

undertaking of Bridge-street Station, Glasgow, now belonging to the South-Western Company and the Caledonian Company jointly, and the lines of railway, works, conveniences, buildings, and other property connected therewith, all lying between Bridge-street on the east, Cook-street on the south, Commerce-street on the west, and Clyde-place on the north, upon such terms and subject to such conditions, and from and after such period, as may have been or may be agreed upon, or as may be prescribed or provided by the intended Act.

To make such provision and to confer upon the South-Western Company and the Caledonian Company, and the Ayrshire Company, respectively, all such powers as may be necessary for giving effect to all or any of the objects aforesaid or incidental thereto, and to enable those Companies, or any of them, to enter into and carry into effect agreements with reference thereto, and to confirm and give effect to any agreement which may have been or may be made prior to the passing of the intended Act.

To enable the South-Western Company and the Caledonian Company to enter into and carry into effect agreements with reference to the sale, purchase, or exchange by, to, or between such Companies respectively, of any lands or property jointly or separately belonging to them, and to confirm or give effect to any such agreements which may have been or may be made prior to the passing of the intended Act.

To empower the South-Western Company and the Caledonian Company respectively to increase their capital for the purposes aforesaid, and for such other purposes as may be authorized by the intended Act, and for those purposes to raise further money by the creation of new shares or stock, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by borrowing, and by the creation of debenture stock, or by any of such means, and to apply to all or any of such purposes any capital or funds belonging to the South-Western Company and the Caledonian Company respectively, and to make applicable to any such additional capital raised by the Caledonian Company the provisions of the Caledonian Railway (Conversion of Stock) Act, 1890.

To vary and extinguish any existing rights or privileges which would interfere with the purposes of the intended Act, and to confer other rights and privileges.

To repeal, vary, alter, amend, and extend, so far as may be necessary for all or any of the purposes aforesaid, the several Acts hereinbefore mentioned or referred to, and also the several Acts following, namely, the Glasgow and South-Western Railway Consolidation Act, 1855, and the several other Acts relating to the South-Western Company; the Caledonian Railway Act, 1845, and the several other Acts relating to the Caledonian Company; the Girvan and Portpatrick Junction Railway Act, 1865, and the Ayrshire and Wigtownshire Railway Act, 1887, and all other Acts relating to the Ayrshire Company or their undertaking.

Printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons, when leave has been obtained to introduce the same.

Dated this 21st day of January, 1892.

THOMAS BRUNTON, St. Enoch Station,
Glasgow, Solicitor for the Bill.

SHERWOOD and Co., 7, Great George-street,
Westminster, Parliamentary
Agents.

Borough of Cambridge.

BYE-LAWS made in respect of the Tramways constructed by the Cambridge Street Tramways Company Limited.

NOTICE is hereby given, that at a meeting of the Town Council of the said borough, held on the 16th instant, the following Bye-laws with respect to the tramways constructed by the Cambridge Street Tramways Company Limited, were made and will be duly submitted to the Board of Trade for confirmation, in accordance with the provisions of the Tramways Act, 1870.

By order,

J. E. L. WHITEHEAD, Town Clerk.

Guildhall, Cambridge, December 31, 1891.

BYE-LAWS.

1. For the purpose of these Bye-laws and Regulations the term "car" shall mean any carriage using any tramway laid down within the said borough, and the terms "driver" and "conductor" shall respectively mean the driver and conductor or other person having charge of a car.

2. The driver of every car shall cause the same to be driven at a speed not exceeding eight miles an hour.

3. The driver of every car shall so drive the same that it shall not follow a preceding car at a less distance than 50 yards.

4. Subject to the requirements of Bye-law No. 3, the driver or conductor of a car shall stop the same for the purpose of setting down or taking up passengers when required by any passenger desiring to leave the car, or by any person desirous of travelling by the car, for whom there is room and to whose admission no valid objection can be made. Provided that nothing in this Bye-law shall require a car to be stopped on any gradient steeper than 1 in 25.

5. The driver of a car, on coming in sight of a vehicle standing or travelling on any part of the road so as not to leave sufficient space for the car to pass, shall sound his whistle as a warning to the person in charge of such vehicle, and that person shall, with reasonable despatch, cause such vehicle to be removed, so as not to obstruct the car.

6. No person shall in any way wilfully impede or interfere with the traffic on the tramways, nor shall any driver or conductor needlessly cause interruption to the ordinary road traffic.

7. Every driver, conductor, or other person offending against any of these Bye-laws and Regulations shall be liable to a penalty not exceeding forty shillings for each offence, and not exceeding for any continuing offence ten shillings for every day during which the offence continues.

NOTICE is hereby given, that a separate building, named Christadelphian Meeting Room, situate at Southgate, Elland, in the parish of Halifax, in the county of York, in the district of Halifax, being a building certified according to law as a place of religious worship, was, on the 16th day of January, 1892, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85.—
Witness my hand this 18th day of January, 1892,
J. W. LONGBOROUGH, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named Primitive Methodist Chapel, situate at Easington-lane, in the parish of Hetton-le-Hole, in the county of Durham, in the district of Houghton-le-Spring, being a building certified according to law as a place of religious worship, was, on the 18th day of Jan-