

mencing by a junction with the Eastern Valleys Railway of the Company, at about 235 yards south of the 12 $\frac{1}{2}$ mile post on the said Eastern Valleys Railway, and terminating in a cinder tip, about 100 yards south-east of the Tunnel Bridge, over the siding leading to Golynos Works.

A Railway No. 4, situated wholly in the said parish of Trevethin, commencing by a junction with Railway No. 3, in or near a field on the north side of the road leading from Talywain to Blenavon, at about 162 yards north-west of the termination of the said Railway No. 3, and terminating in a field situate about 33 yards north of the Ebbw Vale Steel, Iron, and Coal Company's (Limited) Private Railway, and about 183 yards north-west of the junction of the said private railway with the Cwmffrwyd Branch Railway of the Company.

A Railway No. 5, situated wholly in the said parish of Trevethin, commencing by a junction with Railway No. 4, at about 107 yards from the termination of the said Railway No. 4, and terminating by a junction with the said Cwmffrwyd Branch Railway of the Company at about 180 yards south-west of the 12 $\frac{3}{4}$ mile post on the said branch.

To divert the following public roads which are now crossed by the railway of the Company upon the level, and to abolish such level crossings, and to extinguish all rights of way in and over the same, and to vest the soil thereof in the Company so far as the same is not now vested in them, namely:—

A public road in the parish of Aberystruth, in the county of Monmouth, crossed by the railway of the Company, about 40 yards north-west of the Abertillery Station, such diversion to commence at a point about 7 yards north-east of the centre of the Company's railway at the said level crossing and to terminate at a point about 60 yards south-west of the said point situate at the centre of the railway.

Another public road in the same parish crossed by the railway, about 20 yards from the "Tiler's Arms" public-house, such diversion to commence at a point about 90 yards south of the said level crossing, measured along the road, and to terminate at about 130 yards north of the said level crossing, measured along the said road.

A public road, in the parish of Mynyddyslwyn, in the county of Monmouth, crossed on the level about 20 yards north of the Chapel Bridge Station; such diversions to commence at a point measured along the said road about 130 yards north of the said level crossing, and at a point on a branch road measured along the said branch road about 75 yards south-west of the said level crossing, and to terminate at a point, measured along the road, about 35 yards north of the west end of the bridge, carrying the said road over the river.

A turnpike-road in the parish of Risca, in the county of Monmouth, crossed on the level about 40 yards north-west of the Cross Keys Station; such diversion to commence at a point on the said road 70 yards south of the centre of the Company's railway, at the said level crossing, and terminate at a point about 78 yards north of the said centre of the railway.

A turnpike road in the said parish of Risca, crossed on the level about 80 yards south-east of Risca Church; such diversion to commence opposite the north end of the church, and terminate at a point situate at the east side of the said level crossing.

To purchase and take compulsorily, or by agreement, additional land for the purpose of doubling

their line of railway in the said parish of Aberyst-ruth; such doubling to commence by a junction with or parallel to the existing railway of the Company, at a point about 50 yards south of the said Abertillery Station of the Company, and to terminate by a junction with the railway of the Company about 90 yards south of their Blaina Station.

To purchase and take compulsorily, or by agreement, additional lands for the purposes of their undertaking in the parishes of Llanhilleth, Risca, Mynyddyslwyn, Aberystruth, and Bassaleg, all in the county of Monmouth, namely:—Lands in the parish of Llanhilleth, near to Llanhilleth Mill, on the east side of the Company's railway. Lands in the said parish on both sides of the said railway, extending from a point about 18 yards north of the 13 $\frac{1}{4}$ mile post to a point about 212 yards north of the same. Lands in the parish of Risca, near the 5 $\frac{3}{4}$ mile post, extending from a point about 210 yards south of the said mile post, to a point about 135 yards north of the said mile post, on both sides of the Company's railway. Lands in the parish of Mynyddyslwyn, on both sides of the line near the said Chapel Bridge Station of the Company from a point about 530 yards south of the said station to a point about 210 yards north of the said station. Lands in the parish of Aberystruth, on both sides of the railway at the level crossing near the 19 $\frac{1}{2}$ mile post. Lands in the parish of Bassaleg, on both sides of the railway, near the Tydee Station, extending from a point about 35 yards north of the said station to a point about 110 yards north of the said station.

To enable the Company to close and abandon as a canal so much of the Monmouthshire Canal, in the parish of St. Woollos, and borough of Newport, as is situate between a point situate about 50 yards measured in a north-westerly direction along the said canal from the one mile post on the Company's said Eastern Valleys Railway and the junction of the said canal with the Newport Docks, and to extinguish all rights of way in and over the same portion of the canal; and to enable the Company to construct instead thereof, and in or upon the site thereof, a railway commencing by a junction with the Eastern Valleys Railway of the Company, at about 66 yards south of the bridge carrying the said railway over the Marshes-road, and terminating at the lock at the Newport Docks, on the said canal, and will be situate wholly in the said parish. And the Bill will provide for the continuance of a supply of water to certain docks and wharves at Newport, and for the substituting sidings or other conveniences in connection with the proposed railway, for subsisting conveniences in connection with the portion of the canal so intended to be converted into a railway.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, pipes, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to deviate from the lines of railway to any extent within the limits of deviation to be shown on the deposited plans; to purchase lands, houses, and other property compulsorily, for the purposes of the said intended railways and works; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorise the Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the said railways and works; and for the same purposes and for