

In Parliament.—Session 1886.

Great Western Railway.

(Railways in the County of Glamorgan; Roads, Footpaths, and Rights of Way in the Counties of Gloucester, Hants, Somerset, Salop, Monmouth, and Glamorgan; Additional Lands in the Counties of Somerset, Monmouth, and Glamorgan; Power to Company and London and North-Western Railway Company to Acquire Lands in the County of Salop; Confirmation of Purchase of Lands by Company and London and North-Western Railway Company; Amendment of Section 92 of the Lands Clauses Consolidation Act, 1845; Provisions as to the Repair and Construction of Roads; Tolls; Provisions as to Superfluous Lands on the Railways of the Company, and of the Company and the London and North-Western Railway Company; Extension of Time for the Purchase of Lands for, and for Construction of Railways Nos. 6 and 7 Authorised by the Great Western Railway Act, 1883; Extension of Time for the Construction of the Railway Authorised by the Carmarthen and Cardigan Railway Act, 1881; Abandonment of Portions of the Bristol and South Wales Union Railway; Vesting Undertakings of the Faringdon, Newent, and Ross and Ledbury Railway Companies in the Company; Agreements with Lostwithiel and Fowey and Cornwall Railway Companies, and Provisions as to the Gauge on the Railways of those Companies, and on the Torbay and Brixham Railway; Application of Capital by those Companies and the Company, and Power to the Companies respectively to Raise Additional Capital; Confirming Agreements between Company and Helston Railway Company and Abbotsbury Railway Company respectively; Confirming Agreement between London and North-Western Railway Company and the Company, and the Corporation of Chester; Provisions as to Swing Bridges over Railway at Loughor and Kidwelly; Agreements between the Company and the Banbury and Cheltenham Direct Railway Company, and between the Company and the Corporation of Bristol; Power to the Whitland and Cardigan Railway Company to Raise Additional Capital; Power to the Company to Subscribe to the Capital and Debenture Debt of the Whitland and Cardigan Railway Company, and to Appoint Directors; Amendment of Metropolitan Railway Act, 1880; Provision for Increasing the Number of Directors of the Great Marlow Railway Company, and of the Kingsbridge and Salcombe Railway Company; Power to Company and London and North-Western Railway Company to apply Corporate Funds; Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for all or some of the following purposes, that is to say:—

To enable the Great Western Railway Company (hereinafter called "the Company") to make and maintain the railways, roads, and works hereinafter mentioned, or some of them, or some part or parts thereof, together with all necessary stations, sidings, approaches, roads, works, and conveniences connected therewith, that is to say:—

Four railways to be wholly situate in the parish of Roath, in the county of Glamorgan, viz.:—

1. A Railway (No. 1), commencing by a junction with the Company's South Wales Railway, about 9 chains south-west of the occupation

level crossing on that railway, called Spring Garden's Crossing, and terminating in a field numbered 281 on the  $\frac{1}{1000}$  Ordnance map of the parish of Roath, and about  $17\frac{1}{2}$  chains south-west of the gate at the northern corner of Pengam Farm Buildings across the occupation road leading to the farmyard.

2. A Railway (No. 2), commencing by a junction with the Company's South Wales Railway, about 10 chains north-east of the Pengam level crossing on that railway, and terminating by a junction with Railway (No. 1) at the termination thereof.

3. A Railway (No. 3), commencing by a junction with Railways (Nos. 1 and 2) at the termination thereof, and terminating by a junction with Railway (No. 2), described in and authorised by the Bute Docks Act, 1882, on the embankment now being formed on the north-eastern side of the New Roath Dock in the said parish, and about 1 furlong 4 chains northward of the termination of the said Railway (No. 2).

4. A Railway (No. 4), commencing by a junction with Railway (No. 3), about  $9\frac{1}{4}$  chains, measured in a north-easterly direction, from the south-eastern corner of the yard of the Tharsis Copper Works, and terminating by a junction with the Railway (No. 2) described in and authorised by the Bute Docks Act, 1882, at a point on the embankment now being formed on the East Moors in the parish of Roath on the northern side of the New Roath Dock, and about  $5\frac{1}{2}$  chains from the northern corner of that dock.

To enable the Company to stop up and discontinue the portions of roads and footpaths, and to make the new roads, footpaths, and other works hereinafter described, that is to say:—

So much as lies between the boundaries of the Company's property of the road and public footpath in the parish of Stapleton, in the county of Gloucester, which cross the railway of the Company on the level, at the northern end of the platform at the Ashley-hill Station on the said railway, and in lieu thereof to make and maintain a new footpath wholly in the said parish, to commence by a junction with the existing footpath about  $1\frac{1}{4}$  chains westward of the Company's said railway, and to terminate by a junction with the said existing footpath about three-fourths of a chain eastward of such railway.

So much as lies between the boundaries of the Company's property of the road and public footpath in the parish of Stonehouse, in the county of Gloucester, which cross the railway of the Company on the level at the eastern end of the passenger platform, at the Company's station at Stonehouse.

So much of the road and public footpath in the parish of Basingstoke, in the county of Hants, which footpath leads from Basingstoke to Sherborn St. John, as is situate between a point on the road leading to the goods shed of the Company at Basingstoke, about 2 chains northward of the bridge which carries the railway over the said road and a point on the first-mentioned road and public footpath, about 3 chains northward of the said first-mentioned point, and in lieu thereof to make and maintain a new road and footpath to be situate wholly in the said parish of Basingstoke, to commence by a junction with the said first-mentioned road and public footpath, at the point last above described, and to terminate by a junction with the said road leading to the goods shed, about 5 chains westward of the before-mentioned bridge which carries the railway over the said road leading to the goods shed.

So much as lies within the boundaries of the