

distribution of tolls, rates, charges, income, and profits arising from such traffic, and to sanction or confirm any contracts or agreements which have been or may be entered into touching any of the matters aforesaid.

To empower the Company, or any company or persons for the time being working or using the railway of the Company, or any part thereof, either by agreement or otherwise, and on such terms and conditions and on payment of such tolls, fares, and rates as may be agreed on or as may be settled by the Board of Trade or by arbitration or provided by the intended Act to run over, work, and use with their engines, carriages, and wagons, clerks, officers, and servants, whether in charge of engines or trains or for any other purpose whatsoever, and for the purposes of their traffic of every description the portions of railways and stations hereinafter mentioned (that is to say):—

(a) So much of the Great Western Railway as lies between the junction therewith of the intended railway and Nantyglo including the use of the Nantyglo Station.

(b) So much of the London and North-Western Railway as lies between the junction therewith of the intended railway and Brynmawr including the use of the Brynmawr Station.

Together with the stations, 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 portions of railways.

To authorise trustees and owners of settled estates, and others, to contribute towards the cost of the railway and works of the Company, and to empower corporate bodies or other owners or trustees, tenants for life, and other persons under any disability, whose estate or any part thereof may be benefited by, or any part of whose land may be required for the railway and works of the Company to subscribe for and take and hold shares in the capital of the Company, and to charge their respective funds or estates with the amount so contributed or subscribed, and to accept shares in the Company in payment for any land, houses, tenements, hereditaments, rights, or easements taken or acquired by the Company for the purposes of the intended railway and works, or to give or grant to the Company free of charge any land, houses, tenements, hereditaments, rights, or easements which may be required for such purposes.

To incorporate with the Bill all or some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Acts, 1863 and 1869; the Lands Clauses Acts; the Railways Clauses Consolidation Act, 1845; and the Railways Clauses Act, 1863, with such variations, modifications, and exceptions (if any) as may be deemed expedient or as may be contained in the Bill.

The Bill will so far as necessary for the purposes aforesaid, or any of them, vary or extinguish all powers and privileges which may interfere with its objects, and so far as may be requisite for the purposes thereof, the Bill will amend or enlarge some of the powers and provisions of the local and personal Acts following, viz.:—5 and 6 Will. IV, c. 107, and any other Act relating to or affecting the Great Western Railway Company; 9 and 10 Vict., c. 204, and any other Act relating to or affecting the London and North Western Railway Company.

And notice is hereby given, that on or before the 30th day of November instant, plans and sections showing the lines and levels of the intended railway and works, and the lands and other property which may be taken under the powers of the Bill, with a book of reference to such plans and Ordnance map with the line of railway 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 Monmouth, at his office at Newport; and on or before the same day a copy of so much of the said plans, sections, and book of reference as relates to any borough, district, or parish, with a copy of the Gazette Notice, will be deposited as follows:— In the case of an urban district (not being a borough) with the clerk of the district council at his office; in the case of any parish having a parish council, with the clerk of the parish council at his office, or if there is no clerk, with the chairman of that council at his residence.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons on or before the 21st day of December next.

Dated this 14th day of November, 1898.

DAVID T. JEFFREYS, Brecon, } Solicitors.
J. G. BISHOP, Brynmawr, }
W. and W. M. BELL, 27, Great George-
street, Westminster, Parliamentary
Agents.

In Parliament.—Session 1898.

Great Western and Great Central Railway Companies.

(Vesting in Two Companies or Joint Committee of portion of Great Western Railway Company's authorised Acton and High Wycombe Railway; Purchase by Two Companies or Joint Committee of portion of Great Western Railway Company's Wycombe and Oxford Railway; Improvement, widening and alteration of that Railway; New Railway between Princes Risborough and Grendon Underwood; Exemption from Private Street Work Expenses; Tolls; Constitution of Joint Committee; Other Provisions and Agreements between Two Companies and Joint Committee; Additional Capital; 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 and the Great Central Railway Company (which Companies are hereinafter respectively referred to as "the Great Western Company" and "the Great Central Company," and collectively as "the Two Companies") or one of them, for an Act (hereinafter called "the intended Act") for all or some of the following purposes, that is to say:—

[In this notice any township or other place for which a separate poor rate is or can be made, or for which a separate overseer is or can be appointed, is referred to as a parish.]

1. To transfer to and vest in the Two Companies, or in the Joint Committee to be appointed as hereinafter mentioned (hereinafter referred to as "the Joint Committee"), upon such terms as may have been or may be agreed upon, or as may be prescribed or authorised by the intended Act, so much of the Acton and High Wycombe Railway of the Great Western Company, being the Railway (No. 1),