

the Tramways belonging to the Board of Police of Greenock or any of them or any part thereof, and to authorise the Company and the said Board respectively from time to time to enter into and carry into effect any Contract or Agreement in that behalf; and to empower the said Board from time to time to grant and the Company to take a Lease of the said Tramways, and to Prohibit the Use of those Tramways by other Persons, Corporations, and Companies except by agreement with or consent of the Company during the continuance of any such Agreement or Lease.

16. To empower the Company to purchase, and the Vale of Clyde Tramways Company to sell and transfer to the Company their existing Tramways, Engines, Plant, Rolling-Stock, Property, Powers, Rights, and Privileges in the Parish of Inverkip, in the County of Renfrew, for such consideration and on such terms and conditions as may be agreed between the two Companies or the Bill may prescribe, and to provide for the application or distribution of the purchase money, or for reduction of the capital of the vendors, or for the payment of the purchase money or consideration in any Shares, Stock, or Mortgages forming part of the capital of the Company, and to empower the vendors to hold such Shares, Stock, and Mortgages.

17. To empower the Company on the one hand, and the Vale of Clyde Tramways Company on the other hand, to enter into and carry into effect agreements for the working, use, maintenance, and management by the Company of the Vale of Clyde Company's Tramways in the Parish of Inverkip, the payments to be made and the conditions to be performed with respect to such working and use, and for the interchange, accommodation, collection, transmission, delivery, and conveyance of passengers and other traffic upon or coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenues arising from such traffic, and to authorise the appointment of Joint-Committees of the two Companies for carrying into effect any such agreement; and to prohibit the use of those Tramways by other Companies, Corporations, and Persons (except by agreement with or consent of the Company) when Purchased, Worked, or Used by the Company.

18. To sanction, confirm, or give effect to any Contracts or Agreements made, or to be hereafter made, for any of the purposes mentioned in this Notice.

19. To vary or extinguish all Rights and Privileges inconsistent with, or which would or might in any way impede or interfere with, the objects of the Bill, and to confer other Rights and Privileges.

20. To incorporate with the Bill all or some of the provisions of The Tramways Act, 1870, with or without alteration or variation, and to repeal, alter, or amend the provisions of The Greenock Street Tramways Act, 1871; The Greenock Police Act, 1877; The Vale of Clyde Tramways Act, 1871; The Vale of Clyde Tramways Act, 1876; and of any other Local and Personal or other Acts of Parliament, so far as may be necessary for effecting the intended objects.

21. Duplicate Plans and Sections of the proposed Tramways and Works, with a Book of Reference to the Plans and a copy of this Notice, as published in the Edinburgh Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the PRINCIPAL SHERIFF-CLERK for the COUNTY OF RENFREW at

his office in GREENOCK; and, on or before the same day, a copy of so much of the said Plans, Sections, and Book of Reference as relates to the several Parishes respectively in or through which the intended Tramways are proposed to be laid, with a copy of this Notice, published as aforesaid, will be deposited for public inspection with the respective Session-Clerks of such parishes at their usual places of abode.

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

Dated this 10th day of November 1886.

JAMES W. TURNER,  
17 West Blackhall Street, Greenock,  
Solicitor for the Bill.

DURNFORD & CO.,  
38 Parliament Street, Westminster,  
Parliamentary Agents.

In Parliament—Session 1887.

### KILSYTH AND BONNYBRIDGE RAILWAY.

(New Railways to Denny and Dunipace; Compulsory Purchase of Lands; Power to take Parts only of Certain Properties; Revival and Extension of Powers for Purchase of Certain Lands; Extension of Time for Completion of Authorised Railways; Tolls, Rates, and Charges and Alteration of Tolls, Rates, and Charges; Working and other Agreements and Arrangements with the North British and Caledonian Railway Companies; Extension of Running Powers; Traffic Facilities; Payment of Interest or Dividends out of Capital; Further Capital; Amendment and Incorporation of Acts; Other Purposes.)

NOTICE is hereby given, That application is intended to be made to Parliament in the ensuing Session for leave to bring in a Bill (hereinafter called "the Bill") for the following or some of the following among other purposes (that is to say)

To empower the Kilsyth and Bonnybridge Railway Company (hereinafter called "the Company") to make and maintain the Railways hereinafter described or one of them or such part or parts thereof respectively as the Bill shall define with all necessary stations, sidings, approaches, works and conveniences connected therewith (that is to say)

First. A Railway (No. 1) commencing in the Parish of Denny by a junction with Railway No. 1 (now in course of construction) authorised by "The Kilsyth and Bonnybridge Railway Act 1882" (hereinafter referred to as "the Act of 1882") at a point thereon 275 yards or thereabouts north-eastward from the centre of the Bridge now in course of erection to carry the public road known as the Drove road leading from the County Road at Parkfoot to Denny via Parkhead over the said authorised Railway and terminating in the Parish of Dunipace at a point 240 yards or thereabouts north-westward from the