

wardine, Leintwardine North, Bromfield, Upper Arley, Hagley, and Romsley will be deposited with the clerk or chairman of the Parish Council of each such parish or township at his residence; and (2) to the parishes of Burford, Knighton, Stow, Stanage, Leintwardine, Burrington, and Frankley, with the parish clerk of each such parish at his residence.

Printed copies of the intended Act or 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 18th day of November, 1895.

EDWARD ORFORD SMITH, Town Clerk,  
Birmingham, Solicitor for the Bill.  
SHARPE, PARKER, PRITCHARDS, and BARHAM, 9, Bridge-street, Westminster,  
Parliamentary Agents.

In Parliament.—Session 1896.

Great Western Railway.

(Additional Powers.)

(Railways and works in the County of Glamorgan; Viaduct; Widening and Lengthening of Bridges, Footpaths, and Roads, and Stopping up of Roads and Footpaths in the Counties of Glamorgan, Monmouth, Berks, Gloucester, Worcester, and Carmarthen; Additional Lands in the Counties of Bucks, Berks, Wilts, Devon, Worcester, Salop, Glamorgan, and Carmarthen; Power to Company and Midland Railway Company to make a Railway in the County of Gloucester; Agreements with Commissioners of Woods, &c.; Power to Company and the London and North Western Railway Company to acquire and to hold additional lands in the County of Salop; Tolls; Agreements; Amalgamation of the Abbotsbury, Marlborough, Milford, Much Wenlock and Severn Junction, Wenlock, Vale of Llangollen, Llangollen and Corwen, and Corwen and Bala Railway Companies with the Company; Confirmation of Agreements and power to enter into Agreements and other Powers; Capital; Application of Funds by Company and by Midland and London and North Western Railway Companies; 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 under the above name or short title 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.:—

Three railways to be wholly situate in the parish of Roath, in the county of Glamorgan, viz.:—

1. A railway (No. 1) commencing by a junction with the South Wales Railway of the Company about 10 chains north-eastward of the level crossing on the said South Wales Railway known as the Pengam Level Crossing, and terminating by a junction with the railway of the Bute Docks Company leading to the south-eastern side of the Roath Dock, at or near a point thereon about 4 chains southward of the junction of the last-mentioned railway with the railway of the Bute Docks Company leading to the north-western side of the said dock.

2. A railway (No. 2) commencing by a

junction with the intended Railway No. 1 about 2 chains south-westward of the south-western end of the signal box, at the Pengam Level Crossing, and terminating by a junction with the Roath Branch of the Taff Vale Railway Company at or near a point thereon about 8½ chains southward of the southern end of the bridge carrying the said Roath Branch over the South Wales Railway.

3. A railway (No. 3) commencing by a junction with the intended Railway No. 1 at or near a point thereon about 4 chains northward of the termination thereof, and terminating by a junction with the said railway of the Bute Docks Company, leading to the north-western side of the Roath Dock, at or near a point thereon about 6 chains south-westward of the junction of that railway with the railway of the said Company, leading to the south-eastern side of the said dock.

To empower the Company to execute the works, and to exercise the powers following, or some of them, that is to say:—

The making and maintaining a viaduct and embankments to be wholly situate in the parish of Bickleigh, in the county of Devon, commencing at or near the southern end of the existing viaduct on the South Devon and Tavistock Railway of the Company at a point about 16 chains northward of the northern end of the up platform of the Company's Bickleigh Station, and terminating at or near the northern end of the said viaduct at a point on such railway about 25 chains northward of the northern end of the said platform.

The widening on the south-eastern side of the bridge which carries the Company's South Wales Railway over the river Rumney, in the parishes of Roath and Rumney, in the counties of Monmouth and Glamorgan, about 8 chains south-westward of the post on that railway indicating 167¾ miles from Paddington.

The widening on both sides of the bridge which carries the Company's West Midland Railway in the parish of Upper Swinford over the road leading from Glasshouse Hill, Old Swinford, to Chawn Hill.

The lengthening at the north-western end of the bridge, in the parish of Saint Mary the Virgin, Cardiff, which carries Windsor-road over the South Wales Railway of the Company.

The lengthening at the northern end of the bridge, in the parish of Saint Mary the Virgin, Cardiff, which carries the Rhymney Railway over the said railway of the Company.

The lengthening at the eastern end of the bridge which carries the public road in the parish of Ynysawdre, formerly part of the parish of Saint Brides Minor, in the county of Glamorgan, over the Llynvi and Ogmores Railway of the Company, about 2 chains southward of the post on that railway indicating 3¼ miles from Bridgend.

To enable the Company to stop up and discontinue the portions of roads, streets, and footpaths, and to make the new roads, streets, and footpaths, and other works hereinafter described, that is to say:—

In the county of Berks:

So much as lies between the western boundary of the Company's property and the Grenfell-road of the footpath in the parish of Maidenhead, formerly part of the parish of Bray, which crosses the Wycombe Railway of the Company, on the level about 3¼ chains northward of the post on that railway indicating 24½ miles from Paddington, and in lieu thereof