

randum and Articles of Association of the Company.

The intended Act will vary or extinguish all rights and privileges inconsistent with, or which would or might in any way interfere with its objects, and will confer other rights and privileges.

Printed copies of the Bill for the intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 15th day of November 1886.

MARTIN & LESLIE,
27 Abingdon Street, Westminster,
Parliamentary Agents.

In Parliament—Session 1887.]

CLYDE, ARDRISHAIG, AND CRINAN RAILWAY.

(Incorporation of Company; Construction of Railways from Ardnadam to Strachur and Newton Bay, and from Furnace to Bridgend, Lochgilphead, Ardrishaig, and Crinan together with Piers; Compulsory Purchase of Lands, Houses, and other Property; Power to take Parts only of Certain Properties; Purchase of Ferry Rights; Steam or other Vessels; Tolls, Rates, Duties, and Charges, and Alteration of Tolls, Rates, Duties, and Charges; Working Agreements and Arrangements with and Powers to North British and Caledonian Railway Companies as to Providing and Working Steam or other Vessels; Traffic Facilities; Power to said Railway Companies to Subscribe and to Raise Money, and to Appoint Directors; Incorporation and Amendment of Acts; Other purposes.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill (hereinafter called 'the Bill') to incorporate a Company (hereinafter called 'the Company'), and to authorise the Company to make and maintain the Railways and Piers hereinafter described, or one or more of them, or some part or parts thereof respectively, with all proper Junctions, Stations, Sidings, Approaches, Viaducts, Bridges, Roads, Piers, Wharves, Harbours, Depots, Warehouses, Offices, Cranes, and other works and conveniences connected therewith respectively (that is to say):—

First. A Railway (No. 1) commencing in the United Parishes of Dunoon and Kilmun at a point near high-water mark of the Holy Loch 32 yards or thereabouts northward from a water fountain situated on the side of the public road leading from Kirn to Ardnadam, at Lazeretto or White Farlane Point, and terminating in the United Parishes of Strachur and Strathlachlan at a point at Newton Bay near high-water mark of Lochfyne 600 yards or thereabouts north-westward from the northmost corner of the farm steading of Drimdarroch, which Railway No. 1 will be situate in, or will pass from, in, through, or into the said United Parishes of Dunoon and Kilmun and the said United Parishes of Strachur

and Strathlachlan—all in the County of Argyll, and the foreshore of the Holy Loch in or *ex adverso* of the said United Parishes of Dunoon and Kilmun.

Second. A Railway (No. 2) commencing in the Parish of Inveraray at a point at Furnace near the foreshore of Lochfyne 397 yards or thereabouts south-eastward from the centre of the bridge carrying the road from Lochgilphead to Furnace over the Leacann water, and terminating in the Parish of Kilmichael-Glassary, at a point 250 yards or thereabouts south-westward from the south end of the west parapet of the bridge over the River Add at Bridgend, on the road from Lochgilphead to Kilmartin, which Railway will be situate in, or will pass from, in, through, or into the Parishes of Inveraray and Kilmichael-Glassary, in the County of Argyll, and the foreshore of Lochfyne in or *ex adverso* of those Parishes, or one of them.

Third. A Railway (No. 3) commencing in the Parish of Kilmichael-Glassary by a junction with the said intended Railway No. 2 at the point of termination thereof above described, and terminating in the Parish of Kilmartin at a point near high-water mark on the west side of the island in Crinan Loch called Sgeireag Gaibhre, 850 yards or thereabouts south-eastward from Duntroon Castle, which Railway No. 3 will be situate in, or will pass from, in, through, or into the Parishes of Kilmichael-Glassary and Kilmartin, and County of Argyll, and the foreshore and bed of Crinan Loch in or *ex adverso* of the said Parish of Kilmartin.

Fourth. A Railway (No. 4) commencing in the Parish of Kilmichael-Glassary by a junction with the said intended Railway No. 2 at the point of termination thereof above described, and terminating in the same parish at a point on the north side of the public road from Lochgilphead to Ardrishaig, 80 yards or thereabouts eastward from the east end of the north parapet of the bridge carrying the said road over Cullarstich Burn, which Railway No. 4 will be situate in, or will pass from, in, through, or into the Parishes of Kilmichael-Glassary and South Knapdale, or one of them—all in the County of Argyll.

Fifth. A Railway (No. 5) commencing in the Parish of Kilmichael-Glassary by a junction with the said intended Railway No. 4 at the point of termination thereof above described, and terminating in the Parish of South Knapdale at a point on the east side of the road leading from Lochgilphead to Tarbert 5 yards or thereabouts westward from the south-west corner of the Canal Office at Ardrishaig, which Railway No. 5 will be situate in, or will pass from, in, through, or into the Parishes of Kilmichael-Glassary and South Knapdale, and County of Argyll, and the foreshore and bed of Lochfyne in or *ex adverso* of those Parishes, or one of them.

Sixth. A Pier commencing at the point above described as the commencement of Railway No. 1, and extending in a north-eastward direction to and terminating at a point in Holy Loch 100 yards or thereabouts from the said point of commencement of said