

which intended Railway No. 1, and Quay or Pier, and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Greenock, the East parish of Greenock, the New or Mid parish of Greenock, the West parish of Greenock, the parish of Inverkip, the town of Greenock, and the burgh of Gourrock, all in the county of Renfrew, and in the Firth of Clyde, in or *ex adverso* of the said places and county.

3. A Railway (hereinafter called "Railway No. 2"), commencing by a junction with the deviation of the Company's General Terminus and Joint Line Connecting Branch, authorised by the Caledonian Railway (Additional Powers) Act, 1875, and therein called Railway No. 2, at a point 310 yards or thereabouts westward from the western end of Shields Tunnel, and terminating by a junction with the Paisley Canal Line, authorised by the Glasgow and South-Western Railway Act, 1881, at a point 105 yards or thereabouts south-westward from Shields Junction, being the junction of the Company's General Terminus and Joint Line Connecting Branch with the Glasgow and Paisley Joint Line; which intended Railway No. 2, and works connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be and are situate in the parish of Govan and the burghs of Kinning Park and Pollokshields, or one of them, in the counties of Lanark and Renfrew.

To empower the Company to acquire, compulsorily or by agreement, and to enter upon, take, and use temporarily and permanently all such lands, houses, and other property as may be necessary or convenient for the purposes of the said intended railways and quay or pier, and of the works and conveniences connected therewith.

To empower the Company to deviate in the construction of the said intended railways and quay or pier from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as will be defined on the said plans, and provided by the Bill; to cross, stop up, appropriate, alter, and divert, temporarily and permanently, any turnpike and other roads, streets, lanes, passages, bridges, railways, tramways, canals, streams, watercourses, sewers, drains, gas and water pipes, and electric apparatus in the parishes and places hereinbefore mentioned, which it may be necessary or expedient to cross, stop up, appropriate, alter, or divert, for the purposes of the said intended railways, quay or pier, and other works; to vary, for the purposes of the Bill, the provisions of the Railways Clauses Consolidation (Scotland) Act, 1845, with respect to limits of lateral and vertical deviation in the construction of works, and to increasing the gradients of the railway, and to diminishing the radius of curves, and to alterations of roads and substitution of roads in lieu of altered roads; and the provisions of the Lands Clauses Consolidation (Scotland) Act, 1845, with respect to purchasing the whole of any house, building, or manufactory, where part only thereof is required for the purposes of the Bill; and the provisions of the Harbours Docks and Piers Clauses Act, 1847, with respect to limits of deviation, and to the levying of rates before the completion of the works, and other matters; and the provisions of the Railways Clauses Act, 1863, with respect to protection of navigation, and to working agreements, and the revision thereof by the Board of Trade or the Railway Commissioners;

and certain provisions of the Roads and Bridges (Scotland) Act, 1878.

To provide that all altered or diverted portions of road, which may be constructed by the Company under the powers of the Bill shall, in all respects, form respectively parts of the existing roads in lieu of or in connection with portions of which, the same are respectively substituted, or made under the said powers, and shall be maintained by the respective parties liable to maintain the said existing roads, or such other parties, as shall be specified in the Bill.

To make and maintain shafts or openings from the surface of any land, road, street, or square, to any portion of Railway No. 1, subject to such provisions and limitations as may be contained in the Bill; and for the purposes of the said shafts or openings, to interfere with all sewers, drains, gas and water mains and pipes, electric apparatus, and other works, which might impede the construction or use of the said shafts or openings.

To underpin or otherwise secure or strengthen any houses or other buildings, which may be rendered insecure or be affected by Railway No. 1, and which may not be required for the purposes thereof.

To empower the Company to levy and recover tolls, rates, and charges for the use of the said intended railways, quay or pier, and works and conveniences connected therewith, and of the railways over which running powers and facilities are to be applied for as hereinafter mentioned, and the conveyance and accommodation of traffic thereon and thereat, and on vessels resorting to the said quay or pier, or loading or unloading thereat, or entering or leaving the limits to be defined in the Bill; to alter the tolls, rates, and charges leviable in respect of the pier and harbour at Gourrock; and to confer, vary, and extinguish exemptions from the payment of such several tolls, rates, and charges.

To empower the Company to appoint a harbour-master, meters, weighers, and other officers; and to define the limits within which the Company and their officers may exercise harbour and pilotage jurisdiction, and levy rates and charges.

To empower the Company to run over, work, and use with their own or other engines and carriages, officers, and servants, and for the purposes of traffic of every description, the said Paisley Canal Line of the Glasgow and South Western Railway Company, and the branch railway from that line, authorised by the Glasgow and South Western Railway Act, 1882, and all sidings, stations, approaches, watering-places, water and other works and conveniences upon and connected with the said railways, or either of them, upon such terms and conditions, and upon payment of such tolls, rates, and charges, or other consideration as may be agreed upon, or determined by or under the provisions of the Bill; and to require the Glasgow and South Western Railway Company to receive, accommodate, through-book, and invoice, forward, convey and deliver at, over, from, and to the said railways, and each of them, traffic of every description passing or intended to pass between any place on or beyond the said railways, or either of them, and any place on or beyond the railways of the Company, and to afford to such traffic all other reasonable and necessary facilities, all upon such terms and conditions and on payment of such tolls, rates, and charges, or other consideration as may be agreed upon or