



Lanark, by a junction with the Glasgow, Dumbarton, and Helensburgh Railway of the North British Railway Company immediately to the west of the point where that railway passes under the Forth and Clyde Canal, which said intended railway will be made or pass from, through, or into the parishes and places hereinafter mentioned, or some of them, that is to say: the Royal Burgh of Inverness, the town or police burgh of Fort-William, the parishes and places of Inverness and Bona, Dores, Boleskine and Abertarf, or Abertarf, Kilmonivaig, and Kilmalie, or Kilmallie, Fort-Augustus, Fort-William, in the county of Inverness; Lismore and Appin, Ardehattan, Ardehattan and Muckairn, Glenorchy and Inishail, in the county of Argyle; Killin, Balquidder, Callander, Fortingal, and Kenmore, in the county of Perth; Arrochar, New or East Kilpatrick, Kilmarnock, in the county of Dumbarton; Buchanan, Drymen, Killearn, Strathblane, and New or East Kilpatrick, and Baldernock, in the county of Stirling; Milngavie, in the counties of Dumbarton and Stirling, or one of them; Cadder and Maryhill, in the county of Lanark.

Railway No. 2, wholly in the parish of New or East Kilpatrick, commencing in the county of Stirling, by a junction with the Milngavie branch of the North British Railway at or near the termination thereof at Milngavie, and terminating in the county of Dumbarton by a junction with the said intended Railway No. 1 hereinbefore described, in a field numbered on the Ordnance map (scale  $\frac{1}{25000}$ ) 109 in that parish, at or about 13 chains measured in a westerly direction from the north-west corner of the dam numbered 1,291 on the said map of the said parish.

Railway No. 3, wholly in the parish of Kilmarnock, in the county of Dumbarton, commencing by a junction with the Forth and Clyde Junction Railway about 8 chains measured in a north-easterly direction from where the road leading from the farm-house commonly called Drumglass crosses the said Forth and Clyde Junction Railway about half-way between Drymen and Caldervan stations, and terminating by a junction with the said intended Railway No. 1 hereinbefore described, to the northward of the said Forth and Clyde Junction Railway at a point about 35 chains north-west of the point where that railway crosses the road from Crosshill to Mavie Mill, and about 42 chains or thereabouts measured north from the junction with the Forth and Clyde Junction Railway above described.

Railway No. 4, wholly in the parish of Killin, in the county of Perth, commencing by a junction with the Callander and Oban Railway, at the east side of the Tyndrum Station, at or near a point where the goods lines diverge from the main line, and terminating on the south side of 'Creag Bhan Eigheach' by a junction with the said intended Railway No. 1 hereinbefore described, at a point 73 chains or thereabouts measured in an easterly direction from the point of junction with the Callander and Oban Railway hereinbefore described, and about 23 chains measured in a north-easterly direction from the north-east corner of the school-house near Drochaid Bhan.

Railway No. 5, commencing in the parish of Inverness and Bona, in the county of Inverness, by a junction with the intended Railway No. 1 hereinbefore described, 1 chain or thereabouts measured in a westerly direction from a mile-stone on the Inverness and Perth main road, denoting 1 mile from Inverness, and terminating in the afore-

said county and parish and Royal Burgh of Inverness, at a point 5 chains or thereabouts measured in a south-easterly direction from the south-east corner of the Artillery Volunteer Drill Hall.

To authorize the crossing, diversion, alteration, or stopping up, whether temporarily or permanently, of roads, tramways, footpaths, drains, telegraphs, sewers, pipes, canals, navigations, tidal waters, rivers, streams, and watercourses, and the removal of telegraphic or electric wires, posts, tubes, and other apparatus so far as may be necessary or convenient in constructing or maintaining the said intended railways and works; deviation from the lines of railway or any works to any extent within the limits of deviation to be shown on the deposited plans, and from the levels thereof, as shown on the deposited sections; purchase of land, houses, and other property compulsorily for the purposes of the said intended railways and works; the levying of tolls, rates, and charges in respect thereof; and the exercise of other rights and privileges.

To confer on the Company powers for sale, lease, or disposal of any lands acquired by them under the intended Act which may not be required for the purposes of the undertaking of the Company, and so far as may be necessary for that purpose to alter, amend, or vary any provisions of 'The Lands Clauses Consolidation (Scotland) Act, 1845,' which relate to the sale of superfluous land, and to enable the Company to purchase part of any property which they may require without being compellable to purchase the whole thereof, notwithstanding Section 90 of the said Act.

To enable the Company to divert or alter streams or watercourses, and to remove, under-pin, or otherwise secure any rocks, boulders or stones in the neighbourhood of the intended railways which may at any time in their opinion be liable to fall, roll, or be carried down upon or otherwise injure the railways, and from time to time to enter on lands adjoining their railways for these purposes or any of them.

To enable persons being tenants for life, or having limited interests only in lands required for the railways, to grant and convey the same to the Company either free of cost or in consideration of shares in the capital of the Company.

To enable the Company on the one hand, and the Trustees of the Clyde Navigation, and the Harbour Trustees at Inverness, or either of them, on the other hand, from time to time to enter into agreements with respect to the use by the Company of any of their rails, tramways, sidings, wharves, warehouses, or other conveniences, and as to the payments to be made and conditions to be performed in respect of such use.

To enable the Company on the one hand, and the North British, Glasgow and South-Western, City of Glasgow Union, Glasgow City and District, Great Northern, Midland, and North-Eastern Railway Companies (hereinafter called 'The Seven Companies'), or any one or more of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the said intended railways, or any of them, or any part thereof, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation,