

Goods Sidings lying to the westward of the bridge carrying the said Railway over the road leading from Merrylees to Wester Pardovan, and extending along the said main line for a distance of four hundred and seventy yards westward from the said road ;

Certain lands, streets or roads, houses, and other property, in the City parish and Royal Burgh of Glasgow, and county of Lanark, situate and lying between and in an area bounded on the north by a line drawn along the north side of Havannah Street from its junction with High Street to its junction with Burnside Street, on the south by the College Station of the North British Railway Company, on the west by the High Street, and on the east by the western side of the Molendinar Burn ;

Certain lands, streets, or roads, houses, and other property in the City Parish and Royal Burgh of Glasgow, and county of Lanark, situate and lying between and in an area bounded on the north by a line drawn along the south side of Duke Street from the west side of South Pettigrew Street to a point in Duke Street seventy-three yards or thereabouts eastward of the said west corner of South Pettigrew Street, on the north-east by a line drawn from the last-mentioned point, forming the eastern terminus of the northern boundary line, to a point on the western edge of the Molendinar Burn twenty yards north-eastward from the centre of the northern face of the arch of the bridge carrying the road in continuation of Havannah Street over the said burn, on the west by the west side of South Pettigrew Street, on the south by Havannah Street, and on the east and south-east by the west side of the Molendinar Burn ;

Certain lands, streets, or roads, houses, and other property, in the City Parish and Royal Burgh of Glasgow, and county of Lanark, situate and lying between and in an area bounded on the south and south-east by the College Station of the North British Railway Company, on the north-east by the street or road called Clay Brae, and on the west and north-west by the western side of the Molendinar Burn ;

Certain lands and other property in the parish of St. Cuthbert and county of Edinburgh lying to the north of the North British (Edinburgh and Glasgow) Railway and adjoining or near to Railway No. 20 ;

And it is proposed to empower the Company to stop up and discontinue as public thoroughfares all or certain parts of the following streets or roads, and to appropriate the sites thereof to the uses of the Company (that is to say) :—

South Pettigrew Street, Havannah Street, New Vennel, and Burnside Street, together with the roads or lanes leading from South Pettigrew Street, called Meuse Lane and Hatter's Close, in the City Parish and Royal Burgh of Glasgow and county of Lanark ;

And to stop up and cause to be discontinued the footway or space before mentioned, called the

Promenade at Borrowstounness situated between the North British Railway Station there and the line of high-water mark of the Firth of Forth at Borrowstounness, and the three level crossings and other rights of way over the Company's Railway or station at Borrowstounness :

And it is proposed by the intended Act to authorise the relinquishment, or abandonment, and disuse of the following Railways or parts of Railways and works, or some of them, or some parts thereof respectively, and to release the Company, or the North Monkland Railways Company, as the case may be, from the payment of any penalties in respect of such Railways, or parts of Railways, not being completed and opened for public traffic, and from any notices and contracts for or in relation to the purchase of lands and heritages for the purpose of such Railways and works, or some of them (that is to say) :

So much of the said Woodend Branch as is situate between its junction with the North British (Airdrie and Bathgate) Railway and the point hereinbefore described as the termination of the intended Railway No. 5, and as will be rendered unnecessary by the construction of Railway No. 5 ;

The Fork Railway connecting the Edinburgh and Bathgate Line with the Wilsontown Morningside and Coltness section of the Company, which will be rendered unnecessary by the construction of Railway No. 6 ;

The Railway authorised by the North British Railway (General Powers) Act 1871, and therein called Railway No. 5 ;

So much of the North British (Glasgow Dumbarton and Helensburgh) Railway as is situate between the points hereinbefore described as the commencement and termination of Railway No. 13, and as will be rendered unnecessary by the construction of Railway No. 13 ;

So much of the said Railway authorised by 'The North British Railway Act 1872,' and therein called Railway No. 9, as is situate between its authorised termination and the point hereinbefore described as the commencement of the Capeldrae Deviation ;

So much of the Railway authorised by 'The North Monkland Railways Act 1872,' and therein called Railway No. 1, as is situate between its authorised commencement and the point hereinbefore described as the termination of the intended Railway No. 19 ;

And it is proposed to vest or provide for the vesting of Railway No. 19 and the works and conveniences connected therewith in the North Monkland Railways Company as part and parcel of their undertaking in lieu of the portion of the North Monkland Railway to be abandoned under the provisions of the intended Act, and to make applicable to Railway No. 19 the provisions of 'The North Monkland Railways Act 1872,' and to authorise the Company and the North Monkland Railways Company to enter into agreements with respect to the construction, maintenance, working, and use of Railway No. 19, and otherwise in relation thereto, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act :

And it is proposed to authorise the Company,