

grew 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 Railways 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, and the Provost, Magistrates, and Town Council

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of the royal burgh of Burntisland, to enter into agreements with respect to the construction, maintenance, and management of the dock and harbour works at Burntisland, authorised by "The Pier and Harbour Orders Confirmation Act 1870 (No. 3)," and as to advancing and providing the necessary capital for the same; and also with respect to the customs, harbour, and shore dues leviable on the Company's traffic within the burgh and at the harbour of Burntisland; and as to compounding the same for such payment or advance by the Company as has been or may be agreed to; and to confirm all or any such agreements as may have been entered into prior to the passing of the intended Act, especially a certain agreement made between the Company and the said Provost, Magistrates, and Town Council of Burntisland, dated the 16th and 18th days of September, 1872:

And it is proposed to authorise the Company and the Newport Railway Company to enter into agreements and arrangements for the use and working by the Company of the Newport Railway, and for the regulation of the traffic passing to, from, and over the same, the division of the receipts for the traffic thereof, and of the Railways of the Company, and with respect to the acquisition or redemption by the Company of the capital stock of the Newport Railway Company, and to confirm all or any such agreements as may have been entered into prior to the passing of the intended Act:

And it is proposed to empower the Company to advance a further sum of money to the Trustees for the harbour of Borrowstounness in addition to the sum they are already authorised to advance to the said Trustees, under "The Slamannan and Borrowstounness Railway Act, 1846," upon the like security and other conditions therein mentioned, or as may be otherwise provided in the intended Act:

And it is proposed in the said intended Act to extend the time within which the Company are required to dispose of superfluous lands:

And it is proposed to vest or to authorise and provide for the vesting in or transfer to the Company of the Broxburn Railway, and all the undertaking, Railways, stations, buildings, works, real, personal, and moveable estate, and property, powers, rights, privileges, and authorities of the Broxburn Railway Company, or certain parts thereof respectively, by amalgamation or sale in such manner and upon such terms and conditions as have been agreed upon between the said two Companies, or as may hereafter be agreed upon between the said two Companies, or as may be set forth or provided for in the intended Act; and to confirm all or any agreements which may be entered into between the said two Companies prior to the passing of the intended Act; and to confer upon the said Companies and all other necessary parties such powers and authorities as may be requisite to enable them respectively to carry the amalgamation or sale and the said agreements or any of them into complete effect, and to dissolve or provide for the dissolution of the Broxburn Railway Company, the payment of their debts, and the winding up of their affairs:

And it is proposed to vest or to authorise and provide for the vesting in or transfer to the Company of the Glasgow and Milngavie Junction Railway, and all the undertakings, railways, stations, buildings, works, real, personal, and moveable estate, and property, powers, rights, privileges, and authorities, of the Glasgow and Milngavie Junction Railway Company (hereinafter called "the Glasgow and Milngavie Railway Company"), or certain parts thereof respectively, by amal-