Edinburgh and City and Royal Burgh of Edinburgh on the west side of and adjoining Gorgie Station.

(*c*) Certain lands in the Parish of Dysart in the County of Fife on both sides of and adjoining the Company's Main Line from Edinburgh to Dundee at Sinclairtown Station.

(*d*) Certain lands in the Parish of Borrowstounness and Carriden in the County of Linlithgow to the north and east of Bo'ness Harbour, and situate between the Company's Railway from Bo'ness to Bridgeness and Low Water Mark of Ordinary Spring Tides.

To empower the Company to stop up and discontinue (1) the level crossing at Boundary Street, Bo'ness, over the railway from Bo'ness to Bridgeness, and (2) the level crossing immediately east of their Newburgh Station.

To further extend the time limited by the North British Railway Act, 1895, as extended and limited by the North British Railway (General Powers) Act, 1900, the North British Railway (General Powers) Act, 1902, and the North British Railway (General Powers) Order Confirmation Act, 1904, for the compulsory purchase of lands for the purposes of, and for the completion of, Railway No. 8 by the said Act of 1895 authorised.

To authorise the Company and the Caledonian Railway Company, as owners of the Dundee and Arbroath Joint Railway (hereinafter called "the two Companies") in connection with the enlargement of the station at Arbroath, to make and maintain the railway hereinafter described, together with all proper stations, sidings, approaches, works, and conveniences connected therewith (that is to say) :—

A railway (No. 10) situate wholly in the Parish of Arbroath and St. Vigeans and Royal Burgh of Arbroath in the County of Forfar, commencing by a junction with the Dundee and Arbroath Joint Railway, at a point thereon 240 yards or thereabouts measuring in a southerly direction from the bridge carrying Keptie Street over the said railway, and terminating by a junction with the said railway at a point 400 yards or thereabouts measuring in a northerly direction from the said bridge.

To authorise the two Companies to acquire compulsorily or by agreement, and to enter upon, take, and use temporarily or permanently, and to hold all such lands, houses, or other property as may be necessary and convenient for the purposes of the said railway (No. 10) and works, and the enlargement of Arbroath Station.

To provide that the said railway (No. 10) shall, for the purposes of tolls, rates, and charges, form part of the said Joint Railway undertaking of the two Companies.

To authorise and provide for the underpinning or otherwise securing or strengthening of any houses or buildings in the line of, or adjacent to, the said railway or works.

To confirm and give effect to an agreement anent the station at Arbroath, between the Company and the Caledonian Railway Company, as owners of the Dundee and Arbroath Joint Railway, and the Magistrates and Town Council of Arbroath, dated the 10th and 20th October and 2nd November 1904.

To empower the two Companies to acquire compulsorily or by agreement, and to hold the lands hereinafter described, namely :—

Certain lands in the Parish of Barry in the County of Forfar on the north side of and adjoining the Dundee and Arbroath Joint Line near Buddon Siding.

To empower the Company and the Caledonian Railway Company and the Lanarkshire and Dumbartonshire Railway Company to acquire compulsorily or by agreement and to hold the additional lands hereinafter described, namely :—

Certain lands in the Parish of Bonhill in the County of Dumbarton on the east side of and adjoining the Dumbarton and Balloch Joint Line between Levenside Street, Alexandria, and Dillichip Siding.

To authorise the Burntisland Harbour Commissioners to lease to any company or person, for the purpose of making, maintaining, and working thereon a graving dock, gridiron, and other works and conveniences, certain lands held by them within the limits of the Harbour of Burntisland in the Burgh of Burntisland in the Parish of Burntisland in the County of Fife, lying to the west of Cromwell Dyke and extending through that dyke into and forming part of the tidal basin of the said harbour and that for such period for such rent or other consideration and subject to such conditions as may be agreed upon, and to authorise the said Commissioners to enter into any agreement with any company or person as to the leasing of the said lands and the making, maintaining, and working of the said works and conveniences, and to confirm any agreement which may have already been entered into touching the matters aforesaid, or any of them. To authorise the said Commissioners to stop up and discontinue any right-of-way or user which the public or any person may possess over or along the said Cromwell Dyke.

To authorise the Company and the two Companies to purchase so much only as may be required, for any of the purposes of the Order, of any house or other building, manufactory, work, or other premises, or any easement in or under the same, without being subject to the liability imposed by Section 90 of the Lands Clauses Consolidation (Scotland) Act, 1845.

To enable the Company and the two Companies to cross, divert, alter, stop up, and otherwise interfere with either temporarily or permanently roads, railways, tramways, drains, sewers, navigations, rivers, canals, streams, and watercourses, gas, water, and other pipes, and any telephonic, electric, or telegraphic wires, posts, tubes, or apparatus, so far as may be necessary or convenient in constructing, maintaining, or using the proposed dock, railways, widenings of railways, deviations, and other works, or for the other purposes of the Order, and to divert or stop up and appropriate the soil of any street, road, or footpath within the limits of deviation marked on the deposited plans, and to extinguish all rights of way over the same, and to deviate laterally from the lines of the proposed works, and vertically from the levels thereof, as shewn upon the plans and sections hereinafter mentioned, to such an extent as may be authorised by the Order.

To authorise the Company to apply to the