

inafter called "the Bill") for the purposes following, that is to say:—

To empower the Caledonian Railway Company (hereinafter called "the Company") to raise, by the creation and issue of new Ordinary Shares and Stock, and new Preference Shares and Stock, and by borrowing upon Mortgage, and by the creation and issue of Debenture Stock, or by one or more of those modes, additional money for defraying the expense of works executed and authorised to be executed, and of lands acquired and authorised to be acquired by the Company, and of improvements on the stations, sidings, working apparatus, and other parts of the undertaking of the Company, and of additional plant, and for other purposes of the Company, for which funds have not been provided, or for which the funds provided have proved insufficient.

To vary or extinguish any existing rights and privileges which might in any manner interfere with the object aforesaid, and to confer all powers, rights and privileges necessary or expedient for effecting that object, or in relation thereto.

To amend, and so far as necessary for the object aforesaid to repeal, the provisions of the Caledonian Railway Act, 1845, and of the several other Acts relating to or affecting the Company or their Shareholders, or the undertakings belonging to or held in lease or worked by them in whole or in part, and any other Acts recited in any of those Acts.

Printed copies of the 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 11th day of November, 1881.

Geo. Jackson, Glasgow.

Grahames and Currey, 30, Great George Street, Westminster.

In Parliament.—Session 1882.

Somerton Junction Railway.

(Incorporation of Company; Construction of Railways between Langport and Castle Cary and Evercreech; Working and Traffic Agreements and Facilities; Compulsory Purchase of Lands, Tolls, Rates, and Charges; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for the following purposes, or some of them, viz.:—

To incorporate a Company in this notice called "The Company"; and to enable the Company to make and maintain the railways in the county of Somerset hereinafter described, or some part or parts thereof, with all needful stations, approaches, works, and conveniences connected therewith respectively, that is to say:—

1.—A Railway (No. 1) commencing in the parish of Huish Episcopi by a junction with the Durston and Yeovil Branch of the Great Western Railway, at a point distant 460 yards or thereabouts, measured in a south-easterly direction along the railway from the centre of the bridge carrying the public road from Langport to Curry Rivell over the said branch railway, thence passing from, in, through, or into the parishes, townships, and places of Huish Episcopi, Muchelney, Long Sutton, Somerton, Kingsdon, Charlton Mackrell, Charlton Adam, Keinton Mandeville, Bab Cary, East Lydford, Wheat-hill, Lovington, Alford, and Castle Cary, and terminating in the parish of Castle Cary at a point in the field numbered 598 on the tithe map of the last-mentioned parish, such point being distant 193 yards or thereabouts,

measured in a west-north-westerly direction from the gateway leading into the said field from Dimmer-lane, and 612 yards or thereabouts, measured in a south-westerly direction from the ruined toll-house known as Clanville Gate.

2.—A Railway (No. 2) commencing in the parish of Castle Cary at the termination of Railway No. 1 before described, thence passing from, in, through, or into the parishes, townships, and places of Castle Cary and Almsford, otherwise Ansford, and terminating in the last-mentioned parish by a junction with the Wilts, Somerset, and Weymouth line of the Great Western Railway Company at a point distant 270 yards or thereabouts, measured in a south-westerly direction along the said line, from the signal box near the south-west end of the down platform of the Castle Cary Station.

3.—A Railway (No. 3) commencing in the parish of Castle Cary at the termination of Railway No. 1 before described, thence passing from, in, through, or into the parishes, townships, and places of Castle Cary, Almsford otherwise Ansford, Lamyatt, Ditcheat, and Evercreech, and terminating in the said parish of Evercreech by a junction with the Somerset and Dorset Railway at a point distant 30 yards or thereabouts, measured in a south-easterly direction along the railway from the centre of the public road leading from Castle Cary to Shepton Mallet, where that road is crossed by the centre line of the said railway on the level near to the Evercreech Junction Station.

To enable the Company to cross, divert, alter, or stop up, temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to deviate from the lines and levels of the intended railways shown on the plans and sections hereinafter mentioned to such an extent as may be prescribed by the Bill; to purchase lands, houses, and other property, compulsorily and by agreement, for the purposes of the intended railways and works, and any rights or easements in or over such lands, houses, and property; to levy tolls, rates, and charges in respect of the use of the intended railways and works, and the conveyance of traffic thereon; to alter existing tolls, rates, and charges; to grant exemptions from the payment of tolls, rates, and charges; and to exercise other rights and privileges.

To enable the Company, on the one hand, and the Great Western Railway Company, the London and South Western Railway Company, and the Midland Railway Company, or any one or more of those Companies on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part of parts thereof, and the supply of rolling and working stock and plant, and of officers and servants, for the conduct and conveyance of the traffic on the intended railways, the payments and allowances to be made, and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, conveyance, and transmission of traffic coming from, or destined for, the undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and the Bill will confirm any agreement already made or which previously to the passing