

Clauses Consolidation Acts, 1845, 1860, and 1869."

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

Dated this 5th day of November, 1870.

Edward Wates, Sheerness, Solicitor for the Bill.

Wyatt and Hoskins, 28, Parliament-street, Westminster, Parliamentary Agents.

London and North Western Railway

(Additional Powers);

Railways, Roads, and other Works, Stopping up of Roads, Streets, and Footpaths, and Additional Lands in the Counties of Cumberland, Lancaster, York (West Riding), Chester, Salop, Stafford, Warwick, Worcester, Middlesex, Glamorgan, Monmouth, Brecon, Carnarvon, Merioneth, Denbigh, Flint, Radnor, City of Dublin, and Louth (in Ireland); Powers to Company and Manchester, Sheffield, and Lincolnshire Railway Company for acquisition of Lands at Ashton under Lyne; Further Powers as to Superfluous Lands; Abandonment of Branch Railway in county of Lancaster; Running Powers to Company over portion of Railways of Monmouthshire Railway and Canal Company, and Running and other Powers to that Company over and in respect of portion of Company's Railways, and Agreements between those Companies; Running Powers over portions of Railways of Dowlais Iron Company; Confirmation of Agreement with North London and London, Tilbury, and Southend Railway Companies and others; Powers to Mold and Denbigh Railway Company in respect of Alteration of Road and Stopping up of Level Crossings; Power to Dundalk and Greenore Railway Company to make Junction Railway near Dundalk; Powers to Company in reference to Hotels at Liverpool and at Buxton; Further Powers to Company in respect of Undertakings of the Kendal and Windermere and the Chester and Holyhead Railway Companies and the Shropshire Union Railways and Canal Company; Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session by the London and North Western Railway Company (hereinafter called "the Company"), for an Act for the following purposes, or some of them (that is to say):

To empower the Company to make and maintain the Railways following, or some or one of them, with all proper stations, sidings, approaches, works, and conveniences connected therewith (that is to say):

A Railway (to be called "The Monmouthshire Railway Junction") commencing in the parish of Aberystroth, in the county of Monmouth, by a junction with the Railway of the Monmouthshire Railway and Canal Company, at the junction of that Railway with Messieurs Joseph and Crawshay Bailey's Railway near the Nantyglo Ironworks, and terminating in the parish of Llanely, in the county of Brecon, by a junction with the Merthyr, Tredegar, and Abergavenny Railway of the Company,

at a point thereon a quarter of a mile, or thereabouts, to the east of the Brynmawr Station on that Railway; which said intended Railway will be wholly situate within the parishes of Aberystroth, in the county of Monmouth, and Llanely, in the county of Brecon;

A Railway (to be called "The Dowlais and Vochrhiw Railway, No. 1"), to be wholly situate in the parish of Merthyr Tydfil, in the county of Glamorgan, commencing by a junction with the Dowlais Extension Railway of the Company authorised by and sixthly described in "The London and North-Western Railway (New Lines) Act, 1867," at a point thereon eighty yards or thereabouts south-west of the bridge carrying the Brecon and Merthyr Railway over the turnpike-road from Abergavenny to Merthyr, at Dowlais Top, and terminating by a junction with the Brecon and Merthyr Railway, at a point thereon forty-seven yards or thereabouts to the north-east of the booking office of the Dowlais Top Station on that Railway;

A Railway (to be called "The Dowlais and Vochrhiw Railway No. 2"), commencing in the parish of Merthyr Tydfil, in the county of Glamorgan, by a junction with the said intended Dowlais and Vochrhiw Railway No. 1, at a point thereon two hundred and twenty yards, or thereabouts, south-west of the bridge carrying the Brecon and Merthyr Railway over the turnpike-road from Abergavenny to Merthyr at Dowlais Top, and terminating in the parish of Gellygaer, in the same county, by a junction with the Dowlais Iron Company's Pantywain Railway at a point thereon one hundred and eighty yards, or thereabouts, to the east of the level crossing of the said Pantywain Railway, by the public road leading from Dowlais to Vochrhiw; which said intended railway will be wholly situate within the said parishes of Merthyr Tydfil and Gellygaer;

A Railway (to be called "The Dowlais and Vochrhiw Railway No. 3"), to be situate wholly in the parish of Gellygaer, in the county of Glamorgan, commencing by a junction with the Dowlais Iron Company's Pantywain Railway, at a point thereon one hundred and ninety yards, or thereabouts, to the east of the level crossing of the said Pantywain Railway, by the public road leading from Dowlais to Vochrhiw, and terminating at a point three hundred and three yards, or thereabouts, north-west of the Dowlais Iron Company's Mine Pit No. 2;

A Railway (to be called "The Dowlais and Vochrhiw Railway No. 4"), to be situate wholly in the parish of Gellygaer, in the county of Glamorgan, commencing by a junction with the Dowlais Iron Company's Pantywain Railway at a point thereon two hundred and ten yards or thereabouts to the north of the Dowlais Iron Company's disused coal pit known as the Rase-lace Pit, and terminating by a junction with the Dowlais Iron Company's Tunnel Pit Railway, at the bridge which carries that railway over the Vochrhiw Pits Railway of that Company;

A Railway (to be called "The Dowlais and Vochrhiw Railway No. 5"), to be situate wholly in the parish of Gellygaer, in the county of Glamorgan, commencing by a junction with the said intended Dowlais and Vochrhiw Railway No. 4, at a point thereon one hundred and thirty-three yards or there-