

gamation or sale in such manner and upon such terms and conditions as may 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 same agreements, or any of them, into complete effect; and to dissolve or provide for the dissolution of the Glasgow and Milngavie Railway Company, the payment of their debts, and the winding-up of their affairs:

And it is proposed for the purposes of the said amalgamation or sale to provide for the conversion of the ordinary share capital of the Glasgow and Milngavie Railway Company, or any part thereof, into ordinary stock of the Company, and to authorise the Company to create and issue shares or stock in their own undertaking, or in the undertaking of the Glasgow and Milngavie Railway Company in lieu of the unissued share capital, and for the redemption or discharge of the mortgage debts of the last-mentioned Company, and to attach to all or any of the shares or stock to be so created such lien on the undertaking of the Glasgow and Milngavie Railway Company and their own undertaking, or either of them, and such guarantee, preference, or priority in payment of dividend and otherwise as they think fit, and to provide for the future consolidation of all or any such shares or stock which may be issued as lien stock or preference stock, with some one or more class or classes of lien stock or preference stock of the Company:

And it is proposed to authorise the Company to levy tolls, rates, duties, and charges, to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from 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, sidings, passages, and places, bridges, rivers, streams, canals, waters, watercourses (natural or artificial), sewers, mains, pipes, buildings, telegraphic wires and apparatus, and works of every description which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the intended Act, and to make and maintain shafts or openings from the surface of any street, road, or place to any Railway constructed or to be constructed beneath the surface, and to underpin or otherwise secure or strengthen houses or buildings near any Railway and not intended to be taken for the purposes thereof:

And it is proposed to create all such guaranteed, preference, or ordinary shares or stock as may be requisite for carrying into effect all or any of the purposes of the intended Act, and to raise more money by the creation of guaranteed, preference, lien, ordinary, or debenture shares or stock, and by mortgage or bond or cash credit, and to make a separate stock for expenditure on new or enlarged stations, to be secured on the revenues of such stations respectively and otherwise, and to vary and extinguish all rights and privileges which would or might hinder or prevent any of the objects of the intended Act being fully effected, and to confer other rights and privileges:

And it is proposed by the intended Act to repeal,

alter, or amend certain of the provisions of all or some of the Acts hereinbefore mentioned, and of "The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862," and the several other Acts following relating to the Company and to the undertakings belonging to, amalgamated with, or held on lease by or vested in the Company (that is to say): Acts passed in the Sessions of Parliament held respectively in the 49th, the 54th, the 57th, and the 59th years of the reign of King George the Third; the 2nd, the 4th, the 5th, the 7th, the 10th, and the 11th years of the reign of King George the Fourth; and the 1st, 3rd, and 4th, 5th and 6th, the 6th and 7th, and the 7th years of the reign of King William the Fourth; the 2nd and 3rd, the 4th and 5th, the 6th and 7th, the 7th and 8th, the 9th, the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th, the 12th and 13th, the 14th, the 14th and 15th, the 15th and 16th, the 17th, the 17th and 18th, the 18th and 19th, the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, the 34th and 35th, and 35th and 36th years of the reign of her present Majesty; also "The Broxburn Railway Act 1867," and "The Glasgow and Milngavie Junction Railway Act, 1861," and "The North Monkland Railways Act, 1872," and "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company, and to the undertakings belonging to, amalgamated with, or held in lease by or vested in that Company (that is to say): Acts passed in the Sessions of Parliament held respectively in the 9th and 10th, the 10th and 11th, the 11th and 12th, the 12th and 13th, the 13th and 14th, the 14th and 15th, the 16th and 17th, the 17th and 18th, the 18th and 19th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th, the 28th and 29th, the 29th and 30th, the 30th and 31st, the 31st and 32nd, the 32nd and 33rd, the 33rd and 34th, and the 35th and 36th years of the reign of her present Majesty; and all other Acts relating to the Caledonian Railway Company; Acts relating to the Police Board of Glasgow: viz., 25 and 26 Vict. cap. 204; 29 and 30 Vict. caps. 85 and 273; 34 and 35 Vict. cap. 74; and 35 and 36 Vict. cap. 41; and all other Acts relating to the Police of Glasgow, also the Glasgow Corporation (Gas) Acts 1869 and 1871, the Glasgow Corporation Waterworks Acts 1855, 1859, and 1860, 1865 and 1866, and all other Acts relating to Gas or Water in Glasgow or places adjacent; also "The Glasgow Street Tramways Act, 1870," and "The Glasgow Corporation Tramways Act 1872," and all other Acts relating to or affecting the city of Glasgow or any part thereof or place adjacent thereto; also the Newport Railway Acts 1866, 1867, and 1870, and of any other Act or Acts of Parliament recited in any of the before-mentioned Acts, or relating to or affecting the above-mentioned Companies or Corporations, or any other Company or body who, or whose property and interests may be affected by any of the powers or provisions of the said Act:

And notice is hereby also given, that a plan and section in duplicate relating to each of the said Railways and works, a plan in duplicate showing the lands and buildings respectively which may be taken under the compulsory powers of the intended Act, a book of reference to each such plan, and, in the case of a railway, a published map with the line of railway delineated thereon,