

chains eastward from the house in the town of Dundee, called "The Vine," the residence of George Duncan, Esquire, and terminating at a point about one chain north-westward from Craig Pier House, in the town of Dundee; and to take and acquire for station purposes the solum of that portion of the river or firth of Tay, and other lands and heritages lying between that portion of the Company's undertaking, known as the Dundee and Perth and Aberdeen Junction Railway, and a curved line drawn from near the point above described as the point of commencement of the said proposed embankment or sea wall, to near the point above described as the point of termination thereof, at a distance not exceeding one hundred yards to the south-eastward of the south-eastern side of the said Dundee and Perth and Aberdeen Junction Railway; and to make and maintain thereon sidings, sheds, wharves, and other station works and conveniences; which proposed embankment or sea wall and other works and conveniences, and the solum and other lands and heritages which may be taken for the purposes thereof and for station purposes as aforesaid, will be and are situate in the following places or some of them, viz.:—The parish of Dundee, and the town and royal burgh of Dundee, all in the county of Forfar, and the river or firth of Tay, in or adjoining to the said parish, town, and royal burgh, or some or one of them.

And it is further intended by the said Bill to extend the time limited by "The Scottish North-Eastern Railway (Dundee and Forfar) Act, 1864," for the construction and completion of the railway and works authorized by that Act, or of part thereof.

And it is further intended by the said Bill to empower the Company to make and maintain a railway (hereinafter called "Railway No. 1"), and all proper works and conveniences connected therewith, commencing by a junction with that portion of their undertaking known as the Dundee and Arbroath Railway, at or near the junction near Bent House of the branch of that railway to Broughty Ferry Pier, with the main line of the said railway, and terminating by a junction with the line of railway authorized by "The Scottish North-Eastern Railway (Dundee and Forfar) Act, 1864," at or near the point in the parish of Monikie where the turnpike-road leading from Broughty Ferry to Lucky Slap, and numbered on the plans deposited in the offices at Dundee and Forfar respectively of the principal sheriff-clerk of the county of Forfar, with relation to the last-mentioned Act, "89," in the parish of Monikie, and county of Forfar, is shown on the said plans as crossed by the said authorized line, and about 9 chains northward from the house or cottage called Lovehall; which proposed railway and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parishes of Monifieth, Murroes, and Monikie, all in the county of Forfar.

And it is further intended by the said Bill to empower the Company to make and maintain the following railways, or some of them, and all proper works and conveniences connected therewith, respectively, viz.; a railway (hereinafter called "Railway No. 2,") commencing by a junction with the improved line of the Dundee and Newtyle Railway, authorized by "The Scottish Central Railway (Dundee and Newtyle Improvement) Act, 1864," at a point about one hundred and sixty yards north-westward from the parish schoolhouse in the village of Newtyle,

and terminating by a junction with the existing Newtyle branch of the Scottish North-Eastern Railway at a point about twenty-five chains northward from the level crossing by that branch of the road which passes the said schoolhouse; as also a railway (hereinafter called "Railway No. 3"), commencing by a junction with the said Newtyle branch at a point about nineteen chains south-eastward from the bridge by which the said branch is carried over the turnpike-road leading from Newtyle to Meigle, and terminating by a junction with the said branch at a point about nine chains westward from the said bridge; as also a railway (hereinafter called "Railway No. 4") commencing by a junction with the said proposed Railway No. 3 at a point about fourteen chains south-eastward from the last-mentioned bridge, and terminating by a junction with the siding on the northern side of the Alyth Railway at a point about two chains eastward from the eastern end of the northern platform at the Meigle station on the Scottish North-Eastern Railway; which proposed railways, No. 2, No. 3, and No. 4, and the works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are wholly situate in the parish of Newtyle and county of Forfar.

And it is further intended by the said Bill to authorize and provide for the relinquishment of the portion of the line of railway authorized by "The Scottish North Eastern Railway (Dundee and Forfar) Act, 1864," between its point of junction with the said Dundee and Arbroath Railway, as authorized by that Act, and the point hereinbefore specified as the point of termination in the parish of Monikie of the proposed Railway No. 1, all situate in the parishes of Dundee, Murroes, Monifieth, and Monikie, and the town and royal burgh of Dundee, or some of them, all in the county of Forfar; as also to authorize and provide for the relinquishment of the line of railway authorized by "The Scottish North Eastern Railway (Newtyle and Meigle Junction) Act, 1864," and of the portion of the existing Newtyle branch of the Scottish North-Eastern Railway, between the points hereinbefore specified as the points of commencement and termination of the proposed Railway No. 3, all situate in the parish of Newtyle, in the county of Forfar; and for making void or rescinding all or any of the notices and contracts for or in relation to the purchase or acquisition of lands, houses, or other property for the purposes of the portions of railway proposed to be relinquished as aforesaid, which may have been given or entered into by the Scottish North-Eastern Railway Company, or the Company to or with the owners, lessees, or occupiers of such lands, houses, or other property, or other parties; and to provide that the railways hereinbefore proposed to be made shall be in substitution for the portions of railway so proposed to be relinquished.

And it is further intended by the said Bill to empower the Company to raise further money by the creation and issue of shares or stock, on such terms and conditions, with such preferences, priorities, and privileges (if any) *inter se*, and with respect to the other shares and stock in the Company, and subject as respects preference shares and stock to such powers of redemption (by the creation and substitution of ordinary shares or stock or otherwise) as may be considered expedient; and also by borrowing on mortgage, or bond, or cash credit; and to fund or issue debenture stock in lieu of the monies so borrowed or authorized to be borrowed; and to