

Burgh of Edinburgh, and the county of the city of Edinburgh, or one of them, and in the parish of St. Cuthbert and county of Midlothian.

To empower the Company to acquire, compulsorily or by agreement, and to enter upon, take, and use, temporarily and permanently, all such lands, houses, and other property as may be necessary or convenient for the purposes of the several intended Railways and other works hereinbefore described, and of the works and conveniences connected therewith.

To empower the Company to deviate, in the construction of the several intended railways and works hereinbefore described, from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined on the said plans and provided by the Bill; to cross, stop up, appropriate, alter, and divert, temporarily and permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, water courses, sewers, drains, gas and water pipes, and electric 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 proposed Railways and works; to provide that all altered or diverted portions of road which may be constructed by the Company under the powers of the Bill shall, as respects tolls (where tolls are exigible on the existing roads), and in all other respects form respectively parts of the existing roads, in lieu of or in connection with portions of which the same are respectively substituted or made under the said powers, and shall be managed and maintained by the respective parties entitled to manage and liable to maintain the said existing roads, or such other parties as shall be specified in the Bill; to extinguish any rights of way over or affecting any of the lands to be acquired under the powers of the Bill; to vary for the purposes of the Bill the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to limits of lateral and vertical deviation in the construction of works, and to alterations of roads, and substitution of roads in lieu of altered roads; and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to purchasing the whole of any house, building, or manufactory, where part only thereof is required for the purposes of the Company.

To empower the Company to levy tolls, rates, and charges for the use of the several Railways and works hereinbefore mentioned, and the conveyance and accommodation of traffic thereon and thereat; to alter the tolls, rates, and charges now leviable by the Company, and to confer, vary, and extinguish exemptions from the payment of such several tolls, rates, and charges.

To authorise the Company to abandon the construction of the railway in the parish of Govan, in the county of Lanark, authorised by the Caledonian Railway (Additional Powers) Act, 1875, and therein called Railway No. 1, and so much of the hereinbefore mentioned authorised Railway in the parishes of Larbert and Falkirk, in the county of Stirling, called in the Caledonian Railway (Larbert and Grangemouth Connecting Lines) Act, 1881, Railway No. 1, as extends from its commencement, as described in that Act, to the point hereinbefore described as the point of termination of the aforesaid intended Railway No. 1, and the whole of the railway in the said parish of Larbert, authorised by the last-mentioned Act, and therein called Railway No. 2, together with the works connected with

the railways and portion of railway so to be abandoned.

To extend the time limited by the Caledonian Railway (Additional Powers) Act, 1878, for the completion of the railways in the parishes of Barony of Glasgow, Springburn, Maryhill, and Cadder, in the county of Lanark, authorised by that Act, and therein called Railway No. 1 and Railway No. 2; and also to extend the time limited by the Caledonian Railway (Additional Powers) Act, 1876, and the Caledonian Railway Act, 1879, for the completion of so much of the railway in the parishes of Cadder, Maryhill, and Barony of Glasgow, in the county of Lanark, authorised by the Caledonian Railway (Additional Powers) Act, 1876, and therein called Railway No. 1, as was not required to be abandoned by the Caledonian Railway (Additional Powers) Act, 1878.

To repeal the provisions of the Acts hereinbefore mentioned which impose penalties upon the Company in the event of the several railways and portions of railway in relation to which respectively powers of abandonment and extension of time are to be applied for as aforesaid, not being completed and opened for public traffic within the respective periods limited by the said Acts.

To vary or extinguish all existing rights and privileges connected with the lands, houses, roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, watercourses, sewers, drains, gas and water pipes, electric apparatus, and other property hereinbefore mentioned, and any other rights and privileges which might in any manner interfere with any of the objects aforesaid; to confer all powers, rights, and privileges, necessary or expedient for effecting those objects or in relation thereto; and to empower the Company, and all other companies, corporations, commissioners, trustees, and persons affected by those objects, to enter into agreements with each other in reference thereto, and to confirm any such agreements that may have been entered into.

To release, and to enable the Callander and Oban Railway Company, or the persons named in the warrants or orders for depositing the sums hereinbefore mentioned, or the survivors or survivor of those persons, or the majority of them, to uplift and receive, the sum of £223 3s. 10d., being the balance still remaining deposited of the sum of £13,500 deposited with the Court of Exchequer in Scotland, in the name of the Queen's Remembrancer of that Court, in respect of the application to Parliament for the Callander and Oban Railway (Tyndrum to Oban) Act, 1874, and of the sum of £1,925, deposited as aforesaid in respect of the application to Parliament for the Callander and Oban Railway Act, 1878, after deducting from those sums the sum of £15,201 16s. 2d., already uplifted and received by them, notwithstanding that a small portion of the Railway authorised by the Callander and Oban Railway (Tyndrum to Oban) Act, 1874, and therein called Railway No. 1, has not been opened for the public conveyance of passengers, but only for goods traffic and station purposes.

To amend, and so far as necessary for any of the purposes aforesaid to repeal, the provisions of the following Acts, that is to say, the Caledonian Railway Act, 1845, the Caledonian Railway (Additional Powers) Act, 1875, the Caledonian Railway (Additional Powers) Act, 1876, the Caledonian Railway (Additional Powers) Act, 1878, the Caledonian Railway Act, 1879, the Caledonian Railway (Larbert and Grangemouth