



side of the Cart Navigation, and 230 yards, or thereabouts, northward from the point where the Parliamentary Boundary of the Burgh of Paisley crosses the said road; which intended Railway No. 2, and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Abbey Parish of Paisley, the Parish of Renfrew, and the Burgh of Paisley, all in the County of Renfrew:

3. A Railway (hereinafter called 'Railway No. 3'), commencing by a junction with the Company's Dundee and Newtyle Branch at or near the northern side of the bridge carrying the Clepington Road over that Branch, and terminating at a point 90 yards, or thereabouts, northward from the junction of the said road with the road leading to the ruins of Mains Castle:

4. A Railway (hereinafter called 'Railway No. 4'), commencing by a junction with the said Dundee and Newtyle Branch at a point 670 yards, or thereabouts (measuring along the said Branch), northward from the last-mentioned bridge, and terminating by a junction with Railway No. 3 at a point 70 yards, or thereabouts, north-eastward from the farm steading of West Mains; which intended Railway No. 3 and Railway No. 4, and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Parish of Mains and Strathmartine, and partly within the Burgh of Dundee, in the County of Forfar:

5. A Railway (hereinafter called 'Railway No. 5'), being a doubling of the line of so much of the Company's South Alloa Branch as extends from the junction thereof with the Company's Scottish Central Main Line to the junction of the said Branch with the Alloa Railway, authorised by the Alloa Railway Act, 1879, and now in course of construction; which intended Railway No. 5, and works 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 St. Ninians and Airth, in the County of Stirling:

6. A Railway (hereinafter called 'Railway No. 6'), being an extension of the said Alloa Railway, commencing by a junction with the authorised line of that Railway at the termination thereof, and terminating in the Burgh of Alloa, on the western side of the street or road called Glasshouse Loan, at a point 14 yards, or thereabouts, northward from the north-eastern corner of Craigward Cooperage:

7. A road or street commencing at a point 50 yards, or thereabouts, southward from the south-eastern corner of the Bass Crest Brewery, and terminating on the western side of Glasshouse Loan aforesaid, at a point 37 yards, or thereabouts, northward from the north-eastern corner of Craigward Cooperage; which intended Railway No. 6, and intended road or street, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the Parish of Alloa, and the Burgh of Alloa, in the County of Clackmannan.

To empower the Company to acquire, compulsorily or by agreement, and to enter upon, take and use, temporarily and permanently, all such lands, houses, and other property as may be necessary or convenient for the purposes of the several intended railways, road or street, and other works hereinbefore described, and of the

works and conveniences connected therewith; and also the lands hereinafter described, or part thereof, and all houses and other property thereon, for the purposes of station accommodation in connection with the Alloa Railway, viz:—

Certain lands in the Parish of Alloa and Burgh of Alloa, in the County of Clackmannan, bounded on the east by Glasshouse Loan aforesaid, on the south by Craigward Place and the road in continuation westward thereof, on the west by a line parallel to and distant 20 yards, or thereabouts, westward from the western side of the road leading from Craigward Place to Bass Crest Brewery, and on the north by the northern side of the intended road or street hereinbefore described, and of a line in continuation westward of such northern side.

To enable the Company to stop up so much of the aforesaid road leading from Craigward Place to Bass Crest Brewery as lies between the commencement of the intended road or street hereinbefore described, and a point 95 yards, or thereabouts, southward from such commencement.

To extend the time limited by the Alloa Railway Act, 1879, for the completion of the Alloa Railway (including the Bridge) authorised by that Act, and the opening thereof for the public conveyance of passengers.

To authorise and provide for the vesting in the Company, by purchase or amalgamation, of the undertaking of the Alloa Railway Company, and all the works, lands, and property, and powers, rights, and privileges of that Company, including the power of completing the Alloa Railway, and of fixing and levying tolls, rates, and charges, but subject to the mortgages and other debts, obligations, and liabilities of that Company, in such manner and upon such terms and conditions as have been or may be agreed upon between the said Companies, and to enable the Company to grant mortgages over their own undertaking or any part thereof in substitution for the mortgages granted or authorised to be granted by the Alloa Railway Company, to alter the agreements already made between the Company and the Alloa Railway Company, confirmed by the Caledonian Railway (Additional Powers) Act, 1880, and to provide for the dissolution of the Alloa Railway Company, and the winding up of their affairs.

To authorise the Company to abandon or relinquish the construction of the several railways, in the Parishes of Larbert and Falkirk in the County of Stirling, authorised by the Caledonian Railway (Larbert and Grangemouth Connecting Lines) Act, 1881, and the subsidiary works connected therewith, and to release the Company from the payment of penalties in respect of such railways not being completed and opened for public traffic, and from any notices and contracts for or in relation to the purchase of lands for the purposes of such railways and other works, and to repeal the last-mentioned Act in whole or in part.

To confirm an agreement entered into between the Company and the North British Railway Company with respect to the abandonment of the railways and works authorised by the last-mentioned Act, and for securing to the Company perpetual running and other powers over the North British Railway Company's Stirlingshire Midland Junction Line and stations and works connected therewith, for the traffic and upon the terms therein mentioned, and for altering the