

and a copy of this notice as published in the London Gazette, will, on or before the 29th day of November instant, be deposited for public inspection with the Clerk of the Peace for the County of the Town of Kingston-upon-Hull, at his office in Hull, and with the Clerk of the Peace for the East Riding of the County of York, at his office at Beverley; and on or before the said 29th day of November a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes or extra-parochial places in or through which the intended works or any part of them are or is intended to be made, or in which any lands or houses to be taken compulsorily under the powers of the intended Act are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection as follows (that is to say): as regards the parishes of Saint Mary and Holy Trinity, with the parish clerks of those parishes respectively, at their respective residences, and as regards the parish or extra-parochial place of Garrison-side, with the parish clerk of the adjoining parish of Drypool, at his residence.

Printed copies of the Bill for the intended Act will, on or before the 20th day of December next, be deposited in the Private Bill Office of the House of Commons.

Dated this 13th day of November, 1884.

A. P. Wilson, Town Clerk *pro tem.*,
Hull.

Martin and Leslie, 27, Abingdon-street,
Westminster, Parliamentary Agents.

In Parliament.—Session 1885.

Rhondda and Swansea Bay Railway Company.
(Construction of New Railways in the County of Glamorgan; Compulsory Purchase of Lands, Tolls, &c.; Additional Lands in the Parishes of Ystradfydwg, Michaelstone-Super-Avon, and Margam; Further Capital and Borrowing Powers; Extension of Time for Compulsory Purchase of Lands not already purchased; Agreements with and Powers to Neath Harbour Commissioners; Amendment and Repeal of Acts, &c.)

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 enable the Rhondda and Swansea Bay Railway Company (in this notice called “the Company”) to make and maintain the railways and works hereinafter mentioned, or some part or parts thereof, all in the county of Glamorgan, with all necessary and convenient viaducts, tunnels, covered ways, rails, sidings, junctions, turntables, stations, approaches, roads, yards, walls, and other works, buildings, and conveniences connected therewith (that is to say):

A Railway No. 1, commencing by a junction with the Railway No. 1 of the Company authorised by “The Rhondda and Swansea Bay Railway Act, 1882” (hereinafter called “the Act of 1882”), now in course of construction in the parish of Llangynwyd (otherwise Llangynoyd), at a point 30 yards or thereabouts, measured in a north-easterly direction, from the point which on the plans deposited for and referred to in the Act of 1882 (which plans are hereinafter called “the plans of 1882”) denotes the distance of 7 miles 4 furlongs from the commencement of the said authorised railway, and terminating in the parish of Michaelstone-super-Avon by a junction with

the South Wales Mineral Railway, at a point on that railway $14\frac{1}{2}$ chains or thereabouts, measured along the South Wales Mineral Railway in a south-westerly direction, from the junction with that railway of the railway siding leading from that railway to Craig-y-Forest, which last-mentioned junction is situate $7\frac{1}{2}$ chains or thereabouts, measured in a south-westerly direction along the South Wales Mineral Railway, from the point at which that railway crosses the stream forming the boundary between the parishes of Michaelstone-super-Avon and Glyncoerrwg.

Railway No. 2, commencing in the parish of Margam by a junction with the Cwmavon Railway, now belonging to the Company, at a point on that railway $7\frac{1}{2}$ chains or thereabouts, measured in a south-westerly direction along that railway, from the point at which the siding (which is carried by a bridge over the River Afon to the Afon Vale Tinplate Works) crosses the said Cwmavon Railway, and terminating in the parish of Baglan by a junction with the Railway No. 1 of the Company, authorised by the Act of 1882, at the termination thereof, as shown on the plans of 1882.

Railway No. 3, commencing in the parish of Margam by a junction with the said Cwmavon Railway, at or near the point thereon which on the plans of 1882 indicates the distance of 3 miles from the junction of that railway with the Railway No. 5 authorised by the Act of 1882, and terminating in the parish of Aberavon by a junction with said intended Railway No. 2 on a piece of rough land forming part of the Aberavon Burrows, and lying between the pieces of land numbered 115, 128, and 130, in the parish of Aberavon on the ordnance map of the scale of $\frac{1}{25000}$ on the one side, and high-water mark of ordinary spring tides on the other side, at a point on that rough land 2 chains or thereabouts, measured in a northerly direction, from the south-western-most corner of the aforesaid piece of land numbered 130.

Railway No. 4, commencing in the parish of Baglan by a junction with the Railway No. 2 of the Company authorised by “The Rhondda and Swansea Bay Railway (Swansea Extension) Act, 1883” (hereinafter called “the Act of 1883”), at or near the point which on the plans of that railway, deposited for and referred to in the Act of 1883 (hereinafter called “the plans of 1883”) indicates the distance of 6 furlongs from the commencement of that railway, and terminating in the parish of Briton Ferry at a point on the west side of the road known as Shelone-road, $3\frac{1}{2}$ chains or thereabouts measured along the said road from the junction of the said road with Church-street, Briton Ferry.

Railway No. 5, commencing by a junction with the said intended Railway No. 4, at the termination thereof as above described, and terminating at or near the point where the railway or tramway No. 3, authorised by “The Neath Harbour Act of 1874,” is upon the plans deposited for and referred to in the said Act of 1874 shown to terminate.

The said intended railway will be wholly in the parish of Briton Ferry.

Railway No. 6, commencing in the parish of Briton Ferry by a junction with the said