

tion thereof, and terminating in the burgh of Alloa, on the western side of the street or road called Glasshouse Loan, at a point 14 yards or thereabouts northward from the north-eastern corner of Craigward Cooperage.

7. A road or street commencing at a point 50 yards or thereabouts southward from the south-eastern corner of the Bass Crest Brewery, and terminating on the western side of Glasshouse Loan aforesaid, at a point 37 yards or thereabouts northward from the north-eastern corner of Craigward Cooperage; which intended Railway No. 6, and intended road or street, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Alloa, and the burgh of Alloa, in the county of Clackmannan.

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, road or street, and other works hereinbefore described, and of the works and conveniences connected therewith; and also the lands hereinafter described, or part thereof, and all houses and other property thereon, for the purposes of station accommodation in connection with the Alloa Railway, viz.:—

Certain lands in the parish of Alloa and burgh of Alloa, in the county of Clackmannan, bounded on the east by Glasshouse Loan aforesaid, on the south by Craigward-place and the road in continuation westward thereof, on the west by a line parallel to and distant 20 yards or thereabouts, westward from the western side of the road leading from Craigward-place to Bass Crest Brewery, and on the north by the northern side of the intended road or street hereinbefore described, and of a line in continuation westward of such northern side.

To enable the Company to stop up so much of the aforesaid road leading from Craigward-place to Bass Crest Brewery as lies between the commencement of the intended road or street hereinbefore described, and a point 95 yards or thereabouts southward from such commencement.

To extend the time limited by the Alloa Railway Act, 1879, for the completion of the Alloa Railway (including the bridge) authorised by that Act, and the opening thereof for the public conveyance of passengers.

To authorise and provide for the vesting in the Company, by purchase or amalgamation, of the undertaking of the Alloa Railway Company, and all the works, lands, and property, and powers, rights, and privileges of that Company, including the power of completing the Alloa Railway, and of fixing and levying tolls, rates, and charges, but subject to the mortgages and other debts, obligations, and liabilities of that Company, in such manner and upon such terms and conditions as have been or may be agreed upon between the said Companies, and to enable the Company to grant mortgages over their own undertaking, or any part thereof, in substitution for the mortgages granted, or authorised to be granted, by the Alloa Railway Company, to alter the agreements already made between the Company and the Alloa Railway Company, confirmed by the Caledonian Railway (Additional Powers) Act, 1880, and to provide for the dissolution of the Alloa Railway Company, and the winding up of their affairs.

To authorise the Company to abandon or relinquish the construction of the several rail-

ways in the parishes of Larbert and Falkirk, in the county of Stirling, authorised by the Caledonian Railway (Larbert and Grangemouth Connecting Lines) Act, 1881, and the subsidiary works connected therewith, and to release the Company from the payment of penalties in respect of such railways not being completed and opened for public traffic, and from any notices and contracts for or in relation to the purchase of lands for the purposes of such railways and other works, and to repeal the last-mentioned Act in whole or in part.

To confirm an agreement entered into between the Company and the North British Railway Company with respect to the abandonment of the railways and works authorised by the last-mentioned Act, and for securing to the Company perpetual running and other powers over the North British Railway Company's Stirlingshire Midland Junction Line, and stations and works connected therewith, for the traffic and upon the terms therein mentioned, and for altering the powers of the said Companies with respect to the use of the Company's Grangemouth Branch Railway, and the tolls payable for such use, and for conferring upon the North British Railway Company perpetual running powers over the railway authorised by the Caledonian Railway (Additional Powers) Act, 1876, and therein called Railway No. 5, and with respect to other matters connected with the said several powers.

To authorise and provide for the vesting in the Company, by lease, purchase, or amalgamation, of the undertaking of the Moffat Railway Company, authorised by the Moffat Railway Act, 1881, and the Moffat Railway Act, 1882, and all the works, lands, and property, and powers, rights, and privileges of that Company, including the power of completing the Moffat Railway, and the fixing and levying of tolls, rates, and charges, but subject to the mortgages and other debts, obligations, and liabilities of that Company, in such manner, and upon such terms and conditions as have been or may be agreed upon between the said Companies, and to enable the Company to grant mortgages over their own undertaking, or any part thereof, in substitution for the mortgages granted, or authorised to be granted, by the Moffat Railway Company, and to provide for the dissolution of the Moffat Railway Company, and the winding up of their affairs, as also to confirm any agreements entered into between the Company and the Moffat Railway Company with respect to the construction and use, and the lease or transference to the Company of the Moffat Railway, and relative works, and to enable the said Companies to enter into further agreements with each other with respect to the said matters, or some of them.

To empower the Company to deviate in the construction of the several railways and road or street 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, watercourses, 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 road or street, and works connected therewith; to