

In Parliament.—Session 1894.

Great Western Railway. (No. 1.)

(Railways and Works in the Counties of Denbigh, Monmouth, Glamorgan, and Wilts; Viaducts and Embankments, Additional Lines of Rails, Widening and Lengthening of Bridges, Footpaths, and Roads, Stopping up of Roads and Footpaths, and Additional Lands in the Counties of Essex, Berks, Wilts, Warwick, Stafford, Gloucester, Devon, Cornwall, Monmouth, and Glamorgan; Power to Company, and London and North-Western Railway Company to Widen Bridges, to Stop up certain Roads, and to Acquire Additional Lands in the County of Salop; Tolls; Provisions as to Superfluous Lands of the Company; Revival of Powers for the Construction of the East Usk Railway and for the Purchase of certain Lands required therefor; Revival of Powers for Lengthening Tyndall-street Footbridge at Cardiff; Revival of Powers for the Purchase of Lands and Extension of Time for the Construction of Railways 1, 2, and 3, authorised by the Exeter, Teign Valley, and Chagford Railway Acts, 1883 and 1891; Abandonment of Railway No. 2, authorised by the Great Western Railway Act (No. 2), 1882; Amalgamation of the Tiverton and North Devon and Oldbury Railway Companies with the Company; Amendment of Sections 10 and 14 of the Hammersmith and City Railway Act, 1865; Provisions as to certain Lands at Hammersmith Acquired by the Metropolitan Railway Company under the Metropolitan Railway Act, 1882; Agreements; Capital; Application of Funds by Company and by London and North-Western Railway Company; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Great Western Railway Company (hereinafter called "the Company") for an Act for all or some of the following purposes (that is to say):—

To enable the Company to make and maintain the railways 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, viz.:—

1. A Railway (No. 1) commencing in the township of Esclusham below, in the parish of Wrexham, in the county of Denbigh, by a junction with the Shrewsbury and Chester Railway of the Company at a point thereon about 6 chains north-eastward of the post on that railway, indicating $199\frac{1}{2}$ miles from Paddington, and terminating in the township of Moreton above, in the parish of Ruabon, in the said county, by a junction with the Company's Llwynnion Branch Railway at or near the junction of the Bryn-yr-Owen Branch Railway, with the said Llwynnion Branch, and which intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them (that is to say):—Wrexham, Esclusham, below, Moreton above, Moreton below, and Ruabon, all in the county of Denbigh.

2. A Railway (No. 2) commencing in the township of Moreton above, in the parish of Ruabon, in the county of Denbigh, by a junction with the Company's said Llwynnion branch, about 15 chains south-eastward of the termination of that branch, and terminating in the township of Esclusham above, in the parish of Wrexham, on the northern side of the road from Rhosllanerchrugog to Llanerchrugog Hall; about

4 chains north-westward of the junction of Mountain-street and Hall-street, Rhosllanerchrugog and which intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them (that is to say):—Ruabon, Moreton above, Esclusham above, and Wrexham, all in the county of Denbigh.

3. A Railway (No. 3) to be wholly situate in the parish of Bedwellty, in the county of Monmouth, commencing by a junction with the Penner Branch Railway of the Company, formerly known as Hall's Tramway, at or near the termination thereof, and terminating in the field numbered on the Ordnance Map, $\frac{1}{2500}$ scale, 1,715 in the said parish, at or near the boundary dividing Nos. 1,714 and 1,715 in that parish on the said map, and about 26 chains, measured in a westerly direction, from the building known as Twyngwyn.

4. A Railway (No. 4) to be wholly situate in the parish of Margam, in the county of Glamorgan, commencing by a junction with the South Wales Railway of the Company at a point thereon about 12 chains south-eastward of the south-eastern end of the platforms at the Port Talbot Station, and terminating in the field numbered on the Ordnance Map $\frac{1}{2500}$ scale 682, in the said parish, at or near the boundary shown on the said map dividing numbers 682 and 686 in that parish, and about 4 chains north-eastward of the building known as Farteg Fach, and which intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say):—Margam and Port Talbot, in the county of Glamorgan.

5. A Railway (No. 5) commencing in the parish of Margam, in the county of Glamorgan, by a junction with the intended Railway No. 4 at or near the termination thereof and terminating in the township of Cwmdru, in the parish of Llangynwyd, in the said county, by a junction with the Llynvi Valley Railway of the Company, at a point thereon about 11 chains south-westward of the bridge carrying such railway over the Llynvi River, near to the northern end of High-street, Nant-y-ffyllon, and which intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say):—Margam, Maesteg, Llangynwyd, Nant-y-ffyllon, and Cwmdru, all in the county of Glamorgan.

6. A Railway (No. 6) to be wholly situate in the parish of Margam, in the county of Glamorgan, commencing by a junction with the intended Railway (No. 4), at a point thereon about 1 furlong 7 chains from the commencement of the said railway near Port Talbot Station, and terminating by a junction with the Branch Railway, belonging to Miss Emily Charlotte Talbot, leading to Port Talbot Dock, at a point thereon about 8 chains westward of the point where the said railway crosses Byass and Company's Tramway on the level, and which intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say):—Margam and Port Talbot.

7. A Railway (No. 7) to be wholly situate in the parish of Margam, in the county of Glamorgan, commencing by a junction with the intended Railway No. 4, at a point thereon about 3 furlongs 4 chains from the commencement of the said railway, near Port Talbot Station, and about 5 chains northward of the bridge carrying the road from Port Talbot Station to Taibach, over