

1866," and therein called "Line No. 1," commencing by a Junction with the Glasgow Paisley and Greenock Railway, about 5 chains south-eastward from where that railway crosses Bogle-street, in the town of Greenock, and terminating about 5 chains southward from the point of intersection of Brougham-street, and Forsyth-street, in the said town.

3. The railway authorised by the last-mentioned Act, and therein called "Line No. 2," commencing by a junction with Line No. 1 above described, about 2 chains southward from the junction of Robertson-street and Brisbane-street, in the town of Greenock, and terminating at or near the waiting-room at Gourrock Pier.

4. The railway authorised by the last-mentioned Act, and therein called "Line No. 3," commencing by a junction with Line No. 1 above described, about 5 chains southward from the point of intersection of Brougham-street, and Forsyth-street, in the town of Greenock, and terminating at or near the northern corner of the Albert Harbour of Greenock.

5. The branch Railway authorised by "The Caledonian Railway (Lanarkshire and Midlothian Branches) Act 1866," and therein called "Line No. 1," commencing in the parish of Carluke, and county of Lanark, by a junction with the main line of the Caledonian Railway, near the bridge over that line about two furlongs and a half northward from the farm-steading of Brackenhill, and terminating in the parish of Shotts, and county of Lanark, by a junction with the railway authorised by and described as railway No. 1 in "The Caledonian Railway (Cleland- and Midcalder Railway and Branches) Act 1865," about 4 chains southward from the farm-steading of Calderhead.

6. The Branch Railway authorised by "The Caledonian Railway (Lanarkshire and Midlothian Branches) Act 1866," and therein called "Line No. 2," commencing in the parish of Carluke by a junction with the said branch railway, called in that Act Line No. 1, about 8 chains westward from North Hyndshaw Smithy, and terminating in the same parish about 5 chains south-eastward from the eastmost blast-furnace of Castlehill Iron-works.

7. The Branch Railway authorised by the last-mentioned Act, and therein called "Line No. 3," commencing in the parish of Cambusnethan and county of Lanark, by a junction with the said branch railway, called in that Act Line No. 1, about one furlong and a half south-eastward from the farm-steading of Southdyke, and terminating in the parish of Carnwath, and county of Lanark, by a junction with the line of railway in extension of the Company's Wilsontown Branch, authorised by "The Caledonian Railway (Additional Powers) Act 1865," at or near the termination of the said authorised line.

8. The branch railway authorised by "The Caledonian Railway (Lanarkshire and Midlothian Branches) Act 1866," and therein called "Line No. 4," commencing in the parish of Carluke, by a junction with the main line of the Caledonian Railway, about 2 furlongs southward from Waterlands Cottage, and terminating in the same parish about 3 furlongs eastward from the farm-steading of Mauldsie Mains.

9. The branch railway authorised by the last-mentioned Act, and therein called "Line No. 5," commencing in the parish of Carluke, by a junction with the said Branch Railway called in that Act Line No 4, about 3 furlongs south-eastward from the farm-steading of Eastend, and terminating in the same parish about one furlong and a half northward from Halleraig-house.

10. The branch railway authorised by the last-

mentioned Act, and therein called "Line No. 9," (called in the plans, sections, and book of reference deposited with reference to the said Act, "No. 12"), commencing in the parish of West Calder, and county of Edinburgh, by a junction with the main line of the Caledonian Railway where the Bog or Cobinshaw Burn is carried under the said main line by a culvert, about 2½ furlongs south-eastward from the farm-steading of Kiprig, and terminating in the same parish about 4½ furlongs south-westward from the farm-steading of Harburnhead.

11. The branch railway authorised by the last-mentioned Act, and therein called "Line No. 10" (called in the said deposited plans, sections, and book of reference "No. 13"), commencing in the parish of Blantyre and county of Lanark, by a junction with the Hamilton and Strathaven Railway, at or near the bridge by which that railway is carried over the public road which leads from High Blantyre by Hunthill to Barnhill, and terminating by a junction with the extension of the Busby Railway, authorised by "The Busby Railway (Kilbride Extension) Act, 1865," at or near the authorised termination thereof about half a furlong north-eastward from the United Presbyterian Church in the village of East Kilbride.

12. The railway authorised by "The Caledonian Railway (Branches and Station) Act, 1867," and therein called the "Haywood and Addiewell Branch," commencing by a junction with the Wilsontown branch of the Caledonian Railway, about one furlong westward from the houses of Lower Haywood, in the parish of Carnwath, in the county of Lanark, and terminating by a junction with the railway called Railway No. 1, in and authorised by "The Caledonian Railway (Cleland and Midcalder Railway and Branches) Act, 1865," about 13 chains westward from the farm-steading of Burngrange, in the parish of West Calder, in the county of Midlothian.

13. That portion of the railway authorised by "The Caledonian Railway (Branches and Station) Act, 1867," and therein called the "Lawhead and Cleuch Branch," which has not been already constructed, commencing at a point 1 mile and 16 chains or thereabouts, as shown on the deposited plans referred to in the said Act, from the commencement of the said branch and its junction with the Wilsontown branch of the Caledonian Railway, and terminating on the west side of the turnpike road leading from Carnwath to Wilsontown, about 2 furlongs southward from Cleuch House, in the parish of Carnwath.

14. The railway authorised by the last-mentioned Act, and therein called the "South Cobinshaw Branch," commencing by a junction with the Tarbrax branch authorised by that Act, about 2½ furlongs northward from Greenfield House, in the parish of Carnwath, and terminating about 5 furlongs eastward from the farm-steading of South Cobinshaw, in the parish of West Calder.

To enable the Company to apply towards the purposes of their other Acts of Parliament, and of the said Bill, certain of the Funds authorised by the Acts above specified to be raised and applied for the purposes of the railways and other-works to be abandoned as aforesaid, and to repeal the powers of raising certain of such Funds and to sanction and confirm the expenditure of the Company on Capital and Revenue Accounts, as shown in the accounts of the Company for the period preceding the 1st day of February, 1868, or such other date as may be fixed by the said Bill.

To enable the Company to confer upon subscribers to, and holders of, shares and stock in the capital authorised by "The Caledonian Railway (Muirkirk Branch) Act 1865," a preferable lien