

To enable the Company to run over and use with their own engines, carriages, and waggons, or with engines, carriages, and waggons, coming to or from the said intended railways, or either of them, so much of the said Great Western Railway as lies between the points of junction therewith of the said intended railways, or either of them, and the Rednal station of the Great Western Railway Company; and also to run into and use the said station and the works, sidings, watering-places, and other conveniences connected therewith, on payment of such tolls, rates, rent, or other consideration, and on such charges, terms, and conditions, as may be agreed on or as shall be prescribed or provided by the said intended Act.

To enable the Company and the Great Western Railway Company and the Oswestry and Newtown Railway Company, or the Company and either of the said last-named Companies, to make and to carry into effect, contracts and agreements for the joint construction, use, and management, of a station at Oswestry, with suitable approaches, works, and conveniences, for the accommodation of the traffic, whether in goods or passengers, of the said respective Companies or some of them.

To enable the Company to run over, and to use with their own engines, carriages, and waggons, or with engines coming to or from the said intended railways, or either of them, so much of the lines of railway belonging to the Great Western Railway or the Oswestry and Newtown Railway as lies between the proposed junction of the first of the said intended railways with the Oswestry and Gobowen branch of the Great Western railway and the existing stations of the said two last-named Companies; and also to run into, and to use, the said existing stations, and the works, sidings, watering-places, and conveniences, connected therewith respectively, on payment of such tolls, rates, charges, rent, or other consideration, and on such terms and conditions as may be agreed on, or as shall be prescribed and provided by the said intended Act.

To alter, amend, extend, and enlarge so far as may be necessary for the purposes aforesaid, the provisions of the several Acts relating to or affecting the said Great Western Railway Company, following, or some of them, that is to say (local and personal) 5 and 6 Will. IV, cap. 107, 6 Will. IV, caps. 36, 38, 77, and 79; 1 Vic. caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vic., cap. 27; 3 Vic., cap. 47; 3 and 4 Vic., cap. 105; 4 and 5 Vic., cap. 41; 5 Vic., session 2, cap. 28; 6 Vic., cap. 10; 7 Vic., cap. 3; 7 and 8 Vic., cap. 68; 8 and 9 Vic., caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vic., caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 48 and 81; 15 and 16 Vic., caps. 125, 133, 140, 145, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, and 212; 17 and 18 Vic., caps. 108, 120, 163, 192, 202, 204, 207, 209, 215, and 222; 18 and 19 Vic., caps. 69 and 191; 20 and 21 Vic., cap. 13; 22 and 23 Vic., caps. 1 and 64; and 23 and 24 Vic., caps. 11, 69, and 196, and of the several Acts following, relating to the Oswestry and Newtown Railway Company, or some of them—that is to say, “The Oswestry, Welshpool, and Newtown Railway Act, 1855; “The Oswestry and Newtown Railway Act, 1860;” and “The

Oswestry and Newtown Railway (Porthywaen Branch) Act, 1860.”

Duplicate plans and sections of the proposed railway, together with a published map, showing the general course and direction thereof, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury, and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the said intended railways will be constructed, together with a copy of this notice, will be deposited with the parish clerk of each such parish, at his place of abode, and in the case of any extra-parochial place, then with the parish clerk of an adjoining parish.

On or before the 23rd day of December next, printed copies of the Bill for effecting the objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1860.

Loxdale, Peele, and Sons, Shrewsbury;
Theodore, Martin, 10, New Palace-yard,
Westminster, Parliamentary Agent;
For the Bill.

Port Madoc and Porthdynllaen Railway.

(Incorporation of Company for constructing a Railway from Port Madoc to Porthdynllaen Harbour, with a Pier at that Harbour; a Branch Railway to Pen-y-groes, to join the Nantlle Railway.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate a Company for making and maintaining the following railways and pier, with all necessary stations, approaches, and other works connected therewith, that is to say:

First. A railway, commencing at Port Madoc, in the parish of Ynysynhaiarn, in the county of Carnarvon, from or near to a stone wall in an enclosure belonging to David Williams, Esquire, and occupied by David Homfray, Esquire, and which wall is situate at or about 95 yards east of the New Sluice Bridge, over the open cut main drain of the Tre Madoc estate, and terminating at the harbour of Porthdynllaen, in the parish of Edyrn, in the county of Carnarvon, at or about ninety-nine yards south-east of a rock called Carreg Ddu, on a Promontory on the Porthdynllaen Farm, belonging to C G Wynne, Esquire.

Second. A branch railway running from or out of the above-mentioned railway in the parish of Criccieth, in a field belonging to John Jones, Esquire, at or about twenty yards east of a public road running out of the turnpike road to Pwllheli, south of Parcia Mawr farm-house, and seventy-one yards north of the same house, and terminating by a junction with the Nantlle Railway, in the parish of Llanllyfni, at or near Pen-y-groes, in the county of Carnarvon, at or about four hundred yards north of a house called Henty, owned by G A Huddart, Esquire, and forty-six yards south of the boundary of Llanllyfni parish, and which said intended railways will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say: Ynysynhaiarn, Treflys, Penmorfa, Criccieth, the borough of Criccieth, Llanystumdwy, Aber-