

the office of the Clerk of the Peace of the county of Worcester, Shirehall, Worcester, and at the office of the Malvern Local Board, Malvern, on or before the 30th day of November, 1882, and will be accompanied by a copy of this advertisement.

Dated this 17th day of November, 1882.

*Hunt and Son*, 5, New Inn, London, W.C.  
*J. H. Whatley*, Edith-walk, Malvern, Solicitors for the Applicants.

In Parliament.—Session 1883.

Cardiff and Monmouthshire Valleys Railway.  
(Incorporation of Company; Construction of Railways in Counties of Glamorgan and Monmouth; Compulsory Purchase of Land; Tolls and Charges; Traffic Agreements; Running Powers; Payment of Interest out of Capital; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in a Bill to incorporate a Company, and to authorise the Company to be incorporated (hereinafter called "The Company"), to make and maintain the railways hereinafter described, or some of them, or some part or parts thereof respectively, with all proper stations, sidings, junctions, approaches, works, and conveniences connected therewith (that is to say):—

1. A Railway (No. 1), commencing in the parish of Roath, in the county of Glamorgan, by a junction with the Railway No. 2, described in and authorised by the Bute Docks (Cardiff) Act, 1882, at a point distant 15 chains or thereabouts, measured in a south-westerly direction from the boundary stone marked T and B, near the south-east corner of the Tharsis Copper Works, and terminating in the parish of Risca, in the county of Monmouth, by a junction with the Western Valleys Branch of the Monmouthshire Railway, at a point distant 5 chains or thereabouts, measured in a south-easterly direction towards Newport from the distance post on that branch railway denoting  $5\frac{1}{2}$  miles from Newport, which intended Railway No. 1 will pass from, in, through, or into, or be situated within the parishes and places of Roath, Llanedern, Michaelston-fedw, otherwise Llan-fedw, in the county of Glamorgan, and St. Mellons, Michaelston-fedw, Machen, Bassalleg, and Risca, in the county of Monmouth.

2. A Railway (No. 2), to be wholly situate in the parish of Roath, in the county of Glamorgan, commencing by a junction with the intended Railway No. 1, at a point on the footpath on the southern side of the turnpike road leading from Cardiff to Newport distant 25 chains or thereabouts, measured in a north-east direction along the turnpike road from the milestone denoting 156 miles from London and two miles from Cardiff, and terminating by a junction with the Great Western Railway, at a point, distant  $10\frac{1}{2}$  chains or thereabouts, measured in a south-westerly direction along that railway from the distance post thereon denoting 168 miles from Paddington.

3. A Railway (No. 3), to be wholly situate in the parish of Machen, in the county of Monmouth, commencing by a junction with the intended Railway No. 1, at point distant 100 yards or thereabouts, measured in a southerly direction from the north-west corner of the field numbered 844 on the Tithe Commutation map of the parish of Machen, and terminating by a junction with the Brecon and Merthyr Tydfil Junction Railway, at or near the distance post on that railway denoting  $3\frac{1}{4}$  miles from Bassalleg.

4. A Railway (No. 4) commencing in the parish

of Machen, in the county of Monmouth, by a junction with the intended Railway No. 1 at the same point in the said field numbered 844 on the Tithe Commutation Map of the parish of Machen, where the intended Railway No. 3 is described as commencing and terminating in the parish of Bassalleg in the same county by a junction with the Brecon and Merthyr Tydfil Junction Railway at or near the distance post on that railway denoting 2 miles from Bassalleg, which intended Railway No. 4 will pass from, in, through or into, or be situated within the parishes of Machen and Bassalleg, in the county of Monmouth.

5. A Railway (No. 5) commencing in the parish of Machen by a junction with the intended Railway No. 1, at a point in the field numbered 509 on the Tithe Commutation Map of that parish, distant 120 yards or thereabouts, measured in a southerly direction from the north-east corner thereof and terminating in the parish of Machen by a junction with the Sirhowy Railway of the London and North Western Railway Company, at a point distant 9 chains 17 yards or thereabouts, measured in a north-westerly direction from the distance post on the Sirhowy Railway denoting 15 miles from Nantybwhch, which said intended Railway No. 5 will pass from in through or into the parishes and places of Machen, Risca and Mynyddislwyn, in the county of Monmouth.

The Bill will authorise the Company to exercise the powers and effect the objects following, viz:—

To deviate laterally from the lines of the intended railways and works to the extent shown on the plans hereinafter mentioned or as may be prescribed by the Bill and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To cross, stop up, alter, or divert, temporarily or permanently all such railways, tramways, canals, rivers, streams, turnpike, and other roads, bridges, sewers, drains, and pipes, and other works within the before-mentioned parishes and places as it may be necessary to cross, stop up, alter, or divert for the purposes of the intended railways, or any of them.

To purchase, by compulsion or agreement, lands, houses and hereditaments and to acquire easements in or over lands for the purposes of the intended railways and works and of the Bill, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and hereditaments so purchased.

To levy tolls, rates, fares, and charges upon or in respect of the intended railways and works and also upon the portions of railway to be used by the Company as hereinafter mentioned; to alter the tolls, fares, rates and charges now taken or authorised to be taken on those portions of railway, and to confer exemptions from the payment of such tolls, rates and duties.

To authorise the Company, on the one hand, and the Brecon and Merthyr Tydfil Junction Railway Company, the Great Western Railway Company, the London and North Western Railway Company, the Midland Railway Company, the Taff Vale Railway Company, and the Rhymney Railway Company, or any or either of those Companies, on the other hand, from time to time to enter into and carry into effect and rescind contracts and agreements for and with respect to the working, use, management, and maintenance of the intended railways and works, or of any part thereof, the supply of engines and working stock and plant, and of officers and servants for the conduct and conveyance of the traffic on the intended railways, the payments to be made and the conditions to be performed with respect to such working, use, management and maintenance,