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nine Pounds: And whereas the Commissioners have been for some Time past carrying out Works of Improvement on the said Port and River, and have borrowed large Sums of Money under the Powers of the said Acts: And whereas the Trade and Commerce of the River *Tyne* have of late Years greatly increased, and it is expedient that the Commissioners be authorized for the Purpose of carrying out their Improvements and Works, and otherwise exercising the Powers conferred by the said Acts in relation to the said Port and River, to borrow further Sums of Money on the Credit of the *Tyne* Improvement Fund: And whereas by the *Tyne* Improvement Act, 1852, (in this Act called the Act of 1852,) the Commissioners were authorized, amongst other things, to make Docks, to be called the *Northumberland* Docks, at a Place called *Hay Hole* on the Northern Side of the River, and to levy Rates, Dues, and Duties for the Purposes thereof, and to borrow on Mortgage of such Rates, Dues, and Duties the Sum of Two hundred thousand Pounds: And whereas by the *Tyne* Improvement Act, 1859, (in this Act called the Act of 1859,) the Commissioners are authorized to raise a further Sum of One hundred thousand Pounds for the Purposes of the *Northumberland* Docks: And whereas the whole of the said Sum of Two hundred thousand Pounds and a considerable Portion of the said Sum of One hundred thousand Pounds have been raised accordingly: And whereas the Receipts and Expenditure of the Commissioners in relation to the *Northumberland* Docks are directed to be kept separate from the other Receipts and Expenditure of the Commissioners, and the Rates, Tolls, Duties, and Monies received in respect of the *Northumberland* Docks are carried to the Account of a Fund which is in this Act called the *Northumberland* Dock Fund: And whereas the Accommodation provided in the *Northumberland* Docks has become inadequate for the increased and increasing Trade on the Northern Side of the River *Tyne*, and it is expedient that the Commissioners be authorized in connexion with the *Northumberland* Docks to erect and provide such Shipping Staiths and Works on and near the River *Tyne* as are by this Act authorized, and to connect the same by means of Railways with the *Blyth and Tyne* Railway, the *Cramlington* Railway, the *Backworth* Railway, and the *Brunton and Shields* Railway: And whereas it is expedient to make such Provision in respect of the Cost of the Works by this Act authorized as in this Act expressed, and that the Application of the surplus Revenues arising from the *Northumberland* Docks, and the Appropriation of certain Monies out of the *Tyne* Improvement Fund, provided for in the *Tyne* Improvement Act, 1861, (in this Act called the Act of 1861,) and the *Tyne* Improvement Act, 1865, (in this Act called the Act of 1865,) be respectively altered: And whereas Plans and Sections describing the Lines and Levels of the several Railways and Works by this Act authorized, and the Lands to be taken or used for the Purposes thereof, with

Books

Books of Reference to the Plans, have been deposited with the respective Clerks of the Peace for the County of *Northumberland* and for the County of the Town of *Newcastle-upon-Tyne*, and are in this Act referred to as the deposited Plans, Sections, and Books of Reference: And whereas it is expedient for the Purposes aforesaid and other Objects of this Act to confer on the Commissioners such further Powers as are in this Act mentioned; but the Objects of this Act cannot be attained without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows:

Short Title.

1. This Act may be cited for all Purposes as "The *Tyne* Improvement Act, 1867."

8 & 9 Vict. cc. 18. & 20., 23 & 24 Vict. c. 106., and 26 & 27 Vict. c. 92. incorporated.

2. "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and Part I. of "The Railways Clauses Act, 1863," are incorporated with this Act.

Same Meanings to Words in incorporated Acts as in this Act.

3. The several Words and Expressions to which by the Acts wholly or partially incorporated with this Act Meanings are assigned have in this Act the same respective Meanings, unless there be in the Subject or Context something repugnant to or inconsistent with such Construction.

Interpretation of Terms.

4. In this Act, or in any Act the whole or any Part whereof is incorporated with this Act, the following Words and Expressions have for the Purposes of this Act the following Meanings, unless there be something in the Subject or Context repugnant to such Construction; that is to say,

The Expression "the Commissioners" means the *Tyne* Improvement Commissioners;

The Expression "the Port" means, for the Purposes of this Act, the Port of *Newcastle-upon-Tyne* as defined by the Act of 1850, and includes so much of the Ports of *North Shields* and *South Shields* established for Custom House Purposes as lies within the Limits of the Port of *Newcastle-upon-Tyne*, and includes all Docks and Places therein, and within the River;

The Expression "the River" means the Parts of the River *Tyne* within the Jurisdiction of the Commissioners as extended by "The *Tyne* Improvement Act, 1861;"

The Expression "Vessel" shall mean any Ship, Lighter, Keel, Barge, Boat, Raft, or Craft, or any other Kind of Vessel whatever, whether navigated by Steam or otherwise;

The

The Expression "*Northumberland* Docks" means the Docks by the Act of 1852 authorized to be made, and the Basins, Locks, Channels, Entrances, and other Works and Conveniences thereof;

The Expression "the Railways" means the Railways and Works by this Act authorized to be made, and includes the Shipping Staiths, Wharves, Quays, Tramways, Sidings, Works, and Conveniences connected therewith or authorized to be made by this Act;

The Expression "*Tyne* Improvement Acts" means the Act of 1850 and the several subsequent Acts from Time to Time amending or altering the same;

The Expression "the Local Board" shall mean the Local Board of Health of the Borough of *Tynemouth*; and

The Expression "their Surveyor" shall mean the Surveyor for the Time being of the said Local Board;

And in construing "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," the Words "Work" and "Railway" shall be taken to include the Embankment or Quay on the Northern Shore of the *Tyne*.

Power to Commissioners to borrow on Mortgage.

5. It shall be lawful for the Commissioners to borrow and raise upon the Credit of the *Tyne* Improvement Fund, in addition to all Monies by the existing Acts authorized to be raised on the Credit of that Fund, any Sums of Money not exceeding in the whole Two hundred and fifty thousand Pounds, and the Commissioners shall have all such and the like Powers of raising such additional Sums, and also all other Powers and Authorities in relation to Monies borrowed on the Security of the *Tyne* Improvement Fund, as they would have had if the additional Sum authorized to be raised by this Act had been authorized to be borrowed by the Act of 1850, or any other of the *Tyne* Improvement Acts: Provided always, that such additional Powers of raising Money shall not prejudice any Rights which the Holders of existing Mortgages of the *Tyne* Improvement Fund may have under the Provisions of the *Tyne* Improvement Acts or any of them, but all Mortgages already granted upon that Fund and in force at the passing of this Act shall during their Continuance have Priority over any Mortgage to be created under the Powers of this Act.

Application of borrowed Monies.

6. The Monies so borrowed shall be applied by the Commissioners to any of the Purposes to which the *Tyne* Improvement Fund is made applicable by this Act or the *Tyne* Improvement Acts.

Part of Sect. 65 of Act of 1865 repealed.

7. So much of the Sixty-fifth Section of the Act of 1865 as enacts that the Sum of Fifty thousand Pounds only of the Monies borrowed under the Provisions contained in Section Sixty-four of that Act shall be applied to the Purposes of former *Tyne* Improvement Acts, and that

that the Residue of the Monies so borrowed shall be applied exclusively to the Purposes of that Act, shall be and is hereby repealed.

Power to Commissioners to execute new Works and enter upon Lands.

8. Subject to the Provisions of this Act and the Acts incorporated herewith, the Commissioners may enter upon, take, and use such of the Lands described on the deposited Plans and in the Books of Reference thereto as may be requisite for the Purposes of this Act, and in and upon or under those Lands respectively may make, maintain, and execute the several Works by this Act authorized to be executed (such Works not to include the Railway numbered 3. on the deposited Plans), and respectively within the Limits of Deviation, and according to the Lines and Levels shown on those Plans and Sections.

As to certain Lands in the Township of Chirton.

9. Notwithstanding anything herein contained it shall not be lawful for the Commissioners to purchase, enter upon, or take any of the Lands in the Township of *Chirton* now belonging to *George Otto Trevelyan* Esquire, without the Consent in Writing of the said *George Otto Trevelyan*, his Heirs, Assigns, or Successors in Estate, nor shall any Right or Easement appertaining to such Lands be prejudiced or affected by anything in this Act contained.

Works authorized by this Act.

10. The Works which the Commissioners are by this Act authorized to execute comprise the Works following (the Railways being respectively distinguished on the deposited Plans by the Numbers herein mentioned); that is to say,

A Railway (Number 1.) Four Furlongs Six Chains and Seventy Links in Length, or thereabouts, wholly in the Township of *Chirton* in the Parish of *Tynemouth* in the County of *Northumberland*, commencing by a Junction with the *Blyth and Tyne* Railway, and terminating at or near the Line of the *Backworth* Colliery Branch Railway leading to *Whitehill Point*:

A Railway (Number 2.) Five Chains and Ninety Links in Length, or thereabouts, wholly in the said Township of *Chirton*, commencing from and out of the *Cramlington* Railway by a Junction therewith, and terminating by a Junction with Railway Number 1. at or near the crossing of the *Brunton and Shields* Railway under the *Blyth and Tyne* Railway:

A Railway (Number 4.) Four Furlongs Two Chains and Fifty Links in Length, or thereabouts, commencing in the said Township of *Chirton* in the said Parish of *Tynemouth* by a Junction with Railway Number 1. at its Termination as before described, and terminating in the River *Tyne* on a Shipping Staith to be constructed in connexion with and for the Purposes of the said Railway Number 4. in the said Township of *Chirton* in the said Parish of *Tynemouth*, and in the Township of *Saint Nicholas* in the Parish of *Saint Nicholas* in the Town and County of the Town of *Newcastle-upon-Tyne*, or some or one of them:

A diverging Line of Railway (Number 5.) One Furlong and Thirty Links in Length, or thereabouts, commencing in the said Township of *Chirton* by a Junction with Railway Number 4. at a Point about Ten Chains West of the *Whitehill Point* Branch of the said *Backworth* Colliery Railway, and Eight Chains or thereabouts North of High-water Mark of the River *Tyne*, and terminating in a Shipping Staith to be constructed on the said River in connexion with and for the Purposes of Railway Number 5., about Three and a Half Chains East of the Shipping Staith communicating with Railway Number 4. in the said Township of *Chirton* and Parish of *Tynemouth*, and in the said Township and Parish of *Saint Nicholas*, or some or one of them:

A diverging Line of Railway (Number 6.) One Furlong and One Chain in Length, or thereabouts, commencing in the said Township of *Chirton* by a Junction with Railway Number 4., and terminating on a Shipping Staith to be constructed on the said River in connexion with and for the Purposes of Railway Number 6. in the said Township of *Chirton* and Parish of *Tynemouth*, and in the said Township and Parish of *Saint Nicholas*, or some or one of them:

A diverging Line of Railway (Number 7.) One Furlong Two Chains and Seventy Links in Length, or thereabouts, commencing in the said Township of *Chirton* by a Junction with Railway Number 4., and terminating on a Shipping Staith to be constructed on the said River in connexion with and for the Purposes of Railway Number 7. in the said Township of *Chirton* and Parish of *Tynemouth*, and in the said Township and Parish of *Saint Nicholas*, or some or one of them:

A diverging Line of Railway (Number 8.) One Furlong Four Chains and Twenty-five Links in Length, or thereabouts, commencing in the said Township of *Chirton* by a Junction with Railway Number 4., and terminating on a Shipping Staith to be constructed on the said River in connexion with and for the Purposes of Railway Number 8. in the said Township of *Chirton* and Parish of *Tynemouth*, and in the said Township and Parish of *Saint Nicholas*, or some or one of them:

A Railway (Number 9.) Three Furlongs Four Chains and Twenty Links in Length, or thereabouts, being a reverse Line of Railway Number 4., commencing on the said Shipping Staith intended to be constructed in connexion with and for the Purposes of Railway Number 4., and terminating by a Junction with Railway Number 4. near to the said *Whitehill Point* Branch Railway, near to the Point where the same is crossed by the Footway leading from *Howdon* to *North Shields*, being wholly to be made within the said Township of *Chirton* and Parish of *Tynemouth*, and within the said Township and Parish of *Saint Nicholas*, or some or one of them:

A Railway (Number 10.) One Furlong and Ten Links in Length, or thereabouts, being a reverse Line of Railway Number 5., commencing near to the Termination of Railway Number 5., and terminating by a Junction with Railway Number 9.:

A Railway (Number 11.) One Furlong and Fifty Links in Length, or thereabouts, being a reverse Line of Railway Number 6., commencing near to the Termination of Railway Number 6., and terminating by a Junction with Railway Number 9.:

A Railway (Number 12.) One Furlong and Two Chains in Length, or thereabouts, being a reverse Line of Railway Number 7., commencing near to the Termination of Railway Number 7., and terminating by a Junction with Railway Number 9.:

A Railway (Number 13.) One Furlong Three Chains and Fifty Links in Length, or thereabouts, being a reverse Line of Railway Number 8., commencing near to the Termination of Railway Number 8., and terminating by a Junction with Railway Number 9.:

A Railway (Number 14.) Four Furlongs and Fifty Links in Length, or thereabouts, wholly in the Township of *Chirton* aforesaid, commencing from and out of Railway Number 4. at a Point near to the *Backworth* Colliery Railway Line to *Whitehill Point*, and terminating at or near the Timber Platform of the Basin Entrance of the *Northumberland* Dock:

A Wharf or Quay, with Tramways and other Works, commencing at or near the Timber Platform, and terminating at or near *Whitehill Point* aforesaid, all in the said Township of *Chirton* and Parish of *Tynemouth*, and in the said Township and Parish of *Saint Nicholas*, or some or one of them:

Staiths for shipping Coals in the River *Tyne* in the said Township of *Chirton* and *Saint Nicholas*, and Parishes of *Tynemouth* and *Saint Nicholas*, or any of them, in connexion with and for the Purposes of Railways Numbers 4., 5., 6., 7., and 8.

For Protection of Duke of Northumberland.

11. And whereas the Most Noble *George* Duke of *Northumberland* is or claims to be the Owner of all the Lands which the Commissioners are authorized to take for the Purposes of this Act, and it is expedient to make Provision for the Protection of the said Duke, his Heirs, Assigns, and Successors in Estate: Therefore the following Provisions shall be in force for the Protection of the said Duke, his Heirs, Assigns, and Successors in Estate:

1. The Lands authorized to be purchased and taken under the Provisions of this Act shall be used in such Manner as the Commissioners shall see fit for the Purposes of promoting, extending, and improving their Undertaking, but the Commissioners shall not on any Portion of the Land purchased or taken from the said Duke construct or permit to be constructed any Railways other than those authorized to be constructed

constructed by this Act (including all necessary Works and Conveniences connected therewith) without the previous Consent in Writing of the said Duke, his Heirs, Assigns, or Successors in Estate, first had and obtained:

2. The Commissioners shall erect a Quay, with Wharfage behind the same, between the *Whitehill Point* and the existing Platform at the Entrance to the *Northumberland* Dock, and shall construct the Railways in connexion with such Quay and Wharfage shown on the deposited Plans, together with the said Railways connected therewith, and with the *Blyth and Tyne* Railway, the *Cramlington* Railway, the *Brunton and Shields* Railway, and the *Backworth* Railway, and all Parties using such Quay and Wharfage shall be subject to the Payment of the Dues to the Commissioners as authorized by this Act. A Portion of the Quay and Wharfage of not less Length than One hundred Yards shall be made and completed by the Commissioners within Two Years from the passing of this Act, and afterwards duly extended to the Extent as by this Act authorized as required for the Traffic;

3. The Commissioners shall not purchase or acquire any Land belonging to the said Duke to the Eastward of the Western Boundary of the *Whitehill Point* Branch of the *Backworth* Railway without the Consent in Writing of the said Duke, his Heirs, Assigns, or Successors in Estate, first had and obtained:

4. The Commissioners shall not sell any Part of the Land purchased under the Provisions of this Act without the Licence of the said Duke, his Heirs, Assigns, or Successors in Estate, in Writing for that Purpose first had and obtained.

Powers for compulsory Purchases limited.

12. The Powers of compulsory Purchase of Lands given by this Act shall not be exercised after the Expiration of Three Years from the passing thereof.

Appropriation of Lands for Timber Ponds.

13. The Commissioners may appropriate any Lands already acquired by them or to be acquired or held by them under the Powers of this Act for Timber Ponds, Wharves, Storage of Goods, and any other Purposes for the Accommodation of Trade or Shipping.

Power to acquire Land by Agreement for Timber Ponds.

14. And whereas the Import of Timber from the Northern Ports of *Europe* into the River *Tyne* has increased and is increasing, and great Inconvenience is experienced for Want of Space for the Deposit and Storage of the same, and it is expedient that the Commissioners should be authorized to purchase Lands for Timber Ponds: Therefore the Commissioners may acquire by Agreement any Quantity of Land, not exceeding One hundred and fifty Acres, to be used as Timber Ponds and Approaches thereto, and may apply for that Purpose any Portion of the *Tyne* Improvement Fund, to the Credit of which Fund

Fund the Dues for the Timber Ponds payable under this Act shall be carried.

Period for Completion of Works.

15. The Works by this Act authorized shall be completed within Seven Years from the passing of this Act, and on the Expiration of that Period the Powers by this Act granted to the Commissioners for executing those Works respectively shall cease to be exercised, except as to so much thereof as shall then be completed.

Additional Lands for Northumberland Docks.

16. The Commissioners may acquire by Agreement for the Purposes of this Act in connexion with the Railways by this Act authorized any additional Lands not exceeding in the whole Ten Acres.

Mode of carrying Railways over Road No. 195. in Tynemouth.

17. Railway Number 4. and Railway Number 9. shall respectively be carried over the Road or public Footway numbered on the deposited Plans 195. in the Parish of *Tynemouth* and Township of *Chirton* by means of an Arch of not less than Ten Feet in Width, and not less than Eight Feet in Height above the Surface of the said Road or public Footway at the springing of the Arch from the Abutment on either Side, unless some other Arrangement with respect to the said Footway shall be made by the Commissioners and the Local Board prior to the Construction of the said Railways.

Power to divert Road No. 16. in Tynemouth.

18. The Commissioners may, if they think fit, divert the Road numbered on the deposited Plans 16. in the Parish of *Tynemouth* and Township of *Chirton* to the East Side of the *West Cramlington* Railway, and the said Road or the Diversion thereof shall be carried over Railway Number 1. by means of a Bridge, and the Ascent in the said Road or the Diversion thereof when carried over the said Railway by the said Means shall in no Part be more than One Foot in Thirty Feet.

Fences, &c. for diverted Road.

19. In the event of the Road numbered on the deposited Plans 16. in the Parish of *Tynemouth* and Township of *Chirton* being diverted as aforesaid, the Commissioners shall make and maintain such Fences, Channels, Drains, and other Adjuncts to the diverted Road as the Local Board or their Surveyor may reasonably require, and shall maintain in proper Repair, to the reasonable Satisfaction of the Local Board or their Surveyor, the diverted Road, Fences, Channels, Drains, and Adjuncts for Three Years after the Completion thereof respectively.

Road to be made along Wharf or Quay in substitution for existing Rights.

20. The Commissioners shall, within Six Months after the Commencement of the Quay or Wharf hereby authorized, construct a new Road Twelve Feet in Width on the North Side of the said Quay or Wharf, for the whole Length thereof, in substitution for the Road now existing

existing over the proposed Site of the said Quay or Wharf, and if the said last-mentioned Road shall be stopped up or rendered impassable by the Works for the Construction of the said Quay or Wharf during the said Period of Six Months, the said Commissioners shall construct a temporary Road in lieu thereof, and keep the same open during such Period, and the Public shall enjoy the same Rights over and along such temporary Road and over the said new Road as before the passing of this Act were enjoyed or exerciseable by them on and along the said proposed Site.

Works interfering with Roads, &c. in Tynemouth to be under Supervision of Local Board.

21. All the Works by this Act authorized to be executed by the Commissioners, so far as the same may interfere with Roads or Streets in the Borough of *Tynemouth*, shall be carried on and completed under the Supervision and to the reasonable Satisfaction of the Local Board or their Surveyor, and in case of Difference between the Local Board or their Surveyor and the Commissioners with respect to the Construction or Completion of any of the Works, such Difference shall be referred to and settled by an Arbitrator to be appointed under the respective Seals of the Local Board and the Commissioners, or by the Board of Trade, on the Application of the Local Board or the Commissioners.

Saving Rights of Local Board.

22. Except as is by this Act expressly provided, nothing herein contained shall take away, diminish, alter, or prejudice any of the Estates, Rights, Interests, Powers, Privileges, Authorities, or Immunities of the Local Board.

Same Dues on Vessels, &c. at Shipping Staiths as in Northumberland Docks.

23. The same Rates and Duties may be demanded, received, and recovered in respect of Vessels using any Shipping Staith, Quay, or Wharf provided by the Commissioners under the Powers of this Act, and in respect of Coals, Minerals, and Goods shipped or unshipped, received, or delivered at such Staith, Quay, or Wharf from or into such Vessel, as could have been demanded, received, and recovered in respect of that Vessel, Coals, Minerals, and Goods, if the same Vessel had entered the *Northumberland* Docks, and for all Purposes such Shipping Staiths, Quays, and Wharves shall be deemed to be Part of and within the *Northumberland* Docks.

Further Dues may be levied.

24. The Commissioners, in addition to the Rates and Duties which they are authorized to demand, receive, and recover under the Provisions of the Act of 1852 and of this Act, may levy for the Use of the Quays, Wharves, Railways, or Shipping Places, and other Works and Plant of the Commissioners, such Sums as they think proper, not exceeding the Sums specified in the Schedules to this Act.

Power to vary Rates,

25. The Commissioners may from Time to Time vary all or any of the Sums specified in the said Schedules, or any of them, which they may

may from Time to Time think proper and reasonable, provided no such Sums shall exceed the Sums specified in the Schedules to this Act.

Commissioners may make Arrangements for conveying Traffic with other Persons.

26. The Commissioners may from Time to Time agree with the *Blyth and Tyne* Railway Company, the Owners of the *Brunton and Shields* Railway, and of the *Backworth* Railway, and of the *Cramlington* Railway respectively, and all other Companies and Persons whatever having Railways forming actual Junctions with the Railways of the Commissioners by this Act authorized, in respect of all or any of the Matters herein-after mentioned; that is to say, for the Passage and Working of Traffic or Trains over the Railways of the Commissioners, or any of them, to and from the respective Railways of those Companies and Persons, or any of them, and the shipping and unloading of Coal, Coke, Culm, Cinders, and Goods, and the Supply either by the Commissioners or by any of those Companies or Persons respectively of Engine or other Power and Labourage, and as to the Payments to be made in respect of any of such Matters: Provided always, that no Agreement to be entered into with any such Companies or Persons shall extend or apply to or affect the Traffic passing from or to the Railway of any other of such Companies or Persons without their respective Consents, and that no such Agreement shall confer on any such Companies or Persons Parties thereto any Rights, Powers, Privileges, or Preferences to the Exclusion of any other of such Companies or Persons, so that all such Companies and Persons may be entitled to be placed upon an equal Footing, so far as the Circumstances of the Case are similar, in respect of all Matters in relation to which any Agreement may be entered into with such Companies or Persons under the Authority of this Section.

Application of Tolls, &c.

27. The Tolls, Rates, and Duties received by the Commissioners under the Authority of this Act shall be carried to the Credit of the *Northumberland* Dock Fund, and shall form and be Part of that Fund, and such Fund shall be applicable to the Purposes of this Act in preference to the Purposes of the Act of 1861.

Northumberland Dock Fund applicable to Purposes of Act.

28. Save as by this Act otherwise provided, the *Northumberland* Dock Fund shall be the Fund applicable to carrying out the Provisions of this Act.

Power to borrow Money upon the Dock Rates.

29. It shall be lawful for the Commissioners from Time to Time to borrow on Mortgage of the Rates, Dues, Duties, and Monies which the Commissioners are or may be entitled to demand, recover, and receive in respect of the *Northumberland* Docks, and also in respect of the said Railways, Shipping Staiths, and the Works authorized by this Act, any Sum or Sums of Money not exceeding in the whole the Sum

Sum of One hundred and fifty thousand Pounds, and in the event of any Part of such Money being repaid the Commissioners may reborrow the same, and so *toties quoties*, but so nevertheless that there shall not be owing on the Security last aforesaid at any one and the same Time a greater Sum than Four hundred and fifty thousand Pounds; and for securing the Repayment of the Monies so borrowed, with Interest, the Commissioners may mortgage such Rates, Dues, Duties, Monies, and Tolls, or any Part thereof, to the Persons who shall advance or lend such Money as a Security for the Repayment of the Money to be so borrowed, with Interest for the same: Provided always, that all such Mortgages shall be subject and without Prejudice to all Mortgages, Bonds, and Securities now charged on such Rates, Dues, Duties, or Monies under the Act of 1852 and the Act of 1859, or otherwise in respect of the *Northumberland* Docks, during the Continuance of such last-mentioned Mortgages, Bonds, and Securities, but all Mortgages and other Securities which may be granted under the Powers of this Section shall have Priority over all Mortgages and other Securities that may hereafter be granted under the Powers of the Act of 1861 upon the Security of the *Northumberland* Dock Fund.

For Appointment of a Receiver.

30. The Mortgagees of the Commissioners under this Act may enforce Payment of Arrears of Interest or Principal, or Principal and Interest, due on their Mortgages by the Appointment of a Receiver, and in order to authorize the Appointment of a Receiver in respect of Principal, or Principal and Interest, the Amount owing to the Mortgagees by whom the Application for a Receiver is made shall not be less than Ten thousand Pounds in the whole.

Saving Rights of Corporation of Trinity House of Newcastle-upon-Tyne.

31. Except as by this Act expressly provided, nothing in this Act contained shall prejudice or affect the Right or Title of the Corporation of the Master Pilots and Seamen of the *Trinity House of Newcastle-upon-Tyne*, or the Members thereof, to any Rights, Powers, Privileges, Immunities, Authorities, Tolls, Dues, Duties, or Sums of Money to which that Corporation, or any Member or Members thereof, is or are now entitled.

Saving Rights of Corporation of Newcastle-upon-Tyne.

32. Except as is by this Act expressly provided, nothing in this Act shall take away, lessen, prejudice, alter, or affect any of the Estates, Lands, Property, and Effects of the Mayor, Aldermen, and Burgesses of the Borough of *Newcastle-upon-Tyne*, or any of the Tolls, Rates, Dues, Duties, Issues, Profits, or other Income whatsoever of or payable to that Corporation, or any of the Powers, Authorities, Franchises, Customs, Usages, Immunities, Rights, or Privileges of that Corporation.

33. Nothing

Docks not exempt from General Acts relating to Docks.

33. Nothing in this Act contained shall exempt the Docks of the Commissioners from the Provisions of any General Acts relating to Docks now in force or which may hereafter pass during this or any future Session of Parliament.

Expenses of Act.

34. All the Costs, Charges, and Expenses of applying for, obtaining, and passing this Act, and preparatory and incidental thereto, shall be advanced and paid by the Commissioners out of the *Tyne* Improvement Fund in the first instance, and afterwards apportioned, at the Discretion of the Commissioners, between the *Tyne* Improvement Fund and the *Northumberland* Dock Fund.

SCHEDULES.

RATES to be levied for the USE of the QUAYS, WHARFS, RAILWAYS, or SHIPPING PLACES, and other WORKS and PLANT of the COMMISSIONERS, in addition to the NORTHUMBERLAND DOCK RATES authorized to be levied by THE TYNE IMPROVEMENT ACT, 1852.

SCHEDULE A.

The following TABLE OF RATES to be levied and payable for the Use of Quays, Wharfage, and for Storage. The Figures in Column 1 to be levied for Goods landed or loaded at such Quays or Wharfs, from which they must be removed within Two Days, failing which, similar Dues to be charged for each Two Days Detention. The Figures in Column 2 are for Storage to be done under the Direction of the Commissioners Officers.

Description of Goods.	COL. 1. First Charge for Use of Quay and Wharfage, per Ton.		COL. 2. Rate per Week for Storage of Goods in Shed, Warehouse, or under Cover, per Ton.		Description of Goods.	COL. 1. First Charge for Use of Quay and Wharfage, per Ton.		COL. 2. Rate per Week for Storage of Goods in Shed, Warehouse, or under Cover, per Ton.	
	s.	*d.*	*s.*	*d.*		*s.*	*d.*	*s.*	*d.*
Acetate of Lime	2	0	0	5	Brass	2	0	0	2
Alabaster	1	0	0	2	Bread	2	0	0	4
Ale, Beer, and Porter	2	0	0	7	Bricks	0	4	0	2
Alum	2	0	0	2	Brimstone	2	0	0	2
Ammonia	2	0	0	5	Brooms	2	0	0	2
Anchors	2	0	0	2	Burr Stones	2	0	0	6
Argols	2	0	0	2	Butter	2	0	0	4
Arsenic	2	0	0	4	Bychrome of Potash	2	0	0	2
Ashes	2	0	0	2					
Asphalte	2	0	0	2	Candles	2	0	0	5
Antimony, Ore of	1	6	0	2	Casks	2	0	0	5
					Cast-iron Gas and Water Pipes	1	0	0	2
Bacon	2	0	0	3	Castings of other Kinds	1	6	0	2
Bales and Boxes of Goods	2	0	0	7	Cement, Ground	2	0	0	3
Bark	2	0	0	6	Cement, Shell	0	4	0	2
Barley and Barley Dust	1	3	0	3	Chains	2	0	0	2
Barwood	2	0	0	4	Chairs, Railway	1	0	0	2
Barytes	1	6	0	2	Chalk	0	4	0	2
Bath Bricks	1	6	0	2	Charcoal	2	0	0	5
Beans	1	3	0	3	Cheese	2	0	1	0
Beef	2	0	0	3	Chimney Cans	1	6	0	2
Blacking	2	0	0	2	China Stones	0	4	0	2
Bleaching Powder	2	0	0	2	Chromate of Iron	1	0	0	2
Bleaching Liquor	2	0	0	2	Clay	0	4	0	2
Blood	2	0	0	5	Clay Retorts	1	6	0	2
Bobbins	2	0	0	5	Clocks	2	0	1	0
Boilers	2	0	0	2	Cloves	2	0	1	0
Bones and Bone Dust	1	0	0	4	Coal Tar	1	0	0	2
Bottles	2	0	1	8	Codilla	2	0	0	4
Bran	1	3	0	3					

The Tyne Improvement Act, 1867.

Description of Goods.	COL. 1. First Charge for Use of Quay and Wharfage, per Ton.	COL. 2. Rate per Week for Storage of Goods in Shed, Warehouse, or under Cover, per Ton.	Description of Goods.	COL. 1. First Charge for Use of Quay and Wharfage, per Ton.	COL. 2. Rate per Week for Storage of Goods in Shed, Warehouse, or under Cover, per Ton.
	s. *d.*	*s.* *d.*		*s.* *d.*	*s.* *d.*
Coffee	2 0	0 3	Honey	2 0	0 7
Confections	2 0	0 5	Hoofs	2 0	0 5
Copper	2 0	0 3	Horns	2 0	0 5
Copperas	2 0	0 4	Horn Shavings	2 0	0 5
Copper Dross	0 4	0 2			
Copper Rollers	2 0	0 3	Indian Corn and Meal	1 3	0 3
Cordage	2 0	0 4	Indian Rubber	2 0	0 5
Corkwood	2 0	0 9	Ink	2 0	0 5
Cotton	2 0	0 4	Iron (Bar, Bolt, Rod, Rail, and Sheet)	1 6	0 2
Cotton Cloth	2 0	0 7	„ (Pig and Scrap)	0 9	0 1
Cotton Waste	2 0	0 2	„ Spikes, Rivets, and Pins	2 0	0 2
Cream of Tartar	2 0	0 5	„ Fencing	2 0	0 2
Creosote	2 0	0 0	„ Guns	2 0	0 2
Currants	2 0	0 5	„ Ore	0 4	
Cyder	2 0	0 7			
			Kelp	2 0	0 2
Draff	0 4	0 2	Kelp Salt or Waste	0 4	0 2
Drain Pipes	0 4	0 2			
Drugs	2 0	1 0	Lard	2 0	0 4
Dyestuffs	2 0	0 5	Lathwood	1 6	0 2
			Lead	2 0	0 2
Earth (Fuller's)	2 0	0 4	Leather	2 0	0 7
Earthenware	1 5	0 5	Lemon Juice	2 0	0 7
Eggs	2 0	0 5	Lemon Peel	2 0	0 7
Empty Baskets	2 0		Lignumvitæ	2 0	0 2
Empty Bags	2 0	0 2	Lime	0 4	0 2
Empty Casks	2 0	0 2	Limestone	0 4	0 2
			Linens	2 0	0 7
Farina	1 6	0 3	Linseed	2 0	0 2
Feathers	2 0	1 0	Linseed Oil and Rape Cakes	2 0	0 3
Felt	2 0	0 5	Liquorice	2 0	0 10
Fibre (Spanish)	1 6	0 3	Locust Beans	1 6	0 4
Fig Cake	2 0	0 5	Logwood	2 0	0 2
Fish	2 0	0 4	Looms	2 0	0 3
Flax	2 0	0 4	Luggage	2 0	0 7
Flint	0 4	0 2			
Flour	2 0	0 5	Macaroni	2 0	1 0
Fowls	2 0	0 5	Machinery	2 0	0 2
Fruits	2 0	0 5	Madders	2 0	0 4
Furniture	2 0	1 8	Magnesia	2 0	0 4
Fustic	2 0	0 2	Mahogany	2 0	0 2
			Malt	2 0	0 3
Garancine	2 0	0 4	Manganese	2 0	0 3
Gasometers	2 0	0 2	Manure	0 4	
Ginger	2 0	0 4	Marble	2 0	0 4
Glassware	2 0	1 0	Mats	2 0	0 6
Gravel	0 4	0 2	Milk	2 0	0 5
Grease	2 0	0 4	Mineral Waters	2 0	0 5
Grindstones	2 0	0 2	Molasses	2 0	0 4
Groceries	2 0	0 5	Muriates of Lime, Potash, Soda, Magnesia, &c.	2 0	0 2
Guana	1 0	0 2	Muslins	2 0	0 7
Gum	2 0	0 5			
Gunpowder	2 0		Nails	2 0	0 2
			Naphtha	2 0	0 2
Hair	2 0	0 2	Nitrate of Soda	2 0	0 2
Hams	2 0	0 3	Nuts	2 0	1 0
Hay	2 0	0 6			
Hemp	2 0	0 4			
Herrings	2 0	0 1			
Hides	2 0	0 6			

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Description of Goods.	COL. 1. First Charge for Use of Quay and Wharfage, per Ton.	COL. 2. Rate per Week for Storage of Goods in Shed, Warehouse, or under Cover, per Ton.	Description of Goods.	COL. 1. First Charge for Use of Quay and Wharfage, per Ton.	COL. 2. Rate per Week for Storage of Goods in Shed, Warehouse, or under Cover, per Ton.
	s. *d.*	*s.* *d.*		*s.* *d.*	*s.* *d.*
Oakum	2 0	0 4	Soot	1 0	
Oats and Oatmeal	1 3	0 3	Spelter	2 0	0 2
Oil	2 0	0 3	Spirits	2 0	0 8
Old Rope	2 0	0 2	Starch	2 0	0 4
Onions	2 0	1 6	Staves	1 0	0 2
Ores (Copper, Lead, Tin)	0 4		Steel	2 0	0 2
			Stockings	2 0	0 7
Pails	2 0	0 6	Stones	0 4	0 2
Paints	2 0	0 3	Straw	1 6	0 2
Pan Scales	0 4	0 2	Stucco	1 6	0 2
Paper	2 0	0 10	Sugar	2 0	0 4
Pavement Stones	0 4	0 2	,, Moulds	1 6	0 2
Peas	1 3	0 3	Sulphates (Soda and Zinc)	2 0	0 2
Peats and Turf	0 4	0 2	Syrup	2 0	0 4
Pepper	2 0	0 4			
Pianos	2 0	1 6	Tallow	2 0	0 3
Pimento	2 0	0 4	Tar	1 6	0 2
Pitch	2 0	0 3	Tea	2 0	0 10
Plaster of Paris	1 6	0 2	Thread	2 0	0 6
Ploughs	2 0	0 2	Tiles (Roofing)	1 0	0 2
Prussiate and Sulphate of Potash	2 0	0 4	,, (Drain)	0 4	0 2
Potatoes	1 0	0 3	Tin	2 0	0 2
Provisions	2 0	0 3	Tobacco	2 0	0 3
Pumice Stone	2 0	0 6	Tobacco Pipes	2 0	0 4
Puncheon Goods	2 0	0 6	Tow	2 0	0 4
Puncheon Packs	1 6	0 3	Treacle	2 0	0 4
Pyrites	0 4	0 2	Tree Plants	2 0	0 4
			Turnips	0 4	0 2
Rags	2 0	0 4	Turpentine	2 0	0 3
Railway Plant (Waggons, &c.)	2 0	0 3	Umber	2 0	0 4
Rice and Rice Flour	1 6	0 4	Valonia	2 0	0 4
Rock Salt	0 4	0 2	Vegetables	2 0	0 3
Rosewood	2 0	0 2	Vent Linings	1 6	0 2
Rosin	2 0	0 3	Vitriol	2 0	0 3
Rye	1 6	0 4			
			Wands	2 0	0 2
Sago	1 6	0 4	Wheat	1 3	0 3
Salt	0 4	0 2	Whiting	0 4	0 2
Salt Dross	0 4	0 1	Wines	2 0	0 8
Saltpetre	2 0	0 3	Wire	2 0	0 3
Sand	0 4		Wooden Pit Props	0 4	
Scrap Tin	1 0	0 4	Wood Goods (other)	0 6	
Seeds	2 0	0 4	Wool	2 0	0 10
Shell Fish	2 0	0 4	Wrought-iron Punts	2 0	0 2
Ships Stores	2 0	0 4	Do. Roofing	2 0	0 2
Shoes	2 0	0 4			
Shoe Pegs	2 0	0 4	Yarn	2 0	0 4
Shot	2 0	0 2	Yeast	2 0	0 4
Shumac	2 0	0 4	Yellow Metal	2 0	0 3
Skins (Calf, Sheep, and Lamb)	2 0	0 6	Zinc	2 0	0 2
Slag	0 4	0 2			
Slates	1 3	0 3	For Goods not specified the Commissioners shall levy reasonable proportionate Rates and Charges.		
Soap	2 0	0 6			
Soap Waste	0 4	0 1			
Soda	2 0	0 4			
Soda Ash	2 0	0 4			

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In Column 1 the Charges are for Goods arriving from or leaving for Foreign Ports. In case of such Goods proceeding from or to Coastwise the Rates charged upon such Goods to be at the Rate of Three Fourths of such Foreign Rates.

For all Ground occupied by the Storage of Timber, Iron, or other Goods uncovered, One Penny per Square Yard per Week.

And for the Use of Timber Ponds, One Penny per Square Yard per Week.

SCHEDULE B.

RATES ON ANIMALS AND CARRIAGES SHIPPED OR UNSHIPPED.

		s.	*d.*
Horses	each	1	6
Oxen, Bullocks, Cows	„	1	0
Ponies, Mules, Asses	„	0	6
Calves, Goats, Deer	„	0	3
Sheep, Lambs, Swine, Pigs, Dogs	„	0	1
Chaises and other Four-wheeled Carriages	„	2	6
Gigs, Carts, and other Two-wheeled Carriages	„	1	6

SCHEDULE C.

RATES FOR USE OF CRANES AND FOR WEIGHING, &c.

Part I.—Rates for Use of Cranes.

	For each Ton or Part of a Ton. *s.*	*d.*
On Timber	0	6
On Castings and Machinery	0	6
On Cast-iron Pipes	0	3
On Freestone	0	3
On Marble	1	0
On all other Articles, if weighing less than One Ton	0	3
„ „ „ One Ton and less than Two Tons	0	6
„ „ „ Two Tons and under Five Tons	0	9
„ „ „ Five Tons and under Ten Tons	1	0
For the Use of any Crane for loading or unloading Minerals	0	2

In addition to the above Rates, Sixpence per Hour to be paid for Wages of Craneman attending while the Crane is being worked.

Part II.—Rates for Use of Weighing Machines.

For each Cart, Bogie, Spring Van, or other Carriage, when the Load does not exceed One Ton	0	1
When the Load exceeds One Ton	0	2
For each Waggon Load of Coal	0	1

The Weight of Goods to be ascertained by the Weighing Machine of the Commissioners, if required by the Collector or other Officer appointed by the Commissioners for ascertaining the Rates; but in the event of the Weight specified by the Owner, Shipper, Importer, or Party in charge of the Goods being found equal to or greater than the Weight so ascertained, the Weighing Duties are not to be payable. But on all Goods stored with the Commissioners the Rates for weighing shall be paid to the Commissioners both on Receipt and Delivery of the Goods.

Part III.—Rates for Use of Planks, Stages, and Shoots.

	£	s.	d.
1. For Planks or Stages for loading or discharging Vessels— For each Plank or Stage, per Week - - -	0	1	0
2. For each Shoot, per Day - - - - -	0	2	0

One Shilling extra on each Cargo for removing the Planks, Stages, or Shoots to and from the Vessel.

Part IV.—Rates for Use of Water.

For the Supply of Water to Vessels entering and using the Docks, Eightpence per Puncheon.

But Rates shall not be leviable unless Water shall be actually supplied to Vessels.

SCHEDULE D.

LOCOMOTIVE OR OTHER POWER.

For all Goods other than Coal for which locomotive Power is used for hauling along the whole or any Part of the Commissioners Railways - - -	Sixpence per Ton.
For Animals, each Truck or Waggon Load - -	One Shilling.

SCHEDULE E.

WAGGONS.

For Use of Waggons to transport Goods, with the Exception of Minerals, on the Commissioners own Lines of Railway - - - - - -	Sixpence per Ton.

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SCHEDULE F.

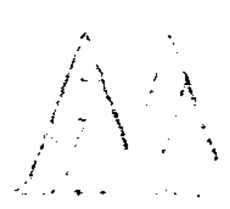
Taking Waggons laden with Coal, Coke, Culm, or Cinders from any Railway at the Point of Junction with the Commissioners Railways, conveying the same to and unloading the same at the Staiths, and returning the empty Waggons to the Railway from which obtained—	
For Coal contained in such Waggons -	One Penny Halfpenny per Ton.
For Coke, Culm, and Cinders contained in such Waggons - - - - -	Threepence per Ton.

SCHEDULE G.

LABOUR AND WORK ON GOODS.

For Labour and other Work performed on Goods other than Coal, Coke, Culm, and Cinders loaded as above, if the Commissioners perform the Work of loading or unloading, storing or unstoring, shipping or unshipping, or otherwise handling Goods, such reasonable Payment as the Commissioners may determine shall be leviable, additional to the preceding Rates.

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