

passes under the public road from Edinburgh to Penicuik.

Certain lands in the parish of Liberton and county of Edinburgh, on each side of and contiguous to the Company's St. Leonard's Branch Railway, situate between the public road leading from Niddrie Mill to Portobello, and the occupation road which is carried over the said St. Leonard's Branch Railway, at a distance of 620 yards or thereabouts, eastward of the said public road, said lands, so far as situate on the south side of said branch railway, being 110 yards or thereby in width at the east side of said public road, and 133 yards or thereabouts in width on the west side of the said occupation road, and the lands, so far as situate on the north side of the said St. Leonard's Branch Railway, being bounded on the north by the Niddrie Burn, along which they extend 113 yards or thereabouts, eastward from the east wall of the bridge carrying the aforesaid public road over the said burn, thence by an imaginary line drawn in a south-easterly direction to a point on the west side of the occupation road before mentioned, 166 yards or thereabouts north of the centre of the bridge carrying the said occupation road over the said branch railway, thence south to a point 57 yards or thereabouts northwards of the centre of the said bridge over the said branch railway, and thence westward to a point at or near the eastern wing wall of the bridge carrying the said branch railway over the said public road from Niddrie Mill to Portobello, thence north along the east side of said public road to Niddrie Burn aforesaid.

Certain lands in the parish of Maryhill, in the county of Lanark, lying to the north and west of the point of termination of the line of railway authorised by "The North British Railway No. 2 (Station Enlargement and Railways) Act, 1877," and therein called Railway No. 4, and at a distance of about 170 yards therefrom, as measured along the road which passes by and from the said termination to the said land.

Certain lands in the parish of Dalgetty, in the county of Fife, lying to the southward of the turnpike-road from Inverkeithing to Burntisland, and immediately to the westward of the Fordel Colliery Railway, and extending along said railway southwards for a distance of 1000 yards, or thereabouts.

Certain lands in the parish of Burntisland, and Royal Burgh of Burntisland in the county of Fife, to the north-east of and adjoining the Burntisland Dock, now occupied and used by the Company as a goods and mineral depôt, and to authorise the Company to sell to the Provost, Magistrates, and Council of the Burgh of Burntisland a piece of land at the Lamerlaws, in the said parish and Royal Burgh of Burntisland, with the public slaughterhouse thereon, and a small piece of additional ground to the west and north of the said slaughterhouse, and to confirm any agreement already made or to be made regarding the same.

And it is proposed to authorise the Company to deviate laterally and vertically to any extent that may be authorised by the intended Act, and to stop up, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, footways,

rivers, streams, waters, watercourses, sewers, drains, pipes, telegraph and other posts, wires, and apparatus, and works of any description, which it may be convenient to stop up, alter, or divert for any of the purposes of the intended Act, and to levy tolls, rates, and charges, to alter existing tolls, rates, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or charges.

And it is proposed to extend the time limited by "The North British Railway Act, 1882," for the purchase of land and construction of works by that Act authorised, so far as relates to the railways therein described as Railway No. 3 and Railway No. 4, and the widening of the Company's Kinross-shire and Fife and Kinross Railways. Also to extend the time limited by the said Act for completion of works thereby authorised, so far as relates to the railways in the said Act described as Railway No. 1 and Railway No. 2, and the time for completion of the works of that part of the railway authorised by "The Forth Bridge Railway Act, 1873," and in that Act described as Railway No. 2, so far as not abandoned, the powers for making which were transferred to the Company by the said North British Railway Act, 1882, and described in said Act as the Bridge Railway No. 2. And also to extend the time limited by "The North British Railway (New Tay Viaduct) Act, 1881," for the construction of the railways and works by that Act authorised and to repeal or amend Section 21 of that Act so far as relates to the ruins or débris of the old bridge and obstructions to navigation and to make other provision in lieu thereof.

Also to extend the time limited by "The Anstruther and St. Andrew's Railway Act, 1880," for the completion of the railway and works by that Act authorised, and so far as may be necessary to amend or extend the provisions of that Act or any of them.

And it is proposed to authorise the Company on lands belonging to them at and adjoining their Waverley Station and Princes-street, Edinburgh, to alter, remodel, and improve their hotel situate in Princes-street aforesaid, and known as the North British Station Hotel, also the general offices of the Company lying immediately to the south of the same and at said station, and to furnish said Hotel and offices with all proper conveniences, and for the purpose aforesaid to acquire by compulsion or agreement or otherwise to vary or extinguish all or any rights, easements, servitudes, and pertinents relating to or affecting the said Hotel or general offices, or the land whereon the same is built or the lands, buildings, and premises adjoining.

And it is proposed by the intended Act to repeal the provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845," so far as the same relate to a quorum at general meetings of the City of Glasgow Union Railway Company, and to make other provision in lieu thereof.

Also to authorise the Company to apply to the purposes of the intended Act any of their existing or authorised funds, and to raise more money by the creation of ordinary guaranteed lien or preference shares or stock, or by mortgage or cash credit, or by such other ways and means as may be prescribed by the intended Act for the purposes of the said Act, and for the payment of the Company's contribution or share of the cost of the extension and improvement of the joint station at Perth, authorised by "The Perth General Station Act, 1884."