

to borrow and re-borrow, on the security of their Undertaking, lands, property, and works already acquired and constructed or to be acquired and constructed, and of the tolls, rates, rents, and duties which are or may be leviable by them, additional money for the purposes of the said intended works, for the purchase of lands, houses, and other property acquired and taken, or to be acquired and taken under the authority of their Acts or of the intended Act, and for the general purposes of their Undertaking, and to apply their funds and revenues for or towards those purposes.

26. To amend Section 28 of the Act of 1858, and to provide that no present or future Trustee shall vacate his office by reason of his being a shareholder in any Corporation or Joint-Stock Company with which the Trustees have contracted or may contract, or by reason of his being, either alone or as a member of a firm, or in conjunction with others, interested in any past or future sale or lease of any lands to or by the Trustees, or any loan of money to or by the Trustees, or otherwise as may be prescribed in the intended Act, but subject in other respects to the conditions of the said Section.

27. To amend Section 138 of the Act of 1858, to the effect of enacting that no pilot licensed by the Clyde Pilot Board, in terms of the Act of 1858, shall be responsible for any claims for loss of life or personal injury, or for any loss of, or damage to, any vessel, goods, or other moveable property, arising through his neglect or want of skill while navigating any vessel on the River or Firth of Clyde, to an amount exceeding, for each such casualty, the sum of £100 sterling, and the amount payable to him on account of pilotage in respect of the voyage on which he was then engaged, or such other amount as the Bill may prescribe.

28. To authorise the Trustees on the one hand, and the Caledonian, North British, Glasgow and South-Western, Lanarkshire and Dumbartonshire, and Renfrew Railway Companies, and the Glasgow and Paisley Joint Line Committee, or one or more of them, on the other hand, to enter into and carry into effect such arrangements and agreements as may be considered necessary or expedient with respect to the interchange of traffic passing over the respective railways and tramways of the Trustees and the above-named companies or bodies, or any of them, or any part thereof, and the fixing, collecting, and apportionment of the tolls, rates, or profits arising therefrom.

29. To authorise the Trustees on the one hand, and the Caledonian, North British, and Glasgow and South-Western Railway Companies (hereinafter called respectively the "Caledonian Company," the "North British Company," and the "South-Western Company"), or any one or more of them on the other hand, to enter into and carry into effect such arrangements and agreements as may be necessary or expedient for the construction, maintenance, and user of the railway, authorised by the Clyde Navigation Act, 1891, and the fixing, collecting, and apportionment of the tolls or profits arising therefrom, and to enable the said Companies, or one or more of them, to apply any portion of their capital or income to the purposes of any such arrangements or agreements, or to transfer to those Companies, or one or more of them, the powers conferred on the Trustees for the construction, maintenance, and user of said railway, and to confirm all such

arrangements and agreements already made, or which, prior to the passing of the intended Act, may be made relative thereto.

30. To authorise the Caledonian Company, the North British Company, and the South-Western Company, or any one or more of them by themselves, or others on their behalf, to subscribe and contribute towards the cost of construction of the said railway, or to purchase the said railway, and for these purposes to authorise the said Companies, or any one or more of them, to raise money by the creation and issue of new shares or stocks in their respective undertakings, with or without such guarantee, or preference, or priority in payment of dividends and other privileges (if any) as may be thought expedient, or by borrowing on mortgage or bond, or by one or other of these means, and to create or issue debenture stock in lieu of the amount so borrowed or authorised to be borrowed; and to provide for the appointment of a Joint Committee of the three Companies for any of the purposes aforesaid, and of a standing Arbitrator, and for the settlement of disputes arising between the three Companies, or any of them, by Arbitration or otherwise.

31. To authorise the Caledonian Company, the North British Company, and the South-Western Company to enter into and carry into effect such arrangements and agreements as may be necessary and expedient (1) for the construction, maintenance, and user of the said Railway, and (2) with respect to the interchange of traffic passing over the respective railways of the three Companies and the said Railway, and the fixing, collecting, and apportionment of tolls or profits arising therefrom, and confirmation of such arrangements and agreements already made, or which prior to the passing of the intended Act may be made, relative thereto.

32. To incorporate with and make applicable to the intended Act, with such additions and subject to such alterations or modifications as may be provided therein, all or some of the provisions of the Clyde Navigation Acts, 1858 to 1897, and the Acts recited in and incorporated with the said Acts, or any of them, and any other Acts relating to or affecting the Clyde Navigation or the Trustees.

33. To alter, amend, enlarge, or repeal, so far as may be necessary for the purposes of the intended Act, the following Acts of Parliament, or some of them, viz.:—The Clyde Navigation Acts, 1858 to 1897, and any other Acts relating to the Clyde Navigation; the Glasgow Corporation Acts, 1855 to 1898; the Glasgow Police Acts, 1866 to 1898, and any other Acts relating to the Corporation; the Burgh Police (Scotland) Act, 1892; the Local Government (Scotland) Acts, 1889 and 1894, and any Acts amending the same; the Govan Burgh Act, 1878; the Govan Burgh Amendment Act, 1888, and any other Acts relating to the Burgh of Govan; the Glasgow Electric Lighting Provisional Order, 1890, the Govan Electric Lighting Order Confirmation (No. 1) Act, 1892, the Partick Electric Lighting Order Confirmation (No. 1) Act, 1893, and any other Provisional Orders or Acts relating to the supply of electric energy in Glasgow, Govan, Partick, or the Counties of Lanark, Renfrew, or Dumbarton; the Glasgow, Renfrew, and Three-Mile House Turnpike Road Act, 1872, and any other Acts relating to the Renfrew Road; the Caledonian Railway Act, 1845, and