

area of the then existing piers, jetties, and works, and of the works authorized to be made under the provisions of that Act;

(2.) *As to Scapa Pier,—*

The limits within which the authority of the Harbour Master, and the right to levy rates and duties are conferred, in respect of the said Pier, are those comprised within the red lines drawn upon the plan deposited in the Board of Trade with reference to Scapa Pier, dated 11th July 1878, viz., an imaginary line commencing in the line of high water mark at a point opposite to the building known as Nether Scapa, and drawn due south-west into the Bay of Scapa for a distance of 2150 feet, and thence in a direction due south-east until it reaches a point in the line of high water mark on the south-east side of the said Bay;

(3.) *As to Holm Pier,—*

The limits within which the authority of the Harbour Master, and the right to levy rates and duties are conferred, in respect of the said Pier, are comprised within the red lines drawn upon the plan deposited with the Board of Trade with reference to the Pier at St. Mary's in Holm Sound, dated the 1st day of June 1877, viz., an imaginary straight line drawn from the extremity of the headland called Skeldaquoy to a point on the shore about 315 yards in a straight line from the south-eastern corner of the old store house on the road east of the village of St. Mary's;

(4.) *As to Gill Pier,—*

The limits within which the undertakers have authority (being the limits to which the Gill Pier Order 1872, and the power to levy rates extend) comprise the works by that Order authorised, and the lands, foreshore, and sea contained within the same, and include the area below high water mark within a distance of 300 yards measured in any direction seawards from the middle of the south-west wall of the building known as the Store House of Gill, on the north-east Shore of Pierowall Bay;

(5.) *As to Whitehall (Stronsay) Pier and Harbour,—*

The limits within which the undertakers have authority (being the limits to which 'The Whitehall (Stronsay) Pier and Harbour Order, 1879,' and the power to levy rates extend), comprise the then existing Pier and the extension thereof (in the Order referred to together as the Pier), and the works authorised by that Order, and the accesses, works, and conveniences connected therewith, and the following areas below the line of high water, that is to say:

The area between the lands of the said Colonel David Balfour, in the Island of Stronsay, and his Lands and Island of Papa-Stronsay, bounded on the east by an imaginary straight line commencing at the extreme low water mark of Griceness Point in the Island of Stronsay, and drawn true north to the extreme low water mark at the point of Easthouse, in the Island of Papa-Stronsay, and on the west by an imaginary straight line commencing at the extreme low water mark at the point of Huipsness on the said Island of Stronsay, and drawn in a south-easterly direction to the extreme low water

mark at the point of Outer Grand in the Island of Papa-Stronsay;

(6.) *As to Kettletoft Pier,—*

The limits within which the undertakers have authority (being the limits to which the 'Kettletoft Pier Order, 1882,' extends), comprise the then existing Pier and the extension thereof, and works authorised by that Order (therein referred to together as the Pier), and the accesses, works, and conveniences connected therewith, and the area below the line of high water mark lying within a distance of 100 yards measured from any part of the Pier.

6. To extend the limits of the Harbour of Scapa, both with respect to rates and with respect to the exercise by the Commissioners of the powers and duties of Harbour and Pilotage authorities. Such extension of limits as regards Scapa Pier and Harbour will, in addition to the Harbour area of Scapa hereinbefore described, include the following limits, viz., from the point in the line of high water mark on the south-east side of the said Bay last mentioned in the description of the limits of Scapa Pier and Harbour hereinbefore set forth, thence along the shore in the line of high water mark in a southerly direction for 350 feet, and thence in a straight line across the Bay of Scapa to a point in the line of high water mark on the western or opposite shore of the Bay at or near Lingro, such extended limits lying to the north-east of the last-mentioned straight line; or such other or lesser limits, and with or without such provisions and limitations as may be provided by the Bill or fixed by Parliament.

7. To confer on or vest in the Commissioners all or some of the powers conferred by the Orkney Piers and Harbours Act, 1872, on the Commissioners for Piers and Harbours in the County of Orkney incorporated by that Act; to provide for and regulate the appointment and election of Commissioners under that Act, and the Bill by or from the County Road Trustees, or the County Road Board of Orkney appointed and acting under the Roads and Bridges (Scotland) Act, 1878, in lieu of such Commissioners being nominated and elected by the Trustees for the Orkney Roads appointed and acting by virtue of The Orkney Roads Act, 1857, and The Orkney Roads Act, 1867; and to empower the Commissioners, with or without the approval of the Board of Trade, under the powers conferred by the Orkney Piers and Harbours Act, 1872, as such powers may be extended, varied, or altered by the Bill, from time to time to do the following things or some of them:—(1) To purchase or acquire by agreement or lease with the undertakers thereof, any road piers, private piers, county or other piers or harbours and works within the County of Orkney; (2) to construct and erect new piers within any harbour in the County; and (3) to sell, lease, or otherwise dispose of onerously or gratuitously, or to alter or abandon any of the harbours, piers, works, or undertakings, of or belonging to the Commissioners or to the Commissioners for Piers and Harbours in the County of Orkney; to enable these Commissioners and the said County Road Trustees or County Road Board, and all other necessary parties, to make and enter into all agreements with the Commissioners, and do all other acts and things necessary and convenient with respect to such purchase or acqui-