the Taff Vale Railway Company, and terminating at the eastern end of the bridge that carries the Penarth Branch Railway of the Company over the occupation road 5½ chains westward of the Company's Cogan station.

To authorise the Company to purchase and acquire by compulsion or agreement the lands hereinafter described, viz.:—

Tidal lands and foreshore in or adjoining the parish of Barry, in the urban district of Barry, and county of Glamorgan, and immediately to the eastward of the eastern breakwater of the dock undertaking of the Company (including Bendrick Rock), and extending along the foreshore for a distance of 15 chains, or thereabouts, eastward of the said rock.

Lands in the parish of Llantwit Fardre, in the county of Glamorgan, on the east side of and adjoining the Company's Treforest branch railway, from the junction of the said Treforest branch railway with the Company's main line of railway, to a point 23 chains, or thereabouts, measured along the said Treforest branch railway in the direction of Treforest.

Lands in the said parish of Llantwit Fardre, on the west side of and adjoining the Company's main line of railway from the junction of the Treforest branch railway with the said main line to a point 8½ chains, or thereabouts, measured along the said main line in the direction of Hafod.

Lands in the parish of Pontypridd, in the urban district of Pontypridd, in the county of Glamorgan, on the north-east side of and adjoining the Company's main line of railway lying between the points, 1 chain, or thereabouts, and 9 chains, or thereabouts, measured along the said main line in the direction of Hafod, from the mile-post on the said main line, denoting 17¾ miles from Barry.

Lands in the said parish of Pontypridd in the urban district of Pontypridd, on the north-east side of and adjoining the Company's main line of railway from a point 5½ chains, or thereabouts, measured along the said main line in the direction of Barry, from the mile-post on the said main line, denoting 18 miles from Barry, to a point 8½ chains, or thereabouts, measured along the said main line in the direction of Hafod, from the said mile-post.

To authorise the Company to abandon and relinquish the construction of so much of the Railway No. 1, authorised by the Act of 1896, as is situate and lies between the commencement and termination of the intended deviation Railway No. 2 hereinbefore described.

To authorise the Company to deviate laterally from the lines of the intended railways and works to the extent shown on the plans hereinafter mentioned, or as may be provided by the Bill, and also to deviate vertically from the levels shown on the sections hereinafter mentioned.

To empower the Company to cross, stop up, alter, divert, or otherwise interfere with, temporarily or permanently, all such roads, streets, footpaths, highways, bridges, railways, tramways, canals, rivers, and streams, pipes, sewers, drains, telegraph or telephone wires, and posts within the aforesaid parishes, as it may be necessary to cross, stop up, alter, divert, or otherwise interfere with, for the purposes of the said intended railways and works.

To authorise the Company to purchase and take by compulsion, notwithstanding Section 92 of the Lands Clauses Consolidation Act, 1845, a part of any house, building, or manufactory, without being required or compelled to purchase the whole thereof.

To enable the Company to demand, take, and recover tolls, rates, and charges upon, or in respect of, the intended railways and works, and to confer, vary, or extinguish exemptions from tolls, rates, and charges.

To authorise the Company to apply, for the purposes of the intended Act, any of their existing or authorised capital or funds, and, for this purpose and the general purposes of their undertaking, or other purposes to which they are empowered to apply their funds, to raise additional capital by the creation of new ordinary or preference shares or stocks, and by borrowing on mortgage, and the issue of debenture stock, or to confer further powers on the Company as to the creation and issue of capital as preferred and deferred converted ordinary stock.

To authorise the Company to purchase and take, either compulsorily or by agreement, lands, houses, and other property, for the purpose of the intended railways and works, and also easements and rights in, or over, or upon lands and other property.

To provide that for the purpose of Subsection 15 of Section 18 of the "Barry Dock and Railways Act 1884," the road constructed by the Company alongside their railway between the Ship hotel on the mainland, and Paget-road on Barry Island, shall be substituted for the new road or road improvement described under the number 3 in Section 5 of the said Act.

To relieve the Company from liability to make good any loss or damage arising from or in consequence of any circumstances, accident, or cause not arising from the default or neglect of the Company.

To confirm an Agreement between the Company and the landowners referred to in Section 18 of the Barry Dock and Railways Act, 1884, with reference to certain lands; and to authorise and provide for any further Agreements between the Company on the one hand and any persons owning or interested in lands acquired by the Company on the other hand with reference to the matters aforesaid.

To alter and amend, so far as may be necessary for the purposes of the intended Act, the Barry Dock and Railways Act, 1884, and any other Act or Acts relating to the Company.

The Bill will vary and extinguish all existing rights and privileges which would interfere with any of its objects, and confer other rights and privileges, and it will incorporate with or without exemptions and modifications, the Lands Clauses Acts, the Companies Clauses Acts, and the Railways Clauses Acts.

On or before the 30th November instant, duplicate plans and sections of the intended railways and works, and plans of the lands which may be taken compulsorily under the powers of the intended Act, with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, and also an Ordnance Map with the lines of the said intended railways delineated thereon, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, and with the Clerk of the Peace for the county of Monmouth, at his office at Newport.

On or before the same day copies of so much of the said plans, sections, and books of reference as relates to the several