

the West Highland Railway in course of construction, at a point 150 yards or thereabouts measuring in a north-westerly direction from the centre of the bridge, carrying the West Highland Railway over the River Spean, near Inverlair, and terminating by a junction with the said intended Railway (No. 1) at a point thereon 320 yards or thereabouts measuring in an easterly direction from the centre of the said bridge, carrying the West Highland Railway over the River Spean.

III. A Railway (No. 3) wholly situated in the united parish of Kingussie and Insh, in the county of Inverness, commencing by a junction with the said intended Railway (No. 1) at a point thereon 840 yards or thereabouts measuring in a south-westerly direction from the south-east corner of Kingussie Free Church, and terminating by a junction with the Highland Railway at a point thereon 690 yards or thereabouts measuring in a south-westerly direction from the south-east corner of Kingussie Free Church.

And it is intended by the Bill to take and to confer upon the Company the powers, and to effect the purposes hereinafter mentioned, or some of them, that is to say:—

1. To deviate laterally and vertically from the lines and levels of the intended railways, as shown on the plans and sections hereinafter mentioned, to the extent shown thereon or as may be prescribed by the Bill.

2. To cross, alter, raise, lower, stop up, remove, divert, appropriate, use, or otherwise interfere with, either temporarily or permanently, so far as may be necessary or expedient for the purposes of the intended railways, all public and other roads and highways, streets, lanes, squares, courts, footways, paths, rivers, streams, railways, sidings, passages, sewers, drains, telegraphic, electric, or telephonic apparatus, mains, pipes, and works of every description, within the parishes aforesaid, or any of them, and to provide that any altered or diverted portions of road which may be constructed by the Company under the powers of the Bill shall in all respects form respectively parts of the existing roads in lieu of the portions of which the same are respectively substituted under the said powers, and shall be maintained by the respective authorities or persons liable to maintain the said existing roads, or such other authorities or persons as shall be specified in the Bill, and that the abandoned portions of road shall be vested in the Company.

3. To vary, alter, or repeal certain of the provisions of 'The Railways Clauses Consolidation (Scotland) Act, 1845,' relating to the limits of lateral and vertical deviation, gradients, radii of curves, and other matters pertaining to the construction of the intended railways, or any of them, the temporary or permanent use of lands, crossing or alteration of roads, or other interference therewith, and works for the accommodation and protection of lands adjoining the intended railways, or any of them, also certain of the provisions of the Lands Clauses Acts relating to the purchase of lands, houses, or other premises, the settlement of questions of disputed compensation, and the sale of superfluous lands.

4. To purchase, by compulsion or agreement, or to lease, feu, or otherwise acquire for the pur-

poses of the Bill, lands, houses, and other property in the parishes aforesaid, or any of them, and also rights of easement and servitude, and other rights in, under, through, or over lands, houses, and other property, without being required to purchase such last-mentioned lands, houses, and other property; and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and other property to be purchased or taken as aforesaid.

5. To sell and convey, feu, lease, or otherwise dispose of any lands, houses, and other property purchased or acquired under the powers of the Bill which may not be required for the intended railways.

6. To authorise any trustees, corporation, heirs of entail, life-renters, or other persons holding any partial, limited, or qualified estate or interest in any lands, houses, or other property benefited by the intended railways, or any lands required for the construction thereof, to grant and convey such last-mentioned lands, houses, or other property to the Company, either free of cost or in consideration of shares in the capital of the Company, or for such considerations, pecuniary or otherwise, and upon such terms and conditions as have been or may be agreed upon between any such trustees, corporation, or other persons, and the Company, or any person or persons on their behalf; and to sanction and confirm any agreements which may have been or may be so made with respect to the matters aforesaid; and to authorise such trustees, corporation, or other persons to subscribe to and hold shares in the Undertaking of the Company, and to raise the moneys necessary for that purpose by mortgage of, and to charge the same upon, the lands benefited as aforesaid.

7. To empower the Company to apply their corporate funds and revenues for the purposes of the intended railways, and for all or any of the purposes of the Bill, or of any agreements to be entered into thereunder, and for those purposes and also for the purposes of their authorised Undertaking to raise further sums of money by the creation of new shares or stocks—ordinary or preference, or both—and by borrowing, or by the creation of debenture stock, or by any such means, and to provide for the payment out of the existing or authorised capital of the Company, or the additional capital to be raised under the Bill, of interest or dividend upon the capital to be expended in constructing the intended railways during their construction.

8. To provide that the quorum of a general meeting of the Company shall be shareholders holding in the aggregate not less than one-twentieth of the capital of the Company.

9. To alter or vary the agreement between the North British Railway Company and the Company scheduled to and confirmed by 'The North British Railway Act, 1893,' with respect to the working of the authorised railways and the guarantee of interest or dividend on the authorised capital of the Company by the North British Railway Company, and apply the provisions of that agreement, and the said Act, and the provisions of 'The North British Railway Act, 1892,' or of any other Act of the North British Railway Company, or of the Company relating directly or indirectly to the said agreement, or to the authorised capital of the Company, so as to extend to and include the intended railways, and the additional capital to be raised under the Bill,