, repeal, alter, or amend the provisions, or some of the provisions, of the local and personal Acts following (that is to say), the Bristol and Exeter Railway Act, 6 William IV., cap. 36; the Bristol and Exeter Railway Act, 1863; the Bristol and Exeter Railway (Additional Powers) Act, 1865; the Bristol and Exeter Railway Act, 1867, and any other Acts relating to the Bristol and Exeter Railway Company and their undertaking.

Duplicate plans and sections, describing the lines, situations, and levels of the proposed railway and works, and the lands, houses, and other property in, through, or under which they will be made, or which may be taken under the powers of the Bill, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property, and also an ordnance map with the line of the said railway delineated thereon, so as to show its general course and direction, and a copy of this notice as published in the London Gazette, will on or before the 30th day of November instant be deposited for public inspection with the Clerk of the Peace for the county of Devon at his office at Exeter; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railway or works are to be made, or in which any lands, houses, or other property intended to be taken under the Bill are situate, and a copy of this notice will be deposited for public inspection with the parish clerk of each such parish, at his residence, and in the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place at his residence.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 12th day of November, 1872.

Martin, Gregory, and Bowerman, 155, Cannon-street, E.C., Solicitors for the Bill.

Simson, Wakeford, and Simson, 11, Great George-street, Westminster, Parliamentary Agents.

North British Railway.

(Uddingston, Bothwell, and Hamilton Branches.)
(Construction of Railways to Uddingston, Bothwell, and Hamilton, in the county of Lanark, and Branches; Purchase of Land; Increase of Capital, &c.; Agreements; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to authorize the North British Railway Company (hereinafter called "the Company") to make and maintain the Railways hereinafter described, or some or one of them, with all necessary and convenient stations, sidings, depôts, approaches, viaducts, bridges, roads, communications, buildings, and other works and conveniences connected therewith respectively (hereinafter called "the intended Railways") (that is to say):

(1.) A Railway (hereinafter called Railway No. 1) commencing by a junction with the

Company's Glasgow and Coatbridge Railway, at a point thereon in the parish of Shettlestone, in the county of Lanark, one hundred and twenty-three yards or thereabouts eastward from the booking-office of the Shettlestone Station of that Railway, and terminating in the town or burgh and parish of Hamilton, in the county of Lanark, thirty yards or thereabouts north-westward from the south-west corner of Auchingramont United Presbyterian Church; which intended Railway No. 1 will be situate in, or will pass from, through, or into, the parishes of Shettlestone, Barony, Old Monkland, Bothwell, Blantyre, and Hamilton, in the county of Lanark, or some of them;

(2.) A Railway (hereinafter called Railway No. 2) commencing by a junction with Railway No. 1 at a point thereon in the parish of Bothwell, in the county of Lanark, three hundred and sixty yards or thereabouts northward from the north-west corner of the Free Church at Kirkfield of Bothwell, and terminating by a junction with the Company's Rochsolloch Branch at a point thereon in the parish of Old Monkland, in the county of Lanark, one hundred and fifty yards or thereabouts eastward from the centre of the bridge carrying that Branch over the Dundyvan Branch of the Monkland Canal, which intended Railway No. 2 will be situate in, or will pass from, through, or into the said parishes of Bothwell and Old Monkland, or one of them;

(3.) A Railway (hereinafter called Railway No. 3) commencing by a junction with Railway No. 1 at a point thereon in the parish of Bothwell, in the county of Lanark, two hundred and seventeen yards or thereabouts northward from the house or cottage near Uddingston, called Mains Cottage, belonging to and in the occupation of James Jack, and terminating by a junction with Railway No. 2 at a point thereon in the last-mentioned parish and county, one hundred and thirty-two yards or thereabouts north-eastward from the villa or dwelling-house called Powburndean, situated on the west side of the parish road leading from Bothwell to and beyond Braefoot, which intended Railway No. 3 will be situate wholly in the said parish of Bothwell;

(4.) A Railway (hereinafter called Railway No. 4) commencing on the estate of Rosehall, in the parish of Old Monkland, in the county of Lanark, by a junction with the private Railway belonging to Messrs. Robert Addie and Sons, leading from the Rosehall Railway to Rosehall No. 9 Pit, at a point four hundred and thirty-three yards or thereabouts westward from the said Pit, and terminating by a junction with Railway No. 2 at a point thereon in the last-mentioned parish and county five hundred and seventeen yards or thereabouts northward of the said Pit, which intended Railway No. 4 will be situate wholly in the said parish of Old Monkland;

(5.) A Railway (hereinafter called Railway No. 5) commencing by a junction with Railway No. 1, in the parish of Hamilton, in the county of Lanark, near the junction of the Strathaven Branch with the Hamilton Branch of the Caledonian Railway at a point fifty yards or thereabouts southward from the south face of the culvert by which the said Strathaven Branch is carried over the Park Burn, and terminating in the