

‘the Company’) to make and maintain with all necessary and convenient stations, approaches, works, and conveniences connected therewith respectively, the following railways and works, or some or one of them, or some part or parts thereof respectively (that is to say) :—

First. A Railway Number One, wholly situate in the Parish of Montrose, County of Forfar, commencing by a junction with the authorised North British, Arbroath, and Montrose Railway at a point on the Foreshore of the Estuary, known as Montrose Basin, ten yards or thereabouts South-Westward of the North-West Corner of the Slaughter-House Buildings, abutting upon the said Foreshore, and terminating at a point in the Glebe Land of the Reverend William Ewan Bull Gunn, First Minister of the Parish of Montrose, fifty yards or thereabouts South-West of the North-West Corner of the Rosehill Cemetery Ground, Montrose.

Second. A Railway Number Two, wholly situate in the Parish of Montrose, County of Forfar, commencing at the point hereinbefore described as the termination of Railway Number One, and terminating by a junction with the Montrose and Bervie Railway at a point thereon five hundred and ninety yards or thereabouts measured northwards along the said Montrose and Bervie Railway from its point of junction with the Montrose Branch of the Caledonian Railway.

Third. A Railway Number Three, wholly situate in the Parish of Montrose, County of Forfar, commencing at the point hereinbefore described as the termination of Railway Number One, and terminating by a junction with the Montrose Branch of the Caledonian Railway at or near to the point where the Montrose and Bervie Railway forms a junction with the said Montrose Branch: which several Railways above described will be situated in the Parish of Montrose and Royal Burgh of Montrose, in the County of Forfar, or one of them.

And it is proposed by the said intended Act to take powers of lateral and vertical deviation from the line and levels of the proposed Railways and Works, as shown upon the plans and sections hereinafter referred to, within the limits usually authorised, or as may be prescribed in the intended Act. Also to authorise the Company to purchase, by compulsion or agreement, lands and buildings or rights and easements in, over, or affecting lands in the Parish and Royal Burgh aforesaid, for the purposes of the said intended Railways and Works, or any of them, and also of other lands by agreement.

And it is proposed by said intended Act to authorise the Company to levy tolls, rates, duties, and charges upon or in respect of the intended Railways, or some of them, and the Stations and Works in connection therewith. To alter, vary, or extinguish existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and charges, and to stop up, alter, or divert, temporarily or permanently, so far as may be necessary or convenient for any of the Railways or Works to be authorised by the intended Act, or otherwise for the purposes of the intended Act, any turnpike or other roads and highways, railways, tramways, passages and places, bridges, rivers, streams, water-courses, sewers, mains, pipes, buildings, telegraph wires and apparatus, and works of every description; and to vary or extinguish all existing rights and privileges in, over, or affecting

any lands or buildings, or which would or might in any way prevent, interfere with, or delay the accomplishment of any of the purposes of the intended Act, and to confer other rights and privileges.

And it is proposed by the said intended Act to extend and make applicable to the said proposed Railways, or some or one of them, the provisions, conditions, and obligations of the Agreement between the Promoters of the North British, Arbroath, and Montrose Railway and the North British Railway Company set forth in the schedule to and confirmed by ‘The North British, Arbroath, and Montrose Railway Act, 1871,’ with respect to the use and working of the railways thereby authorised, and the traffic passing over the same, and revenues arising therefrom, and other matters.

And to extend and make applicable to the said intended Railways the powers and provisions to and in favour of the Caledonian Railway Company, the North-Eastern Railway Company, and the Great Northern Railway Company, contained in the said North British, Arbroath, and Montrose Railway Act, 1871.

And it is proposed by the said intended Act to alter, amend, or repeal the provisions contained in Section 41 of the North British, Arbroath, and Montrose Railway Act, 1871, with reference to the Bridge over the River South Esk, at or near the Town of Montrose, and to authorise the Company and the Commissioners of the Montrose Bridge and the Public Works Loan Commissioners, or some of them, to make arrangements and agreements in regard to the liquidation, discharge, or reduction of the debt affecting the said Bridge, or the obligations of the Company with reference thereto, and otherwise in relation to the said Bridge, and to confirm any agreements which have been or may be come to regarding the same.

And it is proposed by the said intended Act to authorise and empower the Company to apply to the purposes of the intended new Railways and works any funds of the Company which they are now authorised to raise, and which may not be required for the purposes of their now authorised undertaking, and to raise further monies for the purposes aforesaid, and of the Bill, and for the general purposes of the Company by borrowing, and by the creation of new shares and stock in the Company; and if the Company think fit, to attach to all or any of the new shares or stock a preference or priority of interest or dividend, and other such privileges.

And it is proposed to incorporate with the said intended Act all or some of the powers and provisions of the following Public and General Acts, viz. :—‘The Companies Clauses Consolidation (Scotland) Act, 1845,’ ‘The Companies Clauses Act, 1863,’ ‘The Lands Clauses Consolidation (Scotland) Act, 1845,’ ‘The Lands Clauses Consolidation Acts Amendment Act, 1860,’ ‘The Railways Clauses Consolidation (Scotland) Act, 1845,’ ‘The Railways Clauses Act, 1863,’ ‘The Railway Companies Powers Act, 1864,’ ‘The Railway Companies (Scotland) Act, 1867,’ and ‘The Regulation of Railways Act, 1868,’ and of any other Acts which it may be necessary to incorporate therewith; and to insert in the Act all other powers and provisions necessary for effecting all or any of the objects thereof.

And it is proposed by the intended Act to repeal, alter, or amend certain of the provisions of the several Acts of Parliament following, or some of them, that is to say, Acts relating to the North