

the proposed entrance channel to the dock basin also shown thereon; and such sluices, gates, or other works as may be required for the said cut or channel.

The said works will be situate in the parishes of Cadoxton-juxta-Barry, Merthyr Dovan, Barry and Sully, in the county of Glamorgan, or one or more of them, or in extra-parochial land or water.

To enable the Company to acquire compulsorily or by agreement all such lands as may be necessary for the said intended works, and also certain tidal slob lands, foreshore, and other land in or adjoining the parishes of Cadoxton-juxta-Barry and Sully, or one of them, situate to the southward and eastward of the Dock Works which the Company were authorised to make under the said Act of 1884, and to empower the Company to use the said lands for the purposes of their undertaking and the works or some of the works which the Company are empowered to make and maintain by the Barry Dock and Railways Acts, 1884 and 1885.

To authorise the Company to deviate, laterally and vertically, from the lines and levels of the works aforesaid, as shown upon the plans and sections hereinafter mentioned, to any extent which may be defined by the Bill.

To reduce the number of quorum of a meeting of the directors of the Company.

To empower the Company or any Company or persons for the time being working or using the railways of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions and on payment of such tolls and rates as may be agreed on or may be settled by arbitration or be provided by the Bill, to run over, work, and use with their engines, carriages, and wagons, and officers and servants, whether in charge of any engines or trains, or for any other purposes whatsoever, and for the purposes of their traffic of every description.

The railways and portions of railways and stations following (that is to say) :—

So much of the railways belonging to or worked by the Penarth Extension Railway Company, the Penarth Harbour Dock and Railway Company, the Taff Vale Railway Company, and the Great Western Railway Company, as will give access from the termination of the railway authorised by the Barry Dock and Railways Act, 1885, to the station of the Great Western Railway Company at Cardiff.

So much of the railways junctions and sidings of the Penarth Extension Railway Company, the Penarth Harbour Dock and Railway Company, the Taff Vale Railway Company, the Great Western Railway Company, the Rhymney Railway Company, and the railways belonging to the Marquis of Bute as will give access from the termination of the railway authorised by the Barry Dock and Railways Act, 1885, to the West Bute Dock, the East Bute Dock, the Roath Basin and the Roath Dock, all at Cardiff, in the county of Glamorgan, and also over all the railways connected with the Docks at Cardiff, belonging to the Marquis of Bute and his Trustees.

All the undertaking, railways, and sidings of the Taff Vale Railway Company and all undertakings and railways leased to or worked by them.

All the undertaking, railways, and sidings of the Rhymney Railway Company and all undertakings and railways leased to or worked by them.

So much of the railways belonging to, or leased or worked by, the Great Western Railway Company as lie between the termination at Peterston of Railway No. 4, authorised by the Barry Dock and Railways Act, 1884, and the junction of the Llynvi and Ogmore Railway with the Great Western Railway at Bridgend.

All the undertaking, railways, branches and sidings of the Llynvi Valley Railway Company, and leased or worked by the Great Western Railway Company.

All the undertaking, railways, branches and sidings of the Llynvi and Ogmore Railway Company, and leased or worked by the Great Western Railway Company.

All the undertaking, railways, branches and sidings of the Ogmore Valley Railway Company, and leased or worked by the Great Western Railway Company.

All the undertaking, railways, branches and sidings of the Ogmore Valley Extension Railway Company, and leased or worked by the Great Western Railway Company.

All the undertaking, railways, branches, and sidings of the Cardiff and Ogmore Valley Railway Company, and leased or worked by the Great Western Railway Company.

All the undertaking, railways, branches and sidings of the Ely Valley Railway Company, and leased or worked by the Great Western Railway Company.

All the undertaking, railways, branches and sidings of the Ely Valley Extension Railway Company, and leased or worked by the Great Western Railway Company.

All the undertaking, railways, branches and sidings of the Ely and Clydach Valleys Railway Company, and leased or worked by the Great Western Railway Company.

All the undertaking, railways, and sidings belonging to, or leased, or worked by the Pontypridd, Caerphilly, and Newport Railway Company.

All the undertaking, railways, and sidings belonging to, or leased, or worked by the Brecon and Merthyr Tydfil Junction Railway Company.

Together with the said stations, and all other stations, and all roads, platforms, points, signals, water, water engines, engine sheds, standing room for engines, booking, and other offices, warehouses, sidings, junctions, machinery works and conveniences of or connected with the said several railways, portions of railways and stations.

To empower the Company on the one hand, and the Great Western Railway Company, the Taff Vale Railway Company, or any or either of them respectively, on the other hand, from time to time to enter into and carry into effect contracts, agreements, and arrangements with respect to the working, use, management, and maintenance of the railways, undertaking, and works of the Company, or any part or parts thereof; the management, regulation, interchange and collection, accommodation, transmission, and delivery of traffic, the supply and maintenance of engines, stock, and plant; the erection of wharves, piers, landing places, stores, tramways, sidings, accommodation works, buildings and conveniences, and the maintenance, use, and repair thereof; the fixing, collection, payments, appropriation, apportionment or distribution of the tolls, rates, charges, income and profits arising from the respective undertakings and works of the contracting companies, the payments, allowances, drawbacks, or rebates to