

and places of Eglwysilan, Llantwit Fardre, Llantrissant, Llanwonno, Pontypridd, Hafod, Hopkinstown, Gyfeillion, Trehafod, Eirw, and Pwllgwaun, or some of them, all in the county of Glamorgan, and terminating in the said parish of Llanwonno, by a junction with the Taff Vale Railway, at a point 390 yards or thereabouts, measured in an easterly direction along that railway, from the eastern end of the Hafod Station building.

(6) A railway (No. 6) commencing in the parish of Llantrissant by a junction with the intended Railway No. 5 before described in the field numbered 268 on the 25-inch ordnance map, at a point 36 yards or thereabouts, measured in a westerly direction, from the south-east corner of that field, thence passing from, in, through, or into the parishes and places of Llantrissant, Llanwonno, Ystrad-y-fodwg, Gyfeillion, Hafod, Tonteg, Trehafod, Eirw, Cymmer, Dinas, Tony-pandy, Llwynpia, Pentre, Ton-Pentre, Ton, and Porth, or some of them, all in the county of Glamorgan, and terminating in the said parish of Llantrissant, at a point on the north side of the public road leading from Pontypridd to Treherbert, nearly opposite Maes-y-gerddinnen-house, and distant 150 yards or thereabouts, measured in a south-westerly direction, from the centre of the bridge carrying the Dinas Colliery sidings over the Rhondda river.

(7) A railway (No. 7) commencing in the parish of Llantrissant at the termination of the intended Railway No. 6 before described, thence passing from, in, through, or into the parishes and places of Llantrissant, Ystrad-y-fodwg, Llantwit Fardre, Llanwonno, Porth, Cymmer, Panddy, Tony-pandy, Llwynpia, Tonteg, Dinas, Pentre, Gyfeillion, Hafod, Trehafod, Ton-Pentre, Eirw, and Ton, or some of them, all in the county of Glamorgan, and terminating in the said parish of Ystrad-y-fodwg, at a point distant 20 yards or thereabouts, measured in a northerly direction, from the north-west corner of the Gelli Colliery office.

(8) A railway (No. 8) commencing in the parish of Ystrad-y-fodwg at the termination of the intended Railway No. 7 before described, passing thence from, in, through, or into the parishes and places of Ton, Tony-pandy, Pentre, Ton-Pentre, Treorky, and Cwm-parc, in the county of Glamorgan, and terminating in the said parish of Ystrad-y-fodwg, near Cwm-parc, in the field numbered 579 on the 25-inch ordnance map, at a point distant 20 yards or thereabouts southward of the Cwm-parc Railway, and 180 yards or thereabouts westward of the weighing-machine house at Ystrad-fechan.

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

To deviate from the lines and levels of the intended works shown on the plans and sections to be deposited as hereinafter mentioned, to such extent as may be authorised or prescribed by the Bill.

To cross, stop up, alter or divert, temporarily or permanently, all such roads, streets, footpaths, towing-paths, railways, tramways, canals, navigations, rivers, sewers, drains, watercourses, and other works, and to alter or remove any telephone and telegraph wires, posts, tubes, or

apparatus, and gas and water pipes, as may be necessary or convenient in constructing and maintaining the intended railways and works, and to appropriate and use the site and soil of any streets, roads, or footpaths diverted within the limits of deviation marked on the deposited plans, and to extinguish all rights of way over the same.

To purchase and take by compulsion or agreement lands, houses, and hereditaments, and to acquire rights and easements in and over lands, for the purposes of the intended railways and works, and, notwithstanding section 92 of the Lands Clauses Consolidation Act, 1845, to purchase and take compulsorily a part or parts only of any house, building, manufactory, or premises without being required or compelled to purchase the whole thereof, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, and hereditaments so purchased or taken.

To demand, take, and recover tolls, rates, and charges upon or in respect of the intended railways and works, and also upon or in respect of the portions of railways, stations, and works which it is proposed to authorise the Company to run over, work, and use as hereinafter mentioned; to alter existing tolls, rates, and charges; and to confer exemptions from the payment of tolls, rates, and charges respectively.

To authorise the Company, notwithstanding anything in the Companies Clauses Consolidation Act, 1845, contained to the contrary, to pay out of their capital or funds from time to time during the construction of the intended railways interest or dividends on any shares or stocks of the Company.

To empower the Company and any company or persons for the time being working or using the railways of the Company, or any of them, or any part or parts thereof, by agreement or otherwise, on such terms and conditions, and on payment of such tolls or rates as may be agreed on or settled by arbitration, or defined by the Bill, to run over, work, and use, with engines, carriages, and wagons, officers and servants, whether in charge of engines and trains or for any other purpose, and for the purposes of traffic of every description, the portions of railways and stations following, that is to say :—

(a) So much of the Rhymney Railway as is situated southward of the junction therewith of the intended Railway No. 1, including the stations, sidings, and shipping appliances at Cardiff.

(b) So much of the Great Western Railway as is situated between the junction therewith of the intended Railway No. 2, hereinafter described, and the river Usk at or near Newport.

(c) So much of the railways of the Taff Vale Penarth Harbour Dock and Railway and Penarth Extension Railway Companies as are situated southward of the termination of the intended Railway No. 4.

(d) So much of the Taff Vale Railway and branches as is situated northward and north-westward of the termination of the intended Railway No. 5, hereinafter described.

(e) So much of the Pontypridd Caerphilly and Newport Railway as is situated between the commencement of the intended Railway No. 1 and the commencement of the intended Railway No. 5, hereinafter described.

(f) The railways, sidings, and shipping machinery and apparatus, at and near Cardiff, be-