

or any of the purposes of the said Bill, and for the purpose of such subscriptions, the Bill will enable that Company to apply any of their existing funds, and if necessary to raise additional capital by shares or by stock, and by loan, and with or without any priority of dividend or interest, and other advantage over the existing and authorized capital of that Company.

The Bill will also enable the Company, on the one hand, and the said Great Western Railway Company on the other hand, from time to time to make and carry into effect agreements for, and in respect of the working, management, maintenance, and use by the said Great Western Railway Company of the intended railways, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the railways; the payments to be made, and the conditions to be performed with respect to such working, management, maintenance, use, and services; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the two Companies, and the division and appropriation of the revenue arising from that traffic, and the Bill will authorize the appointment of Joint Committees for carrying into effect any such agreement as aforesaid, and it will confirm any agreement already made, or which prior to the passing of the Bill, may be made between the said Companies, touching any of the matters aforesaid.

The Bill will incorporate with itself the necessary provisions of "The Railways Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, Amendment Act, 1860," and it will amend and enlarge the powers and provisions of the several Acts following relating to the Company, namely, "The Wycombe Railway Act, 1846," "The Great Western Railway Amendment and Extension Act, 1847," "The Wycombe Railway Amendment Act, 1852," and "The Wycombe Railway Extension Act, 1857," also of the several Acts relating to the Great Western Railway Company, namely, 5 and 6 Will. IV, cap. 107; 6 Will. IV, caps. 36, 38, 77, and 79; 1 Vict., caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Vict., cap. 27; 3 Vict., cap. 47; 3 and 4 Vict., cap. 105; 4 and 5 Vict., cap. 41; 5 Vict., cap. 28; 6 Vict., cap. 10; 7 Vict., cap. 3; 7 and 8 Vict., cap. 68; 8 and 9 Vict., caps. 40, 53, 155, 156, 184, 188, 190, and 191; 9 Vict., cap. 14; 9 and 10 Vict., caps. 166, 181, 236, 239, 240, 278, 313, 315, 335, 337, 338, 369, and 402; 10 and 11 Vict., caps. 60, 72, 76, 91, 101, 109, 149, 154, 226, and 242; 11 and 12 Vict., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 138, and 159; 13 Vict., caps. 6 and 7; 13 and 14 Vict., caps. 44, 98, and 110; 14 and 15 Vict., caps. 48 and 81; 15 and 16 Vict., caps. 125, 133, 140, 145, 147, and 168; 16 and 17 Vict., caps. 121, 153, 175, and 212; 17 and 18 Vict., caps. 108, 120, 163, 192, 202, 204, 207, 209, 215, and 222; 22 Vict., cap. 13; 22 and 23 Vict., caps. 1, 64, and 120; and the 23 and 24 Vict., cap. 69.

Duplicate plans and sections describing the line, situation, and levels of the proposed new lines of railway, and the lands, houses, and other property in or through which the same will be made, together with a Book of Reference to such plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, and other property; also a published map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice, will, on or before the 30th day of November

instant, be deposited for public inspection, with the clerk of the peace for the county of Bucks, at his office at Aylesbury; with the clerk of the peace for the county of Oxford, at his office in Oxford; and with the clerk of the peace for the county of Berks, at his office in Abingdon; and on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said railways will be made, and a copy of this notice will be deposited with the parish clerk of each such parish at his place of abode, and in the case of any extra-parochial place, then with the parish clerk of a parish immediately adjacent thereto.

Printed copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons before the 23rd day of December next.

Dated this 13th day of November, 1860.

Baxter, Rose, and Co., 6, Victoria-street, Westminster.

In Parliament.—Session 1861.

Swansea and Neath Railway.

(Powers to Vale of Neath Railway and other Companies, and over their undertakings).

A PPLICATION is intended to be made to Parliament, in the next session thereof, for leave to bring in a Bill to incorporate a Company, and to confer upon them the following, or some of the following among other powers.

To make and maintain in the county of Glamorgan, the following railways or one of them, on the broad or mixed gauge, with all necessary works, stations, approaches, and conveniences connected therewith:

First. A mainline of railway to commence by a junction or junctions with the Vale of Neath Railway, at or near the first half mile post on the same railway from Neath, and opposite to the Vale of Neath Brewery, in the village of Cadoxton, in the hamlet of Blaenhonddan, the parish of Cadoxton-juxta-Neath, and passing thence, from, in, through, or into the several parishes, townships, hamlets, and extra-parochial or other places following, or some of them; that is to say: Blaenhonddan, Duffryn, Clydach, Coedfrank, Llansamlet, Llansamlet Higher, Llansamlet Lower, Saint Thomas, town and franchise of Swansea and parish of Swansea, and terminating by a junction with a branch of the South Wales Railway, leading to the South Docks, called the Swansea Harbour Railway, at or near the north-east end of the railway bridge crossing Wind-street, in the town and franchise of Swansea, in the parish of Swansea.

Secondly. A branch line of railway in the hamlet of Saint Thomas, in the parish of Swansea, in the county of Glamorgan, with all proper works, stations, approaches, and conveniences connected therewith, diverging from the said intended main line of Railway at or near the Swansea Vale Railway Companies' Office, opposite to the public-house called the "Red House," in the said hamlet of Saint Thomas, and terminating by a junction with the Swansea Vale Railway, about 200 yards from the south end of the present terminus of the said Swansea Vale Railway, in the same hamlet.

Thirdly. A branch railway commencing with a junction with the goods sidings of the Vale of Neath Railway, at or near the goods ware-