

called "the Company") for an Act for effecting the purposes or some of the purposes following (that is to say):

To enable the Company to make and maintain the railways hereinafter described, or some or one of them, or some part or parts thereof, together with all necessary and convenient stations, sidings, approaches, roads, buildings, and other works and conveniences connected therewith (that is to say):

A Railway, No. 1, commencing in the parish of Aberdour, in the county of Fife, by a junction with the Railway No. 2, authorised by the Kirkcaldy and District Railway Act, 1890 (hereinafter called "the Act of 1890"), at a point shown on the plans deposited in November, 1889, with the principal sheriff-clerk of the county of Fife, at his office at Kirkcaldy, in respect of the application to Parliament for that Act (hereinafter called "the plans of 1890"), as denoting 4 miles 1 furlong from the commencement of the said authorised Railway No. 2, and terminating in the parish of Larbert, in the county of Stirling, by a junction with the main line of the Scottish Central Railway of the Caledonian Railway Company at a point 17 chains or thereabouts measuring in a northerly direction from the centre of the bridge carrying the public road from Larbert by Stenhousemuir to Stirling over said railway. The said intended railway will be situate within or will pass from, through, or into the following parishes and places, that is to say: the parishes of Aberdour, Beath, Dunfermline, Carnock, and Saline, in the county of Fife; Clackmannan, in the county of Clackmannan; Tulliallan, in the county of Perth (detached); Airth and Larbert, in the county of Stirling; and the royal burgh of Dunfermline, in the county of Fife.

A Railway, No. 2, wholly in the parish, and partly in the royal burgh, of Dunfermline aforesaid, in the county of Fife, commencing by a junction with the intended Railway No. 1, at a point 25 chains or thereabouts measuring in a westerly direction from the dwelling-house of Keirsbeath farm in the said parish, and terminating by a junction with the intended Railway No. 1, at a point 29 chains, or thereabouts, measuring in a south-westerly direction from the westmost corner of Craigluscar farm buildings, in the said parish.

A Railway, No. 3, wholly in the county of Fife, commencing in the parish of Kinghorn, by a junction with the Railway No. 1, authorised by "The Seafeld Dock and Railway Act, 1883" (hereinafter called "the Act of 1883"), at a point shown on the plans deposited in November, 1882, with the principal sheriff-clerk of the county of Fife, at his office at Kirkcaldy in respect of the application to Parliament for that Act as denoting the distance of six furlongs from the commencement of the said authorised Railway No. 1, and terminating in the parish of Abbotshall by a junction with the Railway No. 1, authorised by the Act of 1890, at a point shown on the plans of 1890, as denoting the distance of seven furlongs from the commencement of that railway. The intended Railway No. 3, will be situate within, or will pass from, through, or into the parishes of Kinghorn and Abbotshall, and the extended burgh of Kirkcaldy.

A Railway No. 4, wholly in the county of Stirling, commencing by a junction with the intended Railway No. 1, in the parish of Airth, at a point 4 chains or thereabouts, measured in an easterly direction from the dwelling-house of Hopevale farm in that parish, and terminating in the parish of Falkirk by a junction with the Grangemouth section of the Caledonian Railway at a point 17 chains or thereabouts measuring in a south-

westerly direction from the west corner formed by the building line at the crossing of Dundas-street and Kerse-road. The said intended railway will be situate within, or will pass from, through, or into the following parishes and places, that is to say: Airth, Bothkennar, and Falkirk, in the county of Stirling.

To empower the Company to deviate in the construction of the intended railways from the lines and levels thereof, as respectively shown on the plans and sections hereinafter mentioned, and whether in either case within or beyond the limits prescribed by "The Railways Clauses Consolidation (Scotland) Act, 1845," and to cross, alter, divert, and stop-up or otherwise interfere with, either temporarily or permanently, all roads and highways, passages, footpaths, streams, and watercourses, railways, tramways, sidings, sewers, drains, bridges, mains, pipes, apparatus and works within the parishes, royal burghs, and places hereinbefore mentioned so far as may be necessary in constructing, maintaining, or using the said intended railways and other works connected therewith, or for the other purposes of the intended Act.

To empower the Company to enter upon, purchase, take, lease, feu, or otherwise acquire and use either temporarily or permanently by compulsion or otherwise for the purposes of the intended railways and other works, and of the intended Act, lands, houses, and other property in all or some of the several parishes and places aforesaid, and also to acquire all rights of easement and servitude and other rights in or over lands, houses, and other property, and to vest in the Company, all or any lands and foreshore which may be reclaimed by means of any works to be constructed by them under the intended Act, and to vary or extinguish all rights and privileges in any manner connected with any of such lands, houses, foreshore, and other property that would interfere with any of the purposes of the intended Act, and to confer, vary, or extinguish other rights and privileges.

To empower the Company, notwithstanding section 90 of the Lands Clauses Consolidation (Scotland) Act, 1845, to purchase and acquire any part or parts of any land, house, building, manufactory, or premises without being required to purchase the whole thereof.

To repeal section 54 of the Seafeld Dock and Railway Act, 1883, and to empower the Company to carry passengers on their authorised railways and on the intended railways, and to enable the Company to demand, take and recover tolls, rates and duties (including passenger tolls, rates and duties) upon, or in respect of their authorised railways, and the intended railways and works connected therewith, and to alter the existing tolls, rates, and duties, which the Company are authorised to take, and to confer exemptions from the payment of any of such tolls, rates, and duties respectively.

To authorise the Company on the one hand, and the owners (including in that expression persons having a limited interest or under disability, trustees, corporations and companies) and the lessees and occupiers of any lands which will adjoin the railways of the Company as well authorised as proposed to be authorised by the intended Act or any of such railways or which would or might derive facilities or advantages from, or be in any way benefited by the construction thereof, or of any station, siding, or works connected therewith on the other hand to enter into, and carry into effect, agreements for or with reference to the construction and maintenance, either by such owners, lessees or occupiers, or by the Company, of works and