

proaches, works, and conveniences in connection therewith respectively, that is to say:—

A railway, hereinafter called Railway No. 1, commencing by a junction with the Company's main line of railway leading from Carlisle to Edinburgh, at a point about 280 yards south-westward from the Company's engine and tank-house at Cobinshaw Reservoir, and terminating by a junction with the Company's Scottish Central Railway, at a point near the southern end of the viaduct by which the said Scottish Central Railway is carried over the River Carron near Larbert, which Railway No. 1, and works connected therewith, will be situate in the parish of West Calder, in the county of Edinburgh; the parishes of Whitburn, Livingston, Bathgate, and Torphichen, and the town of Bathgate, in the county of Linlithgow; and the parishes of Muiravonside, Polmont, and Falkirk, and the burgh of Falkirk, in the county of Stirling.

A railway, hereinafter called Railway No. 2, commencing by a junction with Railway No. 1, at a point about 170 yards south-westward from Bathgate Academy, and terminating by a junction with the Company's Cleland and Midcalder Line, at or near the western end of the viaduct by which that line is carried over the stream called Murieston Water; which Railway No. 2, and works connected therewith, will be situate in the parishes of Bathgate and Livingston, and the town of Bathgate, in the county of Linlithgow; and the parishes of West Calder and Midcalder, in the county of Edinburgh.

A railway, hereinafter called Railway No. 3, commencing by a junction with Railway No. 1, at a point about 270 yards south-westward from Nether Longford farm buildings, and terminating by a junction with the Company's Cleland and Midcalder Line, at a point about 210 yards south-westward from the signal house, at the western junction with that line of the Company's loop line, called Railway No. 6 in "The Caledonian Railway (Cleland and Midcalder Railway and Branches) Act, 1865," which Railway No. 3, and works connected therewith, will be wholly situate in the parish of West Calder and county of Edinburgh.

A railway, hereinafter called Railway No. 4, commencing by a junction with Railway No. 1, at a point about 380 yards westward from Muirhouse-dykes Mains farm buildings, and terminating by a junction with the Company's Cleland and Midcalder Line, at the point hereinbefore described as the termination of Railway No. 3; which Railway No. 4, and works connected therewith, will be wholly situate in the parish of West Calder and county of Edinburgh.

A railway, hereinafter called Railway No. 5, commencing by a junction with Railway No. 1, at a point about 160 yards south-westward from the farm buildings of Westfield, near the Company's Grangemouth Branch Railway, and terminating by a junction with that branch railway, at a point about 390 yards westward from Wester Newlands farm buildings; which Railway No. 5, and works connected therewith, will be wholly situate in the parish of Falkirk and county of Stirling.

A railway, hereinafter called Railway No. 6, commencing by a junction with Railway No. 1, at a point about 460 yards north-westward from the swing bridge by which the North British Railway Company's Stirlingshire Midland Junction Railway is carried over the Company's Forth and Clyde Navigation, and terminating by a junction with the railway leading from the said Stirlingshire Midland Junction Railway, near Camelon, to Carron Iron Works, at a point about

380 yards northward from Merchiston Hall; which Railway No. 6, and works connected therewith, will be situate in the parish of Falkirk and burgh of Falkirk, or one of them, in the county of Stirling.

A railway, hereinafter called Railway No. 7, commencing by a junction with Railway No. 1, at a point about 300 yards north-westward from the bridge by which the North British Railway Company's Stirlingshire Midland Junction Railway is carried over the turnpike road leading from Camelon to Larbert, and terminating by a junction with the Company's Scottish Central Railway, at a point about 200 yards north-eastward from the northern end of the tunnel in which the said Scottish Central Railway is carried under the Company's Forth and Clyde Navigation; which Railway No. 7 will be wholly situate in the parish of Falkirk and county of Stirling.

A railway, hereinafter called Railway No. 8, commencing by a junction with the Company's Wilsontown Branch, at a point about 220 yards westward from the houses of Lower Haywood, and terminating by a junction with Railway No. 1, at a point about 360 yards south-westward from Mossend farm buildings, on the side of the road leading from those farm buildings, past Doveridge, to Baad's Mill Bridge; which Railway No. 8, and works connected therewith, will be situate in the parish of Carnwath in the county of Lanark, and the parish of West Calder in the county of Edinburgh; and .

A railway, hereinafter called Railway No. 9, commencing by a junction with Railway No. 8, at a point about 260 yards south-eastward from the farm buildings of Doveridge aforesaid, and terminating by a junction with the Company's Cleland and Midcalder Line, at or near the accommodation bridge under the said line, near the eastern junction with that line of the Company's loop line called Railway No. 6 in "The Caledonian Railway (Cleland and Midcalder Railway and Branches) Act, 1865;" which Railway No. 9, and works connected therewith, will be wholly situate in the parish of West Calder, in the county of Edinburgh.

To empower the Company to acquire, compulsorily or by agreement, and to enter upon, take and use, temporarily or permanently, all such lands, houses and other property as may be necessary or convenient for the purposes of the several railways and other works hereinbefore mentioned; which lands, houses and other property are situate in the parishes of West Calder and Midcalder, in the county of Edinburgh; the parishes of Whitburn, Livingston, Bathgate and Torphichen, and the town of Bathgate, in the county of Linlithgow; the parishes of Muiravonside, Polmont and Falkirk, and the burgh of Falkirk, in the county of Stirling; and the parish of Carnwath, in the county of Lanark.

To empower the Company to deviate, in the construction of the said several railways and other works, from the lines and levels delineated on the plans and sections to be deposited as hereinbefore mentioned, to such an extent as will be defined thereon, or provided by the Bill; to cross, stop up, appropriate, alter and divert, temporarily or permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, watercourses, sewers, drains, gas and water pipes, and telegraphic apparatus, in the parishes and places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter or divert for the purposes of the said railways and other works; to levy and recover tolls, rates and