

or extra-parochial place in or through which the said railway and works are intended to be made or maintained, or within which any of the said lands, houses, or other property which will or may be taken under the powers of the Bill are situated, and a copy of this Notice will be deposited for public inspection, as regards parishes with the parish clerk of each such parish at his residence, and in the case of any extra-parochial or other place, with the parish clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

And Notice is hereby also given, that on or before the 21st day of December, 1883, printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 6th day of November, 1883.

Evan Morris, Wrexham, Solicitor for the Bill.

Batten, Proffitt, and Scott, 32, Great George Street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Treferig Valley Railway.

(New Railways; Compulsory Purchase of Lands, Tolls, and Charges; Further Capital and Money Powers; Sale or Lease of Undertaking; Running Powers over other Railways; Working and Traffic Agreements with other Railway Companies; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill for effecting the purposes or some of the purposes following, that is to say:—

To authorise the Treferig Valley Railway Company (in this notice called "the Company") to make and maintain in the parish of Llantrissant, in the county of Glamorgan, the railways next hereinafter described, or some of them, or some part or parts thereof, with all proper stations, sidings, approaches, works, and conveniences connected therewith, viz.:

A railway (No. 1) commencing by a junction with the Treferig Valley Railway near the termination thereof, at a point 60 yards or thereabouts, measured along that railway in a south-easterly direction, from opposite the centre of the coal screen adjoining the said Treferig Valley Railway, belonging to the Glyn Colliery Company, Limited, and terminating at a point 180 yards or thereabouts, measured in a south-easterly direction, from the south-east corner of Gelligron Farmhouse, in the occupation of Thomas Davies.

A railway (No. 2) commencing by a junction with railway No. 1, at the termination thereof before described and terminating at a point 120 yards or thereabouts, measured in a north-easterly direction, from the south-east corner of Trane Farmhouse, in the occupation of Jennett Cadwgan.

A railway (No. 3) commencing by a junction with Railway No. 2, at the termination thereof before described, and terminating by a junction with the Ely Valley Extension Railway of the Great Western Railway Company, at a point 20 yards or thereabouts, measured along the said Ely Valley Extension Railway in a westerly direction, from opposite the entrance to the booking-office of the Hendreforgan Station of the Great Western Railway Company.

A railway (No. 4) commencing by a junction with railway No. 2, at the termination thereof before described, and terminating by a junction with the said Ely Valley Extension Railway at Gilfach, at a point 44 yards or thereabouts,

measured along that railway in a northerly direction, from the mile post thereon denoting $1\frac{1}{4}$ miles from the Hendreforgan Junction.

A railway (No. 5) commencing by a junction with railway No. 4, at a point 22 yards or thereabouts, measured in a westerly direction, from the south-west corner of Gilfach-house at Gilfach, in the occupation of Robert Raeburn Hood, and terminating at a point 70 yards or thereabouts, measured in a north-westerly direction, from the north-west corner of Brynseion Independent Chapel at Gilfach.

A railway (No. 6) commencing by a junction with Railway No. 1, at the termination thereof before described, and terminating by a junction with a railway of the Great Western Railway Company, being Railway No. 3, described in and authorised by the Great Western Railway (Further Powers) Act, 1866, at Penrhiwfer, at a point 80 yards or thereabouts, measured along that railway in a north-westerly direction, from the mile post thereon denoting $6\frac{1}{4}$ miles from the junction of the Ely Valley Railway with the Great Western Railway at Llantrissant Station.

A railway (No. 7) commencing by a junction with Railway No. 6, at a point 275 yards or thereabouts, measured in a westerly direction, from the junction of the Cilely Colliery Branch Railway with the said Ely Valley Railway, and terminating at a point 93 yards or thereabouts, measured in a south-easterly direction, from the centre of the winding pit of the old Penrhiwfer or house-coal colliery at Penrhiwfer aforesaid, belonging to the Glamorgan Coal Company Limited.

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

To empower the Company to cross, stop up, alter, divert, or otherwise interfere with, temporarily or permanently, all turnpike and other roads, streets, highways, bridges, railways, tramways, canals, rivers, streams, pipes, sewers, and drains within the aforesaid parish as it may be necessary to cross, stop up, alter, divert, or otherwise interfere with for the purposes of the intended railways and works or of the Bill.

To authorise the Company to purchase and take, either compulsorily or by agreement, lands, houses, and other property, for the purposes of the intended railways and works, and of the Bill, and also easements and rights in or over or affecting lands and other property, and to vary or extinguish all rights and privileges connected with the lands, houses, and property so purchased or taken.

To enable the Company to demand, take, and recover tolls, rates, fares, and charges upon or in respect of the intended railways and works, and also upon or in respect of the railways and portions of railways, stations, and works to be run over and used by the Company as hereinafter mentioned; to alter existing tolls, rates, fares, and charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, fares, and charges.

To alter, define, and regulate the capital and borrowing powers of the Company, and to authorise the Company to apply to the purposes of the Bill any of their existing or authorised capital or funds, and for those purposes and the general purposes of their undertaking to raise additional capital by the creation of new ordinary or preference shares or stock, and by borrowing.