

deposited, and of the Order when made, will be furnished at the price of one shilling for each copy to all persons applying for them at the office of the undersigned.

Every Company, Corporation, or person desirous of making any representation to the Board of Trade, or of bringing before them any objection respecting the application, may do so by letter addressed to the Assistant Secretary of the Railway Department of the Board of Trade, Whitehall, London, on or before the 15th day of January, 1888, and copies of their objections must at the same time be sent to the promoters at the offices of the undersigned, Messrs. Baylis and Pearce, and in forwarding to the Board of Trade such objections, the objectors or their agents should state that a copy has been forwarded to the promoters or their agents.

Dated the 23rd day of November, 1887.

*Baylis and Pearce*, 1, Church-court, Old Jewry, E.C., Solicitors for the said Birmingham and Western Districts Tramways Company, Limited.

In Parliament.—Session 1888.

East Monkland Railway.

(Incorporation of Company; Construction of Railway from Railway No. V. of "The Caledonian Railway (Lanarkshire Lines) Act, 1881," to Little Drumbreck, with Branch Railways to Greengairs and Stanrigg; Acquisition of Lands; Power to Purchase Parts of Properties; Payment of Interest during Construction of Works; Tolls; Working and Traffic Agreements with Caledonian Railway Company; Power to that Company to subscribe, raise, and contribute Money, to take and hold Shares, and to appoint Directors of the Company, and to Purchase the Undertaking; Agreements with Caledonian Railway Company, and with other Companies, Corporations, Bodies, and Persons; Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, for leave to bring in a Bill (hereinafter called "the Bill") to incorporate a Company (hereinafter called "the Company"), and to authorise the Company to make and maintain the railways hereinafter described, or some part or parts thereof, with all necessary and convenient stations, sidings, junctions, approaches, bridges, roads, and other works and conveniences connected therewith or incidental thereto,—that is to say:—

1. A Railway (No. I.) to be wholly situate in the parish of New Monkland and county of Lanark, commencing by a junction with the railway authorised by "The Caledonian Railway (Lanarkshire Lines) Act, 1881," and therein called Railway No. V., at a point 170 yards or thereabouts eastward from where the last-mentioned railway crosses the highway formerly known as the Carlisle and Stirling turnpike road, and terminating at a point 163 yards or thereabouts north-eastward from the north-east corner of the disused farmhouse known as Little Drumbreck in the said parish.
2. A Railway (No. II.) to be wholly situate in the said parish of New Monkland and county of Lanark, commencing by a junction with the said intended Railway No. I. at a point 500 yards or thereabouts north-westward from the north-west corner of the farmhouse of West Arbuckle in the said parish, and terminating in the village of Greengairs at a point 303 yards or thereabouts north-eastward from the north-east corner of the

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farmhouse of Mochriesinch, in the said parish.

3. A Railway (No. III.) to be wholly situate in the said parish of New Monkland and county of Lanark, commencing by a junction with the said intended Railway No. I. at a point 80 yards or thereabouts north-eastward from the northmost corner of the eastmost building, in the village of Ballochney in the said parish, and terminating at a point 100 yards or thereabouts north-westward from the north-east corner of the dwelling houses known as South Stanrigg-row in that parish.

And it is intended by the Bill to seek the powers and to provide for the purposes hereinafter mentioned, or some of them, viz.:—

To deviate laterally and vertically from the lines and levels of the proposed railways, as shown on the plans and sections hereinafter mentioned, within the limits shown on the said plans, or as may be prescribed by the Bill.

To open up, cross, divert, alter, stop up, or otherwise interfere with, either temporarily or permanently, all roads and highways, streets, lanes, passages, footways, canals, streams and watercourses, railways, tramways, bridges, sewers, drains, gas and water mains, pipes and works, telephonic and telegraphic apparatus and works of every description in the parish hereinafter mentioned, so far as may be necessary in constructing, maintaining or using the said intended railways and works, or for any of the purposes of the Bill.

To purchase, take, hold, and use by compulsion, and also by agreement, temporarily or permanently, and to take in lease, or feu, or otherwise to acquire lands, houses, and other property in the said parish of New Monkland, for the purposes of the said intended railways and works; and also to acquire rights of easement or servitude, and other rights in, over, or under lands, houses, and other property; and to vary or extinguish all rights and privileges connected with the lands, houses, and other property, so to be purchased or taken, which would interfere with, or prevent the carrying into execution of, any of the purposes of the Bill.

To repeal or alter certain of the provisions of "The Railways Clauses Consolidation (Scotland) Act, 1845," relating to the limits of lateral and vertical deviation, radii of curves, and to other matters pertaining to the construction of the railways, the temporary or permanent use of lands, crossing and alteration of roads, or other interference therewith, and works for the accommodation and protection of lands adjoining the railway; also certain of the provisions of "The Lands Clauses Consolidation (Scotland) Act, 1845," relating to the purchase of buildings, houses, manufactories, or other premises, the settlement of questions of disputed compensation, and the sale of superfluous lands; and to provide that it shall not be necessary for the Company to purchase the whole of any building, house, manufactory, or other premises, where part only is required for the purposes of the Bill.

To authorise the Company and the Caledonian Railway Company, or either of them, to enter into agreements with the owners, lessees and occupiers (whether under any legal disability or not) of any private railways which may be crossed by either of the said intended railways, or between which and either of the said intended railways, junctions, or communications, may be made, for running over and using the said private railways, with engines, carriages, waggons and trucks, upon such terms and conditions as may be agreed upon, and to confirm any such agreements that may have been or may be made.