

(2.) A railway (hereinafter called Railway No. 2) commencing by a junction with Railway No. 1, at a point thereon 310 yards or thereabouts north-eastward from the northmost corner of Inchbreck farm-steading, in the occupation of John Anderson, and terminating by a junction with the Campsie Branch of the North British Railway Company, at a point thereon 360 yards or thereabouts westward from the westmost corner of the said farm-steading, which intended Railway No. 2 will be situate wholly in the parish of Campsie, in the county of Stirling.

And it is intended by the said Bill to take and confer the powers and to provide for the purposes hereinafter-mentioned, or some of them:—

To deviate laterally from the lines of the intended railways to the extent shown on the plans hereinafter-mentioned, and also to deviate vertically from the levels shown on the sections hereinafter-mentioned.

To cross, alter, stop up, divert, and appropriate all such roads, passages, sidings, streams, canals, railways, tramways, sewers, drains, telegraphic apparatus, water and gas pipes, and other works, as it may be necessary or expedient to cross, alter, stop up, divert, or appropriate, for the purposes of making, maintaining, or using the intended railways, or any of them; or any of the works connected therewith.

To purchase, compulsorily or by agreement, or to lease, feu, or otherwise acquire lands, houses, and other property, in all or some of the several parishes aforesaid for the purposes of the intended railways; and to vary or extinguish all existing rights and privileges connected with such lands, houses, and other property which would interfere with or prevent the carrying into execution any of the purposes of the said Bill.

To vary or alter the provisions of the "Lands Clauses Consolidation (Scotland) Act, 1845," as incorporated with the said Bill, and to provide that it shall not be necessary for the Company to purchase the whole of any house or other building or manufactory where part only is required for the purposes of the said Bill.

To levy tolls, rates, and charges on, and in respect of, the use of the intended railways and the conveyance of passengers, animals, minerals, goods, and other traffic thereon, and to confer exemptions from payment of such tolls, rates, and charges.

To authorise the Company on the one hand and the North British Railway Company on the other hand to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, working, use, management, and maintenance by the North British Railway Company of the intended railways, the supply of rolling stock and machinery, and of officers and servants, for the purposes of the traffic of the intended railways; the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, conveyance, and delivery of the traffic coming from or destined for the respective undertakings of the contracting Companies, the levying, fixing, division, and appropriation of the tolls, rates, charges, receipts, and revenues levied, taken, or arising from that traffic, the rents, payments, allowances, rebates, and drawbacks to be paid, made, or allowed by either of the contracting Companies to the other of them, for or on account of any of the matters to which the respective contract, agreement, or arrangement relates, the appointment of joint committees, and the exercise of all such other powers as may be found desirable in reference to the purposes afore-

said, or any of them, and to sanction and confirm any such contract, agreement, or arrangement already made, or which, prior to the passing of the said Bill, may be made.

To authorise the North British Railway Company to subscribe and contribute funds towards the making and maintaining the intended railways, and to take and hold shares in the capital of the Company, and to guarantee or otherwise become bound to or for the Company, interest, dividend, annual or other payment on shares or stock, and the principal and interest of any loan of the Company, and for all or any of the purposes of the said Bill to apply their funds and revenues to raise more money by the creation of new shares or stock in their undertaking, either with or without preference, priority, or guarantee in payment of interest or dividend, and by borrowing and either as part of their general share and loan capital, or wholly or partially as a separate share and loan capital charged primarily or exclusively on the intended railways and works, and the tolls, rates, and duties received upon and in respect thereof; and to enable the North British Railway Company, for all or any of the purposes of the said Bill, to raise farther moneys by rates and on mortgage, or bond or otherwise, and to authorise the North British Railway Company to appoint directors of the Company.

To authorise the Company, and any companies, or corporations, or commissioners, or road, statute labour, bridge, or harbour trustees, or other bodies or persons, to enter into and carry into effect such arrangements and agreements as may be necessary or expedient for making, maintaining, working, or using the intended railways, and for the construction and maintenance of any sewers, drains, or other works which may be interfered with or rendered necessary in carrying into effect the objects and purposes of the said Bill, and to confirm all such arrangements and agreements already made, or which, prior to the passing of the said Bill, may be made.

To amend or repeal, so far as may be necessary for carrying into effect the purposes of the said Bill, the following local and personal Acts of Parliament relating to the North British Railway Company, viz.: 49 Geo. III., cap. 83; 54 Geo. III., cap. 138; 57 Geo. III., cap. 56; 59 Geo. III., cap. 29; 2 Geo. IV., cap. 122; 4 Geo. IV., cap. 18; 7 Geo. IV., cap. 45; 11 Geo. IV. and 1 Will. IV., cap. 115; 4 and 5 Vict., cap. 59; 6 and 7 Vict., cap. 55; 8 and 9 Vict., cap. 148; 9 and 10 Vict., caps. 81, 107, 202, 263, 332, and 337; 10 and 11 Vict., caps. 83, 245, and 246; 11 and 12 Vict. caps. 44, 70, 116, 118, 127, 134 (and the several Acts therein recited in so far as not repealed thereby), and 160; 12 and 13 Vict. caps. 39, 72, and 86; 14 and 15 Vict., cap. 55 (and the provisions unrepealed of the Acts referred to in the schedule of such Act), and cap. 62; 15 Vict., cap. 109; 16 and 17 Vict., caps. 90, 151, and 152; 17 and 18 Vict., caps. 199 and 212; 18 and 19 Vict., caps. 30, 127, 153, 158, and 190; 19 and 20 Vict., caps. 98 and 106; 20 and 21 Vict., caps. 78, 91, 124, and 129; 21 and 22 Vict., caps. 64, 65, 109 (and the provisions unrepealed of the Acts referred to in the schedule of the last-mentioned Act), 145 and 165; 22 and 23 Vict., caps. 14, 24, 83, 85, and 96; 23 and 24 Vict., caps. 140, 145, 159, 178, and 195; 24 and 25 Vict., caps. 84, 102, 114, 131, 177, 186, 195, 198, 214, 226, and 248; 25 and 26 Vict. caps. 47, 48, 49, 51, 135, 138, 142, 145, 181, and 189; 26 and 27 Vict., caps. 137, 194, 213, 223, 226, and 237; 27 and 28 Vict. caps. 81, 84, 100, 243, 271, 279, 286, and 292; 28 and 29 Vict., caps. 125, 152, 186, 200, 201, 202, 206,