

partially, a separate undertaking or separate undertakings distinct from the rest of the undertaking of the Company, and to authorise the Company for the purposes of the Bill to raise further money by the creation of new shares and stock, with or without preference, priority, or guarantee in payment of interest, or dividend, or other rights and privileges attached thereto, and, if thought fit, in one or more classes, and with or without powers of dividing shares into preferred or deferred shares, and by borrowing on mortgage or bond, and by the creation of debenture stock, and either as part of their general share and loan capital, or wholly or partially as separate share and loan capitals, charged primarily or exclusively on the intended railways and works, or any part thereof, and to make provision with respect to the holding of separate meetings of the shareholders in the separate capitals, and to define, restrict, and regulate the rights and powers of shareholders, stockholders, mortgagees, and others in reference to the intended railways, with such other regulations and limitations as may be prescribed by the Bill.

To vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the Bill, and to confer other rights and privileges.

To alter, amend, extend, enlarge, or to repeal, so far as necessary for the purposes of the Bill, the provisions, or some of the provisions, of the several local and personal Acts following, or some of them (that is to say): 25 and 26 Vict. cap. 165; 26 and 27 Vict. cap. 129; 27 and 28 Vict. cap. 114; 28 and 29 Vict. cap. 149; 30 and 31 Vict. cap. 125; 31 and 32 Vict. cap. 174; 32 and 33 Vict. cap. 127; 34 and 35 Vict. cap. 164, relating to or affecting the Company; 4 and 5 Will. IV, cap. 88; 18 and 19 Vict. cap. 188; 29 and 30 Vict. cap. 216; 34 and 35 Vict. cap. 167; and the several other Acts relating to or affecting the London and South Western Railway Company; 7 and 8 Vict. cap. 68; 9 and 10 Vict. cap. 402; 10 and 11 Vict. cap. 242; 14 and 15 Vict. cap. 53; 17 and 18 Vict. cap. 122; 20 Vict. cap. 1; 20 and 21 Vict. cap. 8; 21 and 22 Vict. cap. 102; 23 and 24 Vict. caps. 10 and 103; 25 and 26 Vict. caps. 111, 123, and 132; 28 and 29 Vict. cap. 255; 29 and 30 Vict. cap. 153; 32 and 33 Vict. caps. 18 and 41; 35 and 36 Vict. cap. 132; and all other Acts relating to or affecting the South Devon Railway Company; 25 and 26 Vict. cap. 111; 26 and 27 Vict. cap. 105; 29 and 30 Vict. cap. 147; 32 and 33 Vict. cap. 41; and all other Acts relating to or affecting the Launceston and South Devon Railway Company; 6 Will. IV, cap. 36; and the several other Acts relating to or affecting the Bristol and Exeter Railway Company; 17 and 18 Vict. cap. 215; and the several other Acts relating to or affecting the Salisbury and Yeovil Railway Company; 9 and 10 Vict. cap. 335; 21 and 22 Vict. cap. 88; and the several other Acts relating to or affecting the Cornwall Railway Company; 5 and 6 Will. IV, cap. 107; 26 and 27 Vict. caps. 113 and 198; and the several other Acts relating to or affecting the Great Western Railway Company; 7 and 8 Vict. cap. 18; and all other Acts relating to or affecting the Midland Railway Company; 25 and 26 Vict. cap. 225; and the several other Acts relating to or affecting the Somerset and Dorset Railway Company; and all other Acts relating to or affected by the objects of the Bill, or any of them.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections of the intended railways, road, and works, together with a book of reference to such plans, an Ordnance map, with the lines of

the intended railways delineated thereon, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Devon, at his office at Exeter; and that on or before the said 30th day of November instant a copy of so much of the said plans, sections, and book of reference respectively as relates to each parish or extra-parochial place in or through which the said intended railways, road, and works are proposed to be made, or in which any lands or houses are intended to be taken, together with a copy of this notice published as aforesaid, will be deposited for public inspection with the parish clerk of each such parish at his residence; and as to any extra-parochial place with the clerk of some parish immediately adjoining thereto at his residence.

And notice is hereby further given, that on or before the 21st day of December next printed copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1872.

*Ashurst, Morris, and Co.,*

*J. Brend Batten,*  
32, Great George-street, } Solicitors.

In Parliament—Session 1873.

Monmouthshire Railway and Canal Company.

(Additional Powers).

(Additional Short Railways; Abolition of Level Crossings; Additional Lands; Conversion of portion of Monmouthshire Canal at Newport into a Railway; Additional Capital; Agreements with London and North-Western and Great Western Railway Companies; Amendment of Acts.)

**A** PPLICATION is intended to be made to Parliament in the next session thereof by the Monmouthshire Railway and Canal Company (who are hereinafter referred to as "the Company") for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To enable the Company to make and maintain the railways and other works hereinafter mentioned, with all needful stations, approaches, and conveniences connected therewith respectively, that is to say:

A Railway No. 1, wholly situate in the parish of St. Woollos, in Monmouthshire, commencing by a junction with the Western Valleys Railway of the Company at the centre of the bridge carrying the said railway over the South Wales Railway of the Great Western Railway Company near Waterloo Junction, and terminating by a junction with the said Western Valleys Railway at a point 185 yards eastward of the eastern termination of the Tredegar Park Mile.

A Railway No. 2, situated wholly in the said parish of St. Woollos, commencing by a junction with the said South Wales Railway at or near the said bridge, and terminating by a junction with Railway No. 1, at a point situate in a field numbered 420 on the title map of the parish of St. Woollos, deposited at the residence in Newport, Monmouthshire, of the Rev. Edward Hawkins, vicar of the said parish, and to abandon the existing line of railway of the Company between the level crossing of the said railway on the Cardiff-road on the east side of the said road and the said point about 185 yards east of the eastern termination of the said Tredegar Park Mile.

A Railway No. 3, situated wholly in the parish of Trevethin, in the county of Monmouth, com-