

by shares, stock, and by borrowing, for the purposes of the intended Act, and to provide for the repayment out of such capital of the costs and expenses of and incidental to the promotion of the Barry Dock and Railways Bill in the last Session of Parliament.

To alter and amend, so far as may be necessary for the purposes of the intended Act, the following local and personal Acts, viz.:—6 and 7 Will. IV., cap. 82, and any other Act relating to the Taff Vale Railway Company, the 5 and 6 Will. IV., cap. 107, and any other Act relating to the Great Western Railway Company.

The Bill will vary and extinguish all existing rights and privileges which may interfere with its objects, and it will incorporate with itself, with variations and modifications, all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Acts, 1863 and 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and "The Harbours, Docks, and Piers Clauses Act, 1847," and will or may exempt the Company and their undertaking from such of the provisions of those Acts as may not be considered applicable or necessary.

Duplicate plans and sections, showing the lines, situation and levels of the said intended dock, railways, roads and other works, and the lands, houses and other property which may be taken for the purposes thereof, with a book of reference to such plans, and a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the said works are intended to be made or will be situate, with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection in the case of each such parish, with the Parish Clerk thereof, at his residence; and in the case of any such extra-parochial place, with the Parish Clerk of some parish immediately adjoining thereto, at his residence.

Printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 16th day of November, 1883.

Downing and Handcock, Cardiff, Solicitors for the Bill.

Dyson and Co., 23 and 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament.—Session 1884.

Pontypridd and Ogmere Railway.
(Incorporation of Company, with Powers to make and maintain new Railways in the County of Glamorgan, with junctions with other Railways; Compulsory Purchase of Lands and Houses, and Interference with Public Roads, &c.; Power to take part only of any Property; Running Powers over Railways of other Companies; Working and other Agreements with other Railway Companies, and Powers to other Companies to use the Proposed Railways; Tolls; Payment of Interest out of Capital; Amendment of Acts; and other Provisions.)

NOTICE is hereby given, that application is intended to be made to Parliament next session, for leave to bring in a Bill to incorporate a Company (hereinafter referred to as "the Company"), and to confer on them all necessary

powers, and to make all necessary provision for effecting the following purposes, or some of them, that is to say:—

1. To make and maintain the railways herein-after described, or some of them, or some part or parts thereof, with all necessary stations, junctions, approaches, works, and conveniences connected therewith respectively, namely:—

Railway No. 1.—A railway commencing in the parish of Llanwonno by a junction with the Rhondda branch of the Taff Vale Railway, at a point thereon 106 yards or thereabouts, measured in a westerly direction along the said railway, from the westernmost abutment of the bridge carrying that railway over the road leading from Hopkinstown, near Pontypridd, to Rhondda House, and terminating in the parish of Llantrisant, in a field distinguished as No. 798 on the ordnance map of that parish (scale $\frac{1}{25000}$), at a point 88 yards or thereabouts, measured in a south-easterly direction, from the northernmost corner of that field.

Railway No. 2.—A railway commencing in the parish of Llanwonno by a junction with the Taff Vale Railway at a point 400 yards or thereabouts, measured in a south-westerly direction along that railway, from the westernmost abutment of the bridge carrying that railway over the road leading from the Berw-road, near Pontypridd, to the Daren-ddu Colliery, and terminating in the parish of Llantrisant, at the point of termination of the intended Railway No. 1.

Railway No. 3.—A railway commencing in the parish of Llantrisant by a junction with the intended Railways Nos. 1 and 2 at their point of termination, and terminating in the parish of Llanharan in a field distinguished as No. 208 on the ordnance map of that parish (scale $\frac{1}{25000}$), at a point 64 yards or thereabouts, measured in a south-westerly direction, from the north-easternmost corner of that field.

Railway No. 4.—A railway commencing in the parish of Llanharan by a junction with the intended Railway No. 3 at the point of termination of that railway, and terminating in the parish of Coychurch and township of Peterstone-super-Montem by a junction with the Great Western Railway (South Wales section) at a point 330 yards or thereabouts, measured in a westerly direction along that railway, from the junction therewith of the Cardiff and Ogmere Valley Railway.

Railway No. 5.—A railway commencing in the parish of Llanharan by a junction with the intended Railway No. 3, at the point of termination thereof, and terminating in the parish of Coity and township of Coity Lower by a junction with the Railway No. 1 authorised by the "Ogmere Dock and Railway Act, 1883," at the point where the centre line of that railway, as shown on the deposited plans of that railway, crosses the fence which separates the fields distinguished as Nos. 377 and 378 respectively on the ordnance map of that parish (scale $\frac{1}{25000}$) and 44 yards or thereabouts from the westernmost extremity of that fence.

Railway No. 6.—A railway wholly in the parish of Coity and township of Coity Lower, commencing by a junction with the Great Western Railway (South Wales section) at a point 336 yards or thereabouts, measured in an easterly direction along that railway, from the easternmost face of the bridge carrying the public road leading from Bridgend to Coychurch over that railway, and terminating