

from the termination of the said Railway No. 6 as above described, and terminating by a junction with the Roath Branch at a point 380 yards or thereabouts measured in a north-easterly direction from Splot Farm House.

8. A Railway, No. 8, commencing in the parish of Roath, in the county of Glamorgan, by a junction with the Roath Branch at a point 180 yards or thereabouts measured in a north-easterly direction from Splot Farm House, and terminating in the parish of Saint Mary the Virgin, Cardiff, in the same county, by a junction with the railway now belonging to the Marquess of Bute and the Trustees of the Will of the late Marquess of Bute, at a point 80 yards or thereabouts measured in a southerly direction from the eastern end of the Tyndall-street foot-bridge.
9. A Railway, No. 9, to be wholly situate in the parish of Roath, in the county of Glamorgan, commencing by a junction with the intended Railway No. 8 at a point 220 yards or thereabouts measured in a south-westerly direction from Splot Farm House, and terminating by a junction with the Roath Branch at a point 455 yards or thereabouts measured in a south-easterly direction from Splot Farm House.
10. A Railway, No. 10, to be wholly situate in the parish of Roath, in the county of Glamorgan, commencing by a junction with the Roath Branch at a point 380 yards or thereabouts measured in a north-easterly direction from Splot Farm House, and terminating by a junction with the Great Western Railway at or near the Pengam level crossing on that railway.

The said intended railways will pass from, in, through, or into, or be situate within the several parishes, townships, hamlets, or places following or some or one of them (that is to say): Roath, Llanedern, Michaelston-fedw, Llan-fedw, and Saint Mary the Virgin, Cardiff, in the county of Glamorgan, and Saint Mellons, Michaelston-fedw, Machen, Machen Lower, Machen Upper, Bassalleg, Graig, Risca, and Mynyddislwyn, in the county of Monmouth.

2. The intended Act will authorise the Company to exercise the powers and effect the objects following or some of them, viz. :—

3. To cross, stop up, alter or divert temporarily or permanently all such railways, tramways, canals, rivers, streams, turnpike and other roads, bridges, sewers, drains and pipes and other works within the before-mentioned parishes and places as it may be necessary to cross, stop up, alter or divert for the purposes of the intended railways or any of them.

4. To purchase and take by compulsion or agreement lands, houses, and hereditaments, and to acquire rights and easements in or over lands for the purposes of the intended railways and works, and also for the purpose of providing siding and other accommodation, and for other purposes of the intended Act certain lands in the parish of Roath, in the county of Glamorgan, lying on the eastern side of and parallel to the Railway No. 1 authorised by the Bute Docks (Further Powers) Act, 1886, and near the eastern end of the Roath Dock; and notwithstanding the 92nd Section of the Lands Clauses Consolidation Act, 1845, to purchase and take a part or parts 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.

5. To levy tolls, fares, rates, and charges upon or in respect of the intended railways and works, and also upon the railways and portions of railway to be used by the Company as herein-after mentioned, to alter the tolls, fares, rates, and charges now taken or authorised to be taken on those railways and portions of railway, and to confer exemptions from the payment of such tolls, fares, rates, and charges.

6. To authorise the Company on the one hand, and the Taff Vale Railway Company, the Bute Docks Company, the Brecon and Merthyr Tydfil Junction Railway Company, the Rhymney Railway Company, the Great Western Railway Company, and the London and North Western Railway Company (hereinafter referred to as "the Six Companies"), and the Marquess of Bute and the Trustees of the Will of the late Marquess of Bute, or any or either of those Companies or persons on the other hand, from time to time to enter into and carry into effect and rescind contracts, arrangements, and agreements for and with respect to the working, use, management, and maintenance of the respective railways and works of the contracting Companies or persons, or any of them, or of any part thereof, the supply of engines and working stock and plant, and of officers and servants for the conduct and conveyance of the traffic on those railways, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance; the interchange, transmission, forwarding, and delivery of traffic coming from or destined for the respective railways of the contracting Companies or persons; the fixing and collecting of the tolls rates, and charges to be demanded, taken, and recovered in respect of such traffic, and the division and appropriation of the receipts and revenue arising therefrom; and the intended Act will sanction or confirm, and give effect to any such contracts, arrangements or agreements which have been or may before the passing thereof be entered into between the Company, and any or either of the said Companies and persons with reference to the matters aforesaid.

7. To empower the Company, and all companies and persons lawfully working or using the railways of the Company, or any part thereof, by agreement or otherwise, to run over, work, and use with their engines, carriages, and wagons, and officers and servants, and for the purposes of traffic of all kinds, upon such terms and conditions, and on payment of such tolls, rates, and charges (if any), as may be agreed upon or settled by arbitration, or prescribed or authorised by the intended Act, the railways and portions of railways next hereinafter mentioned (that is to say):—

- (a) So much of the Great Western Railway as is situate northward and westward of the junction therewith of the intended Railway No. 1, including the Western Valleys, the Sirhowy, the Ebbw Vale, the Nantyglo and the Cymtillery branches, and Halls Tramway, and also so much of the South Wales Railway of the Great Western Railway Company as lies between the junction therewith of the intended Railway No. 6 and the junctions of the said South Wales Railway with the Penarth Railway, including the Penarth Curves and the junctions thereof with the Penarth Railway.
- (b) The Sirhowy Railway of the London and North Western Railway Company.
- (c) So much of the Brecon and Merthyr Tydfil Junction Railway as lies between the