



ANNO QUINTO

GULIELMI IV. REGIS.

Cap. xxxi.

An Act to authorize the *Newcastle upon Tyne and Carlisle* Railway Company to make an additional Branch Railway or Tramroad, and for other Purposes connected with their Undertaking.

[17th June 1835.]

WHEREAS by an Act passed in the Tenth Year of the Reign of His late Majesty King George the Fourth, intituled *An Act for making and maintaining a Railway or Tramroad from the Town of Newcastle upon Tyne in the County of the Town of Newcastle upon Tyne to the City of Carlisle in the County of Cumberland, with a Branch thereout*, certain Persons were incorporated by the Name of "The Newcastle upon Tyne and Carlisle Railway Company," and were thereby empowered to make, complete, and maintain a Railway or Tramroad, with proper Works and Conveniences adjoining thereto or connected therewith, for the Passage of Waggons, Carts, and other Carriages constructed as therein-after mentioned, commencing at or near the West End of a certain Street called the *Close*, and on the South Side thereof, in the Township of *Saint Nicholas* in that Part of the Parish of *Saint Nicholas* which is situate in the Town and County of *Newcastle upon Tyne*, and extending to or passing through or into or made within the several Parishes in the said Act mentioned, and terminating at or near to the North-west Corner of the Canal Basin in the Township of *Caldewgate* in the Parish of *Saint Mary Carlisle* in the County of *Cumberland*, together with One Branch Railway or Tramroad from and out of such Railway or

[Local.] 9 Q Tramroad,

10 G. 4. c. 72.

2 W. 4. c. 92.

Tramroad, with proper Works and Conveniences adjoining thereto or connected therewith, commencing at and passing through and terminating at the several Places mentioned in the said Act: And whereas the said Company have made considerable Progress in making the Railway or Tramroad which they are empowered to make, complete, and maintain in and by the said Act, and it is found expedient that the said Company should be authorized and empowered to make, complete, and maintain another Branch Railway or Tramroad, with proper Works and Conveniences adjoining thereto or connected therewith: And whereas the said Company were in and by the said Act authorized to raise a competent Sum of Money for making and completing the Railways or Tramroads and other Works thereby authorized to be made, not exceeding in the whole Three hundred thousand Pounds, except as therein mentioned; and it was in and by the said Act further enacted, that in case the Sum of Three hundred thousand Pounds should be insufficient for the making, completing, and maintaining the said Railways, Tramroads, and other Works, it should be lawful for the said Company to borrow and take up at Interest any such further or additional Sum or Sums not exceeding the Sum of One hundred thousand Pounds, on the Credit of the said Undertaking, as to them should seem meet: And whereas by an Act passed in the Second Year of the Reign of His present Majesty King *William* the Fourth, intituled *An Act to accelerate the raising by the Newcastle upon Tyne and Carlisle Railway Company of a certain Sum for the more speedy Prosecution of the Undertaking*, and after reciting that the said Sum of Three hundred thousand Pounds by the said therein and herein before recited Act authorized to be raised had been wholly subscribed for, but not wholly raised and paid, and also reciting that the said Company had made great Progress in the said Undertaking, but that in order to enable them to proceed therein with greater Despatch it was expedient that they should be empowered to borrow Money for the Purposes of the said Act, without waiting to ascertain the Insufficiency of the Sum so subscribed for as aforesaid, it was enacted, that so much of the said therein and herein before recited Act as restrained the said Company from raising any additional Sum of Money until the whole of the said Sum of Three hundred thousand Pounds by the said Act authorized to be raised should have been raised, and should have been found to be insufficient, should be and the same was thereby repealed; and it was further enacted, that it should be lawful for the said Company to borrow of the Commissioners for carrying into execution an Act of Parliament passed in the Third Year of the Reign of His late Majesty King *George* the Fourth, to authorize the Issue of Exchequer Bills and the Advance of Money for carrying on Public Works, any Sum or Sums of Money not exceeding in the whole One hundred thousand Pounds: And whereas the said Sum of One hundred thousand Pounds so authorized to be borrowed by the said Company of the said Commissioners hath been borrowed accordingly: And whereas it hath been ascertained that a further Sum, in addition to the said Two Sums of Three hundred thousand Pounds and One hundred thousand Pounds so authorized to be raised and borrowed by the said Company as aforesaid, will be required for the Purpose of completing and maintaining the Railway or Tramroad and other Works authorized by the said firstly herein-before recited Act to be made; and in order to provide such further Sum, and also a sufficient Sum

Sum to make, complete, and maintain the Branch Railway or Tramroad and other Works by this Act authorized to be made, it is necessary that the said Company should be empowered to create an additional Number of Shares in the said Company, and to raise and borrow forthwith an additional Sum of Money: And whereas since the passing of the said first-recited Act the Objections to the Use of locomotive or movable Steam Engines have, by the Improvements in Machinery, and by the Use of Coke instead of Coal, been in a great measure if not altogether removed; and it is deemed expedient that so much of the said firstly herein-before recited Act as relates to the using of locomotive or movable Steam Engines should be repealed or altered in manner herein-after expressed; but the same and the Object aforesaid cannot be effected without the Aid and Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the King'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, That the *Newcastle upon Tyne and Carlisle Railway Company* shall be and are hereby authorized and empowered, by themselves, their Deputies, Agents, Officers, Workmen, and Servants, to make, complete, and maintain a Railway or Tramroad from and out of the Main Railway or Tramroad authorized by the said firstly herein-before recited Act to be made, commencing at or upon the Line of such Main Railway or Tramroad at or near to the Lead Refinery at *Blaydon* in the Township of *Winlaton* in the Parishes of *Winlaton* and *Ryton*, or One of them, in the County of *Durham*, and extending to or passing through or into or made within the Parishes of *Ryton*, *Winlaton*, *Whickham*, and *Gateshead* in the County of *Durham*, and the Parish of *Saint Nicholas*, *Newcastle upon Tyne*, partly in the County of *Northumberland* and partly in the Town and County of the Town of *Newcastle upon Tyne*, or some of them, and also extending to or passing through or into or made within the several Townships, Hamlets, or Places following, (that is to say,) *Winlaton*, *Swalwell*, *Whickham*, *Dunston*, and *Gateshead* in the County of *Durham*, *Elswick*, *Westgate*, and *Saint John* in the County of *Northumberland*, and *Saint John* and *Saint Nicholas* in the Town and County of the Town of *Newcastle upon Tyne*, of some or one of them, and terminating at a Place called the *Hospital* otherwise the *Spital*, in the Township of *Saint John* in the said Parish of *Saint Nicholas upon Tyne*.

Company to
make a
Branch
Railway.

II. And whereas Maps or Plans describing the Line or Course of the Railway or Tramroad by this Act authorized to be made, and the Estates, Lands, and Grounds in, through, over, and upon which the same is to be carried or made, together with Books of Reference thereto containing Lists of the Names of the Owners and Occupiers or reputed Owners and Occupiers of such Estates, Lands, and Grounds, have been deposited with the several Clerks of the Peace of the Town and County of *Newcastle upon Tyne*, the County Palatine of *Durham*, and the County of *Northumberland*; be it therefore enacted, That the said Maps or Plans and Books of Reference so deposited shall remain with and be kept by the said respective Clerks of the Peace, and that all Persons interested in any Manner therein shall have Liberty to inspect and peruse and make Extracts from and Copies of the same at all reasonable Times, paying to the said respective Clerks of the Peace for every Inspection the Sum of One Shilling, and for Copies of or Extracts from the said Books of Reference

Plans, &c.
deposited
with the re-
spective
Clerks of the
Peace to re-
main there,
and be open
to Inspection.

Reference after the Rate of Four-pence for every Seventy-two Words; and the said Maps or Plans and Books of Reference, or attested Copies thereof, or of so much thereof as shall relate to any Matter which may be in question, shall be and are hereby declared to be good Evidence in all Courts of Law or elsewhere.

Not to deviate more than 100 Yards from Plan.

III. And be it further enacted, That the said Company of Proprietors in making the said Railway or Tramroad hereby authorized to be made shall not deviate more than One hundred Yards from the Course or Direction delineated in the said Maps or Plans.

Houses and Gardens not to be used, except those specified in the Schedule.

IV. Provided always, and be it further enacted, That nothing herein contained shall extend to authorize the said Company of Proprietors, or any Person or Persons acting by or under their Authority, to take, use, injure, or damage, for the Purposes of the said Railway or Tramroad or other Works, or for any other of the Purposes aforesaid, any House or other Building which was erected or built on or before the First Day of *January* One thousand eight hundred and thirty-four, or any Land or Ground which was then set apart and used as and for a Garden, Orchard, Yard, Park, Paddock, Plantation, planted Walk, or Avenue to a House, without the Consent in Writing of the Owners or Proprietors thereof and Persons interested therein respectively, other than and except such as are specified in the Schedule to this Act annexed.

Deficiencies in the Land Tax to be made good by the Company.

V. And whereas by reason of taking Lands for the Purposes of this Act there may be Deficiencies in the Assessments for Land Tax in the several and respective Parishes, Townships, or Places through which the said Railway or Tramroad will pass; be it therefore enacted, That for preventing the same the said Company shall, from and after the said Company shall become seised and possessed of any Premises charged with the Land Tax, and until the Works hereby authorized to be made shall be completed and assessed to such Land Tax (unless the said Company shall think fit to redeem the same under the Powers of the Act for the Redemption of the Land Tax), be subject and liable from Time to Time to pay and make good to or in aid of the said Parishes, Townships, or Places, out of the Monies to arise by virtue of this Act, all such Sum and Sums of Money as shall be deficient in the said several Assessments for Land Tax within the said Parishes, Townships, or Places, by reason or means of taking or using for the Purposes of this Act any Lands liable to such Assessments, according to the Rental at which the same were valued or rated at the Time of the passing of this Act; and the Treasurer, Collector, or Receiver to be appointed under this Act shall be and is hereby authorized and required to pay all such Assessments, on Demand thereof, to the Collector or Collectors of the said Assessments.

Company may raise a further Sum.

VI. And be it further enacted, That it shall be lawful for the said Company, in addition to the said Sum of Three hundred thousand Pounds so subscribed for as aforesaid, and to the said Sum of One hundred thousand Pounds so borrowed by them as aforesaid, forthwith, or from Time to Time and at any Time hereafter, to raise, for the Purposes of this Act and of the said first-recited Act, or either of them, any further Sum or Sums of Money not exceeding in the whole the Sum of One hundred and fifty thousand Pounds; and that in order to enable them

them to raise such further Sum or Sums of Money, or any Part or Parts thereof, it shall be lawful for the said Company to create an additional Number of Shares of One hundred Pounds each in the said Company, and to sell, transfer, or otherwise dispose of the same as they shall think proper, and also to borrow and take up at Interest any Sum or Sums of Money on the Credit of the said Undertaking from the Commissioners appointed under an Act passed in the Fifty-seventh Year of the Reign of His late Majesty King George the Third, intituled *An Act to authorize the Issue of Exchequer Bills and the Advance of Money out of the Consolidated Fund to a limited Amount, for the carrying on of Public Works and Fisheries in the United Kingdom, and Employment of the Poor in Great Britain*, in manner therein mentioned, and of any Act or Acts passed for amending and continuing the same, or from the Commissioners for the Time being acting in the Execution of any Act of Parliament authorizing the Issue of Exchequer Bills and the Advance of Money for carrying on Public Works, and from any Body or Bodies Politic or Corporate, or other Person or Persons, willing to lend the same.

Company may borrow from Exchequer Bill Commissioners under 57 G.3. c.34.

VII. Provided always, and be it further enacted, That every Mortgage or Assignment which shall be given or made by the said Company to the said Commissioners for the Issue of Exchequer Bills under the Authority of this Act shall have Priority over and shall precede all other Mortgages or Securities given or made by the said Company in the Execution of this or of the said recited Act, save and except the several Mortgages or Assignments already given or made, or agreed to be given or made, by the said Company to the said Commissioners; any thing in the said Act herein recited relating to the said Railway, or in this Act, or in any Mortgage or Security given or made by such Company, to the contrary in anywise notwithstanding.

Exchequer Bills Commissioners to have Priority over other Securities granted by the Company.

VIII. And be it further enacted, That all Powers and other Clauses whatsoever contained in the said herein-before recited Acts of Parliament or either of them shall be applicable to the making, completing, and maintaining of the Railway or Tramroad by this Act authorized to be made, and to such Railway or Tramroad when made, and to the Shares by this Act authorized to be created, and to the Monies subscribed for in respect of such Shares, and to the Monies by this Act authorized to be borrowed, in the same Manner in all respects, as near as may be, as if such Railway or Tramroad and Shares had been authorized to be made and created respectively, and as if such Monies had been authorized to be borrowed, by the said herein-before recited Acts.

Powers of the former Acts extended to this.

IX. Provided always, and be it further enacted, That a Certificate under the Hand and Seal of any Justice of the Peace for the Counties of *Northumberland, Durham, or Cumberland*, that the whole of the said Sum of Three hundred thousand Pounds hath been subscribed in manner mentioned in the said first-recited Act (and which Certificate such Justice is hereby authorized and required to grant on Application made to him by the said Company or the Directors for the Time being thereof), shall for all Purposes whatsoever be conclusive Evidence that the whole of the said Sum of Three hundred thousand Pounds hath been subscribed in manner in the said first-recited Act mentioned.

Certificate of a Justice of the Peace of the whole of the 300,000l. having been subscribed to be Evidence.

X. And be it further enacted, That it shall be lawful for the said Company from Time to Time and at all Times hereafter to ask, demand,

Tolls to be taken.

[Local.]

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recover,

recover, and receive, to and for the Use and Benefit of the said Company, for the Tonnage of all Goods, Commodities, Wares, Merchandizes, Articles, Matters, and Things which shall be carried or conveyed upon or along the said Railways or Tramroads hereby authorized to be made, or upon or along any Part thereof respectively, the Rates, Tolls, and Duties herein-after mentioned ; (that is to say,)

For all Dung, Compost, and Lime to be used as Manure, and all other Manures, and all Materials for the Repair of the public Roads or Highways, any Sum not exceeding One Penny *per Ton per Mile* :

For all Coals, Limestone to be used otherwise than as Manure, Ironstone, Iron Ore, and all other Mineral Ores, Timber, Deals, Building, Pitching, and Paving Stones, and Clay, any Sum not exceeding One Penny Halfpenny *per Ton per Mile* :

For all Coke, Culm, Charcoal, Flags, Bricks, Tiles, and Slates, Lead, Iron, and other Metals, any Sum not exceeding Two-pence *per Ton per Mile* :

For all Corn, Grain, Flour, Hay, and all other Agricultural Produce, any Sum not exceeding Two-pence Halfpenny *per Ton per Mile* :

For all Sugar, Dyewoods, and Groceries, Cotton and other Wool, Hides, Drugs, manufactured Goods, and all other Wares, Merchandize, Matters, or Things, any Sum not exceeding Three-pence *per Ton per Mile* :

For all the Articles, Matters, and Things for which a Tonnage is herein-before directed to be paid, which shall pass the Inclined Planes upon the said Railway, any Sum not exceeding One Shilling *per Ton*, over and above the Rates of Tonnage hereby authorized to be received :

For all the Articles, Matters, and Things for which a Tonnage is herein-before directed to be paid, which shall be put on board or taken out of Ships, Keels, or other Vessels by means of Spouts, Drops, Cranes, or other Works connected with the said Railways, any Sum not exceeding One Shilling *per Ton*, over and above the Rates of Tonnage herein-before authorized to be received.

Where Rates do not amount to 6d. *per Ton*, Company authorized to receive 6d. *per Ton*.

XI. Provided always, and be it further enacted, That in all Cases where any of the above-mentioned Articles, Matters, or Things, save Coals, Coke, Culm, Charcoal, and Cinders, shall be carried or conveyed along or upon the said Railways or Tramroads for so short a Distance that the above-mentioned Tonnage Rates shall not amount to the Sum of Sixpence *per Ton*, the said Company shall be at liberty and they are hereby authorized and empowered to demand and receive the Sum of Sixpence *per Ton* thereon ; any thing in this Act contained to the contrary thereof notwithstanding.

Power to take Tolls for Coaches and Carriages used on the Railways.

XII. And be it further enacted, That it shall be lawful for the said Company from Time to Time and at all Times hereafter to ask, demand, take, recover, and receive, or cause to be asked, demanded, taken, recovered, and received, to and for the Use and Benefit of the said Company, for and in respect of Coaches, Chariots, Chaises, Cars, Gigs, Landaus, Waggon, Carts, or other Carriages which shall be used upon the said Railways or Tramroads for the Conveyance of Passengers or Cattle, the several Tolls herein-after mentioned ; (that is to say,)

For every Person passing in or upon any such Carriage for any Distance, the Sum of One Shilling :

For every Horse, Mule, Ass, or other Beast of Draught or Burthen, and for every Ox, Cow, Bull, or Neat Cattle carried in or upon any such Carriage for any Distance, the Sum of One Shilling and Sixpence :

For every Calf, Sheep, Lamb, or Pig carried in or upon any such Carriage for any Distance, the Sum of Nine-pence.

XIII. And be it further enacted, That in all Cases where there shall be a Fraction of a Ton a Proportion of the Rates shall be demanded and taken for such Fraction according to the Number of Quarters of a Ton contained in such Fraction, and when there shall be a Fraction of a Quarter of a Ton such Fraction shall be deemed and considered as a Quarter of a Ton ; and in all Cases where there shall be a Fraction of a Mile in the Distance which any Waggon, Cart, or other Carriage shall pass upon the said Railways or Tramroads, the Rates of Tonnage which shall be demanded and taken for the Conveyance of Goods shall be after the Rate of the Number of Quarters of Miles which the said Waggon, Cart, or other Carriage shall have passed, and when there shall be a Fraction of a Quarter of a Mile such Fraction shall be deemed and considered as One Quarter of a Mile ; and in order to ascertain and calculate with greater Precision and Facility the Distance for which Tonnage shall be demanded and taken upon the said Railways or Tramroads the said Company shall cause the said Railways or Tramroads to be measured, and Stones or other conspicuous Marks to be set up and for ever maintained at the Distance of One Quarter of a Mile from each other, with proper Inscriptions.

Regulations
as to frac-
tional Parts
of a Ton per
Mile.

XIV. And be it further enacted, That it shall be lawful for the said Company and they are hereby authorized and required to carry and convey over, along, and upon the said Railways or Tramroads, or any Part thereof respectively, all such Goods, Wares, and Merchandizes, Articles, Matters, and Things, as shall be offered to them for that Purpose, and to ask, demand, receive, and recover, to and for the Use and Benefit of the said Company, for such Carriage and Conveyance as aforesaid of all Goods, Wares, Merchandizes, Articles, Matters, Things, Persons, Cattle, or Animals carried and conveyed along and upon the same for the whole Length or Distance thereof, exclusive of the several Rates herein-before authorized to be charged and received as and for Tonnage and Tolls, any Sums of Money not exceeding the following Sums ; (that is to say,)

Company to
carry Goods,
&c. and to
charge for
Carriage.

For all Lime, Limestone, Ironstone, Iron Ore, and other Mineral Ores, and all Sorts of Dung, Compost, and Manure, and all Materials for the Repair of the Public Roads, and all Stone, Sand, Clay, Building, Pitching, and Paving Stones, Tiles and Slates, and also for all Timber, Staves, and Deals, not exceeding Two Shillings *per* Ton :

For all Sugar, Corn, Grain, and Flour, Dyewoods, Lead, Iron, and other Metals, not exceeding Three Shillings *per* Ton :

For all Cotton and other Wool, Hides, Drugs, Groceries, and manufactured Goods, not exceeding Four Shillings *per* Ton :

For all Wines, Spirits, Vitriol, Glass, and other hazardous Goods, not exceeding Five Shillings *per* Ton :

And for any Distance short of the whole Length of the said Railways or Tramroads,

Tramroads, not exceeding a rateable Proportion of such several Sums, according to the Distance :
 And for all Coal, Coke, Culm, Charcoal, and Cinders carried or conveyed along the same or any Part thereof, any Sum not exceeding Three-pence *per* Ton *per* Mile :
 And for all Persons, Cattle, and other Animals such reasonable Charge as shall from Time to Time be determined by the said Company.

Company not to be compelled to receive less than 6d. *per* Ton for short Distances.

XV. Provided always, and be it further enacted, That in all Cases where any Article, Matter, or Thing, save Coals, Coke, Culm, Charcoal, and Cinders, shall be carried or conveyed along the said Railways or Tramroads for so short a Distance that the Rate or Sum of Money authorized by this Act to be demanded or received for the Carriage of the same shall not amount to the Sum of Sixpence *per* Ton, the said Company shall be at liberty and they are hereby authorized and empowered to demand and receive the Sum of Sixpence *per* Ton thereon ; any thing in this Act contained to the contrary thereof notwithstanding.

As to Construction of the Bridge across the Tyne.

XVI. And be it further enacted, That it shall and may be lawful for the said Company, if they shall see fit, to construct the Bridge by which the said Railways or Tramroads hereby authorized to be made shall cross the River *Tyne* in such Manner that there shall be a Roadway for the Passage of Horses, Carriages, Cattle, and Foot Passengers, which shall remain open for such Passage so long as the said Company shall think fit.

Pontage Dues.

XVII. And be it further enacted, That if the said Company shall so construct the said Bridge, then and in such Case, and when and as soon as the said Bridge so constructed as aforesaid shall have been completed, it shall be lawful for the said Company from Time to Time and at all Times thereafter to ask, demand, recover, and receive, to and for the Use and Benefit of the said Company, for Pontage, as or in the Name of a Toll in respect of Passage over the said Bridge, any Sums of Money not exceeding the Sums following ; (that is to say,)

For Six or more Horses or other Beasts drawing any Coach, Chariot, Landau, Berlin, Chaise, Calash, or Hearse, the Sum of Two Shillings :
 For Four or Five Horses or other Beasts drawing any Coach, Chariot, Landau, Berlin, Chaise, Calash, or Hearse, the Sum of One Shilling and Sixpence :

For Two or Three Horses or other Beasts drawing any Coach, Chariot, Landau, Berlin, Chaise, Calash, or Hearse, the Sum of One Shilling :

For One Horse or other Beast drawing any Coach, Calash, Chaise, or Chair, the Sum of Sixpence :

For Four or more Horses or other Beasts drawing any Wain, Dray, Cart, or Carriage, the Sum of One Shilling :

For Three Horses or other Beasts drawing any Wain, Dray, Cart, or Carriage, the Sum of Ten-pence :

For Two Horses or other Beasts drawing any Wain, Dray, Cart, or Carriage, the Sum of Eight-pence :

For One Horse or other Beast drawing any Wain, Dray, Cart, or Carriage, the Sum of Four-pence :

For every Horse, Mule, or Ass, laden or unladen, and not drawing, the Sum of Two-pence :

For

For every Drove of Oxen, Cows, or Neat Cattle, the Sum of Ten-pence *per* Score, and so in proportion for any greater or less Number :

For every Drove of Calves, Swine, Sheep, or Lambs, the Sum of Five-pence *per* Score, and so in proportion for any greater or less Number :

For every Foot Passenger or Person on Foot (except the Person or Persons, not exceeding Two in Number, actually driving and accompanying any Waggon, Wain, Cart, or other Carriage,) who shall pass over the said Bridge, the Sum of One Penny :

And for every Person who shall ride in or upon any Waggon or Wain, or any Cart or other such like Carriage (not being a Cart or Carriage usually employed for the Conveyance of Passengers for Hire), or who shall ride upon any Horse or Beast drawing any such Waggon, Wain, Cart, or other such like Carriage, the Sum of One Penny :

Such respective Tolls to be paid before any such Person, or any such Horse, Mule, Ass, Cattle, or Beast, or any such Carriage as aforesaid, shall be entitled to pass through any such Toll Gate, and which said Tolls shall be and the same are hereby vested in the said Company and their Successors for the Purposes of this Act.

XVIII. And be it further enacted, That it shall be lawful for the said Company to use and exercise the same or the like Powers and Remedies for recovering and receiving the said several Rates, Tolls, and Duties as they are authorized to use and exercise in respect of the Rates, Tolls, and Duties in the said first-recited Act mentioned. For Recovery of the Rates.

XIX. And be it further enacted, That it shall be lawful for the said Company and for the respective Shareholders therein for the Time being to divide any Share or Shares in the said Company, whether existing under or by virtue of the said firstly herein-before recited Act, or created under or by virtue of this Act, into Half or Quarter Shares ; and all the Powers and other Clauses whatsoever contained in the firstly herein-before recited Act, and applicable or relating to the Shares thereby authorized to be created, shall be deemed and construed to be applicable to such Half and Quarter Shares, Regard only being had, when necessary, to the Difference in Amount or Value of such Half and Quarter Shares and Whole Shares : Provided always nevertheless, that the Holder of less than Ten Half Shares or Twenty Quarter Shares shall not be entitled to vote in any meeting of the said Company. Shares may be divided.
As to Right of voting.

XX. And be it further enacted, That so much of the said herein-before recited Act as enacts that no locomotive or movable Steam Engine shall be used on the said Railways or Tramroads for drawing Waggons or other Carriages, or for any other Purpose whatsoever, shall be and the same is hereby repealed ; and the said Company are hereby authorized and empowered to provide and use locomotive or movable Steam Engines, as well as other Power, for the drawing or propelling of any Articles, Matters, or Things, Persons, Cattle, or Animals, as well upon the said Railways or Tramroads by the said first-recited Act authorized to be made as upon the Railway or Tramroad by this Act authorized to be made, or any Part or Parts thereof respectively, and to ask, demand, recover, and receive for the Use of such Engines or other Power Sum and Sums of Money

[Local.]

Power restraining the Use of locomotive Engines repealed.

as the said Company or as the Directors for the Time being thereof shall from Time to Time think proper, in addition to the several other Rates, Tolls, and Sums by the said first-recited Act and by this Act respectively authorized.

If locomotive Engines are used on Railways, Turnpike Roads to be crossed by a Bridge or Tunnel.

XXI. And be it further enacted, That in case any locomotive or other Engine to be worked by the Power of Steam, or any other Power than that of Horses or other Cattle, shall be used on the said Railways or Tramroads by the said recited Act or this Act authorized to be made, then and in such Case the same, or such Part or Parts thereof on which such locomotive Engines shall be used, shall not cross any Turnpike Road on the Level thereof, but shall be carried either over or under any such Turnpike Road by means of a Bridge or Tunnel at the Expence of the said Company, and such Bridge, if any, shall be of such Construction as is herein-after mentioned.

Ascent of Bridges and Height of adjoining Fences.

XXII. Provided also, and be it further enacted, That in all Places where it may be necessary to erect, build, or make any Bridge or Bridges for carrying any public Carriage Road over the said Railways or Tramroads by the said recited Act or this Act authorized to be made, the Ascent of every such Bridge for the Purpose of such Road shall not be more than One Foot in Twenty; and a good and sufficient Fence shall be made on each Side of every such Bridge, which Fence shall be not less than Four Feet above the Surface of such Bridge.

Width and Height of the Bridges over Roads.

XXIII. And be it further enacted, That where any Bridge shall be erected by the said Company for the Purpose of carrying the said Railways or Tramroads by the said recited Act or this Act authorized to be made over or across any Turnpike Road, the Span of the Arch of such Bridge shall be formed, and shall at all Times be and be continued, of such Width as to leave a clear and open Space under every such Arch of not less than Fifteen Feet, and of a Height from the Surface of such Turnpike Road of not less than Sixteen Feet, and the Descent under any such Bridge shall not exceed One Foot in Twenty Feet.

As to crossing public Carriage Roads.

XXIV. Provided always, and be it enacted, That the said Company shall make and maintain on both Sides of every public Carriage Road which shall be crossed on the same Level by the said Railways or Tramroads by the said recited Act or by this Act authorized to be made good and sufficient Gates at each of such Crossings, and shall employ proper and sufficient Persons to attend to the opening and shutting such Gates, and that such Gates shall, when opened for Passage along the said Railways, be closed across the said public Carriage Road; and for every Neglect the said Company shall forfeit and pay any Sum not less than Ten Shillings and not more than Five Pounds, in the Discretion of Two Justices of the Peace for the Counties of *Northumberland*, *Durham*, *Cumberland*, or the Town of *Newcastle upon Tyne*, such Penalties to be recovered within Ten Days after each such Neglect in like Manner and with the like Power of Appeal as is enacted with respect to Penalties in the said first-recited Act.

Locomotive Engines to be used.

XXV. Provided always, and be it further enacted, That no other than locomotive or movable Steam Engines shall be used on the said Railways

Railways or Tramroads by the said first-recited Act authorized to be made.

XXVI. Provided also, and be it further enacted, That the Fuel to be used for the Time being by the said Company for the said locomotive Engines shall consist of Coke only, and that no Coal shall be used therein either separately or together with such Coke; and that if the said Company shall use or attempt to use any other Fuel in the said Engines other than as aforesaid they shall for every such Offence forfeit any Sum not exceeding Twenty Pounds, in the Discretion of any Two Justices of the Peace for the Counties of *Northumberland* or *Durham*, or for the Town and County of *Newcastle upon Tyne*; which said Penalty such Two Justices are hereby authorized and empowered to adjudicate, upon Information in Writing to be made and exhibited before such Justices within Ten Days after the Commission of every such Offence; and in default of Payment of such Penalties the same shall by virtue of the Warrant of such Justices be levied on the Goods and Chattels of the said Company, to and for the Use and Benefit of the Poor of the Parish wherein such Offence may be committed.

Coke only to be used for locomotive Engines.

XXVII. Provided always, and be it further enacted, That in case so much of a Railway or Tramroad authorized to be made by a certain Company called "*The Blaydon, Gateshead, and Hebburn Railway Company*," established under an Act passed in the last Session of Parliament, intituled *An Act for making and maintaining a Railway from Blaydon to Hebburn, with Six Branches thereout, all within the County Palatine of Durham*, as is described in the Maps or Plans thereof to be situate between the Eastern Bank of the River *Derwent* and the Eastern Bank of the River *Team*, shall be completed within One Year, to be computed from the passing of this Act, by the said *Blaydon, Gateshead, and Hebburn Railway Company*, then so much of the Railway or Tramroad by this Act authorized to be made as is described in the said Maps or Plans thereof, or some or one of them, to be situate between the Eastern Bank of the River *Derwent* and the Eastern Bank of the River *Team* aforesaid, shall not be commenced or made by the said *Newcastle upon Tyne and Carlisle Railway Company* without the Consent in Writing of the said *Blaydon, Gateshead, and Hebburn Railway Company* first had and obtained, save only such Part of the said Railway or Tramroad as it shall be deemed expedient by the said *Newcastle upon Tyne and Carlisle Railway Company* to elevate above the general Level for the Purpose of attaining the Height required for crossing the River *Tyne*.

Powers to cease as to Part of the Line on certain Conditions.

4 & 5 W. 4. c. 26.

XXVIII. Provided also, and be it further enacted, That in case so much of the Railway or Tramroad by this Act authorized to be made as is described in the said Maps or Plans to be situate between the Commencement thereof at or near the Lead Refinery at *Blaydon* aforesaid and the Eastern Bank of the River *Derwent*, shall not be made and completed within the Space of One Year, to be computed from the passing of this Act, then and from thenceforth all the Powers, Authorities, and Privileges given by this Act shall cease and determine so far as regards the making of so much of the said Railway or Tramroad by this Act authorized to be made, situate as aforesaid between the Lead Refinery at *Blaydon* aforesaid and the Eastern Bank of the River *Derwent*, as shall not be so completed as aforesaid.

If the Part of the Railway herein described is not executed within One Year, the Powers hereby given to cease.

XXIX. Pro-

As to the
Lands of
John Hodg-
son, Esquire.

XXIX. Provided always, and be it further enacted, That in case the said Company shall build and erect the Bridge over the River *Tyne* by this Act authorized to be made and erected at or near to *Redheugh*, then the said Company shall relinquish and give up the Powers given by the said first-recited Act of making a Railway or Tramroad through the Lands of *John Hodgson* Esquire, lying Westward from the North End of the said Bridge; but in case the said Company shall erect a Bridge over the said River *Tyne* at any Point higher up the said River than the Point at which they are by this Act authorized to cross the same, then the said Company shall not be at liberty to execute so much of the Line of the said Railway hereby authorized to be made as extends from the Point of Intersection of the Line of the Railways or Tramroads by the first-recited Act authorized to be made to the said Place called the *Hospital* otherwise the *Spital*, without the Consent in Writing of the said *John Hodgson*, his Heirs and Assigns.

Line from
Blenkinsopp
to the Lon-
don Road,
and from
Blenkinsopp
to the Canal
Basin, to be
opened at the
same Time.

XXX. And whereas great and immediate Advantages will result to the Agricultural, Commercial, and Manufacturing Interests of the Counties of *Northumberland*, *Durham*, and *Cumberland*, and the Public at large, from the Completion of those Portions of the said Railway which communicate with the Port of *Newcastle upon Tyne* and the Canal Basin near the City of *Carlisle* respectively, by facilitating the Conveyance of Lead, Coal, Lime, and Slate, and other Products of the Land, and of Merchandize and manufactured Goods, between the Interior of the said Counties and the Eastern and Western Seas: And whereas the said Company of Proprietors have already completed a Portion of the said Railway, extending from the Town of *Hexham* in the said County of *Northumberland* Eastward to the River *Tyne* at *Blaydon*, from whence the said River is navigable to the Port of *Newcastle* and to the Eastern Sea, and it is most desirable that the Portion of the said Railway which extends Eastward from the Canal Basin near the City of *Carlisle* (from whence a Navigable Canal communicates with the Western Sea) to *Blenkinsopp* in the County of *Northumberland*, should be immediately completed; be it therefore enacted, That no Part of the Line of the said Railway between the *London Road* at *Carlisle* and *Blenkinsopp* shall be opened for the Use of the Public until that Part of the Line between the *London Road* aforesaid and the Canal Basin at *Carlisle* shall also be completed and opened for the Use of the Public; and that no Money shall be expended by the said Company on so much of the Line of the said Railway as extends from *Blenkinsopp* to *Haydonbridge* until the said Parts of the said Line extending from *Blenkinsopp* to the Canal Basin aforesaid shall have been completed.

Company not
to acquire
Land which
may be used
by others for
Depôts, &c.
in the Barony
of *Gilsland*.

XXXI. And whereas the Earl of *Carlisle* hath laid out and expended large Sums of Money in opening out the Mines and Minerals within his Barony of *Gilsland* and Manors within or adjacent thereto, and in making, erecting, and constructing extensive Railways or Tramroads, and Staiths, Yards, Warehouses, and Buildings, for the Conveyance, Deposit, and Sale of Coals and Lime within the said Barony and Manors: And whereas it was agreed by and between the said Company of Proprietors and the said Earl of *Carlisle*, before the said Earl consented to the Formation of the said Company's Railway through his said Barony and Manors, that the said Earl of *Carlisle* should not be prejudiced in the Enjoyment of his said Mineral Property and Works by or through the Powers granted to the said Company,

Company, and in pursuance of such Agreement it was provided and enacted by the said recited Act that nothing in the said Act contained should authorize the said Company to purchase, make, erect, form, or provide any Yards, Staiths, Wharfs, Warehouses, or Buildings for the Deposit or Sale of Coals or Lime within the Barony of *Gilsland* without the Licence and Consent of the said Earl of *Carlisle*, his Heirs or Assigns, Lords of the said Barony: And whereas the said recited Enactment is found to be liable to Evasion, and insufficient to effect the said recited Agreement; be it therefore further enacted, That the said Company of Proprietors shall not use any of the Powers conferred on them by this Act or by the said recited Act in any Manner howsoever, either directly or indirectly, in purchasing, providing, or acquiring any Land which may afterwards be used by any other Person in erecting or providing any Yards, Staiths, Wharfs, Warehouses, or Buildings for the Deposit or Sale of Coals or Lime within the said Barony of *Gilsland*, without the Licence and Consent of the said Earl of *Carlisle*, his Heirs or Assigns, Lords of the said Barony.

XXXII. And whereas the Commissioners nominated and appointed in and by an Act of Parliament passed in the First and Second Years of the Reign of His present Majesty King *William* the Fourth, intituled *An Act to amend several Acts passed for authorizing the Issue of Exchequer Bills and the Advance of Money for carrying on Public Works and Fisheries and Employment of the Poor, and to authorize a further Issue of Exchequer Bills for the Purposes of the said Acts*, and the several Acts therein recited, mentioned, or referred to, did, on or about the Twelfth Day of *July* One thousand eight hundred and thirty-three, consent to advance and lend the said Company of Proprietors a Loan of One hundred thousand Pounds in Exchequer Bills by Four several Instalments of Twenty-five thousand Pounds each: And whereas the Three first of the said Instalments were respectively advanced to the said Company on the Twelfth Day of *July* One thousand eight hundred and thirty-three, the Seventh Day of *May* One thousand eight hundred and thirty-four, and the Twenty-sixth Day of *November* One thousand eight hundred and thirty-four, and were respectively secured to the said Commissioners by Three several Indentures of Mortgage under the Common Seal of the said Company, and bearing Date respectively the Twelfth Day of *July* One thousand eight hundred and thirty-three, the Seventh Day of *May* One thousand eight hundred and thirty-four, and the Twenty-sixth Day of *November* One thousand eight hundred and thirty-four, whereby, for the Considerations therein respectively mentioned, the said Company of Proprietors assigned to *John Strettell Brickwood*, the Secretary of the said Commissioners for the Issue of Exchequer Bills, all the said Railway and Undertaking called "*The Newcastle upon Tyne and Carlisle Railway*," and all Works, Lands, and Property, of what Nature or Kind soever, belonging or which might at any Time thereafter belong thereto or be connected therewith, and all Rates, Tolls, Profits, and Receipts whatsoever accruing, or which should or might thereafter accrue, arise, be taken, collected, or received by or for the Use of the said Company under or by virtue of the said Two several herein-before recited Acts of the Tenth Year of the Reign of His late Majesty and the Second Year of the Reign of His present Majesty, or any subsequent Act or Acts of Parliament relating to the said Railway, or otherwise, subject

Saving the Rights of the Exchequer Bills Commissioners appointed by 1 & 2 W. 4. c. 24.

[Local.]

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to

to Redemption upon Payment by the said Company of Proprietors of the said several Sums secured by the said Indentures respectively, with Interest thereon as therein mentioned, by such Instalments and at such Times as in the said Indentures respectively is particularly set forth; be it therefore enacted, That nothing in this Act contained shall extend or be construed to extend to invalidate, defeat, make void, or in any Manner encumber or affect the said several Indentures of Mortgage bearing Date respectively the Twelfth Day of *July* One thousand eight hundred and thirty-three, the Seventh Day of *May* One thousand eight hundred and thirty-four, and the Twenty-sixth Day of *November* One thousand eight hundred and thirty-four; or any of the Powers, Privileges, and Remedies now vested in the said Commissioners in respect thereof, or any other Indenture of Mortgage having reference to the said Sum of One hundred thousand Pounds so agreed to be advanced as aforesaid; and that the said several Indentures of Mortgage shall respectively have Priority over and precede any Mortgage, Bond, or other Security whatsoever already granted or entered into by the said Company of Proprietors, or which shall or may hereafter be granted or entered into by the said Company, under or by virtue of the said Two several herein-before recited Acts of the Tenth Year of His late Majesty and the Second Year of His present Majesty, or this Act, or any other Act or Acts relating to the said Railway and Undertaking, and also shall have Priority over and shall precede all other Liabilities, Claims, and Securities whatsoever chargeable on the Property mentioned and referred to in the said Indentures respectively under the Provisions of the said recited Acts or this Act, or either of them, or any subsequent Act or Acts of Parliament relating to the said Railway, or any Works which are now or shall at any Time hereafter be connected therewith, and all Dividends and Division of Profits or Interest upon any Sum or Sums advanced or contributed, or which shall or may hereafter be advanced or contributed, for the carrying on or completing the said Railway, or any Branches or Works which are now or shall at any Time hereafter be connected therewith, and all Dividends and Division of Profits or Interest upon any Sum or Sums advanced or contributed or which shall or may hereafter be advanced or contributed for the carrying on or completing the said Railway and Branches, or otherwise howsoever, until the Principal Money and Interest secured to the said Commissioners or their Secretary for the Time being under the said Three several Indentures respectively, or any other Indenture of Mortgage having reference to the said Sum of One hundred thousand Pounds so agreed to be advanced as aforesaid, or which shall hereafter be secured by any future Mortgage, Charge, or other Security to be granted or entered into by the said Company to the said Commissioners or their Secretary for the Time being, shall be fully paid and satisfied, compounded, liquidated, or otherwise discharged; any thing contained in the said Two several herein-recited Acts or this Act, or either of them, to the contrary notwithstanding.

Saving of
the Tolls of
the Corpora-
tion of New-
castle.

XXXIII. Provided always, and be it further enacted and declared, That nothing in this Act contained shall extend or be deemed or construed to extend to prejudice, diminish, alter, or take away any of the Tolls or Duties payable to the Mayor and Burgesses of the Town of *Newcastle upon Tyne* in the County of the Town of *Newcastle upon Tyne*, commonly called the Thorough Toll otherwise the Great Toll; and that it shall and may be lawful for the said Mayor and Burgesses, their Successors and

Assigns, to ask, demand, and receive, in respect of all Cattle, Goods, Wares, and Merchandizes which shall be brought on the said Railways or Tram-roads within or carried thereon out of the Liberties of the same Town, the same Tolls and Duties which they the said Mayor and Burgesses are entitled to receive in respect of Cattle, Goods, Wares, and Merchandizes brought into and carried out of the said Town of *Newcastle upon Tyne* by the Avenue called the *West Gate*, and in case of Nonpayment thereof to use and exercise the same Powers and Rights for levying and recovering the same which they the said Mayor and Burgesses now possess and are entitled to use and exercise in respect of the Great Toll otherwise the Thorough Toll aforesaid.

XXXIV. And be it further enacted, That all Costs, Charges, and Expences of applying for, obtaining, and passing this Act, and all other Expences incident thereto, shall, in the first place, and in preference to all other Payments whatsoever, be paid by and out of the first Money which shall be raised or received under or by virtue of the said recited Acts and this Act, or any of them. For Payment of the Costs of this Act.

XXXV. And be it further enacted, That this Act shall be deemed and taken to be a Public Act, and shall be judicially taken notice of as such by all Judges, Justices, and others. Public Act.

The SCHEDULE to which the foregoing Act refers.

COUNTY OF DURHAM.

Owners.	Lessees.	Occupiers.	Description of Property.
<i>Township or Parish of Winlaton in the Parish of Ryton in the County of Durham.</i>			
Scotswood Bridge Company - - }	- -	- - -	{ Turnpike Road leading from the Village of Blaydon to Scotswood Bridge and Newcastle.
Peregrine Edward Towneley, Esq. - }	- -	Edward Forster - -	{ Garden.
Ditto -	- -	James Mitford - -	{ Joiners Workshop.
Thomas Wentworth Beaumont, Esq. - }	- -	{ George Wallace and James Mitford - }	{ Two Gardens.
M. P. -	- -	George Henderson -	{ Garden.
Ditto -	- -	- - -	{ Intended Line of Railway from Newcastle upon Tyne to Carlisle.
The Newcastle upon Tyne and Carlisle Railway Company - - }	- -	- - -	{ Houses and Two Gardens.
Thomas Wentworth Beaumont, Esq. - }	- -	{ William Johnson, George Henderson, William Prudhoe, Mark Topham, and Hugh Nixon - }	{ A Trench adjoining the Scotswood Turnpike Road.
M. P. -	- -	- - -	{ Occupation Road leading from Scotswood Turnpike Road to the Gateshead and Hexham Turnpike Road.
Scotswood Bridge Company - - }	- -	- - -	{ Turnpike Road leading from Scotswood Bridge to the Gateshead and Hexham Turnpike Road.
Sir Thomas John Clavering, Bart. - }	- -	Henry Sanderson -	{ Garden.
Scotswood Bridge Company - }	- -	- - -	
Peregrine Edward Towneley, Esq. - }	Edward Emerson and Thomas Milner - }	Edward Emerson, Thomas Milner, and William Stark - }	

Owners.	Lessees.	Occupiers.	Description of Property.
Sir Thomas John Claving, Bart. } Peregrine Edward Towneley, Esq. - } Ann Simpson, Spinster, John Bowes, Esq. M. P., John Marquis of Bute, and William Morton Pitt, Esq. }	- - - - The Owners of Garesfield Colliery, viz. John Marquis of Bute, and Ann Simpson, Spinster - }	John Hawks - - { George Hepple Ramsey, Esq. - - } The Owners of Garesfield Colliery, viz. John Marquis of Bute, and Ann Simpson, Spinster	Two Gardens. Vacant Ground or Grass Land. { Railway from Garesfield Colliery, being an Ongate and Off-gate to Staiths or Coal Dépôt adjoining the River Tyne.
Ditto -	Ditto -	Ditto - - -	{ Railway from Garesfield Colliery, Ongate to Staiths or Coal Dépôt as before.
Ditto -	- -	{ George Hepple Ramsey, Esq. - - }	Vacant Ground adjoining the Railway.
Sir Thomas John Claving, Bart. } Ann Simpson, Spinster, John Bowes, Esq. M. P., John Marquis of Bute, and William Morton Pitt, Esq. }	- - - - - -	Mary Pescod - - { George Hepple Ramsey, Esq., underlet to John Hall and Thomas Trewick }	Garden.
Ditto -	- -	{ George Hepple Ramsey, Esq., underlet to Robert Reed - }	Ditto.
Ditto -	{ The Owners of Garesfield Colliery before named }	John Hawks - -	{ Cottage, with Yard or Garden in front.
Ditto -	- -	{ George Hepple Ramsey, Esq., underlet to Robert Reed - }	Garden.
Ditto -	- -	{ Mary Pescod, George Hannington, William Houston, Thomas Snaith, and James Cairns - }	Four Cottages.
John Bowes, Esq. M. P. }	- -	{ George Hepple Ramsey, Esq., underlet to John Gibson, James Johnson, Thomas Stark, and Thomas Trewick - }	Dwelling Houses, Yard, and Garden.
Ann Simpson, Spinster, John Bowes, Esq. M. P., John Marquis of Bute, and William Morton Pitt, Esq. }	- -	{ George Hepple Ramsey, Esq. - }	Stable and Cottage.

Owners.	Lessees.	Occupiers.	Description of Property.
Ann Simpson, Spinster, John Bowes, Esq. M. P., John Marquis of Bute, and William Morton Pitt, Esq. }	- -	{ George Hepple Ramsay, Esq. - - }	{ Manufactories of Fire Bricks and Sal Ammoniac, with Yard adjoining. }
Ditto -	- -	{ George Heppel Ramsay, Esq. underlet to George Hannington }	Garden.
Ditto -	- -	Mary Pescod - -	Ditto.
Ditto -	- -	{ George Heppel Ramsay, Esq. underlet to George Mallabourne }	Ditto.
Ditto -	- -	{ George Heppel Ramsay, Esq., underlet to Thomas Stark - }	Ditto.
John Bowes, Esq. M. P. }	- -	{ John Gibson, Thomas Snaith, William Houston, and James Cairns - - }	Gardens.
Ann Simpson, Spinster, John Bowes, Esq. M. P., John Marquis of Bute, and William Morton Pitt, Esq. }	- -	{ George Hepple Ramsay, Esq., underlet to John Hawks, John Nixon, and Thomas Davidson - - }	Ditto.
Ditto -	- -	{ George Hepple Ramsay, Esq. - - }	Vacant Ground used as a Quay.
Ditto -	- -	{ Owners of Garesfield Colliery as before - }	Unoccupied Granary and Cinder Ovens.
Ditto -	- -	{ John Nixon and Thomas Davidson - }	House.
Ditto -	{ Owners of Garesfield Colliery as before - }	{ Joseph Handy, John Newton, William Blackbird, Joseph Thompson, and Edward Hawks - }	Houses and small Gardens adjoining.
Ditto -	Ditto -	{ Michael Fenwick and Robert Henderson }	A Cottage with a Garden or Yard adjoining.

COUNTY OF DURHAM.

Township of Whickham in the Parish of Whickham in the County of Durham.

Sir Thomas John Claving, Bart. }	- -	{ John Gilpatrick, William Brown, and Martin Brown - }	House near to a Ferry across the River Derwent.
Ditto -	- -	Ditto - -	Gardens.
Ditto -	- -	Edward Harrison -	{ Grass Field, with a public Footpath therein, leading from the Village of Swalwell to the Ferry across the River Derwent. }

Owners.	Lessees.	Occupiers.	Description of Property.
Sir Thomas John Claving, Bart. }	-	Edward Harrison	{ Arable Field, with a public Road or Footpath therein, leading from the Village of Swalwell to a public Ferry across the River Tyne at Benwell, and also leading to the Village of Dunstan.
Ralph Carr, Esq.	-	William Taylor	{ Field partly Grass and partly Arable, with a public Footpath therein.
Sir Thomas John Claving, Bart. }	-	Edward Harrison	{ Grass Field, with a public Footpath therein.
Ralph Carr, Esq.	-	Lancelot Pescod	{ Field, partly Grass and partly Arable, with a public Footpath therein.
Ditto	-	Ditto	{ Grass Field with a public Footpath therein.
Crowley Millington, Thomas Isaac Millington and Miss Millington, carrying on Trade under the Firm of Millington and Company -	-	Joseph Oxley	Garden.
Crowley Millington and Partners before named -	-	{ Isabella Jewett, Joseph Clasper, and Isabella Wright - }	Two Houses and Gardens.
Ditto	-	{ Robert Dick, Elizabeth Bewick, Thomas Oliver, Thomas Noble, Edward Scott, and Joseph Oxley }	Cottages and Gardens adjoining.
Ditto	-	{ William Cook, Robert Newton, Robert Dinham, and Mary Craggs - }	Cottages and Gardens adjoining.
The Bishop of Durham	{ Lord Ravensworth, Lord Wharnccliffe, and John Bowes, Esq. M. P. }	Thomas Sadler	House.
Crowley Millington and Partners as before named -	Crowley Millington and Partners as before }	Ditto	Keel Building Yard.

Owners.	Lessees.	Occupiers.	Description of Property.
Crowley Millington and Partners as before named	Lord Ravensworth and Partners above named.	John Trench	Smith's Shop.
Ditto	Ditto	Robert Dick	House.
Ditto	Ditto	Mary Laslie	Cottage.
Ditto	Ditto	Ann Newton	Ditto.
Ditto	Ditto	George Laslie	Ditto.
The Bishop of Durham	Ditto	Henry Winlow and George Robson	Saw Mill and Yard adjoining.
Ditto	Ditto	Eleanor Peascod	Public House.
Ditto	Ditto	Lord Ravensworth and Partners above named	Granary and Yard adjoining.
Ditto	Ditto	John Marquis of Bute	Staith or Coal Depôt adjoining the River Tyne.
Crowley Millington and Partners as before named	-	Jane Swallow	Garden.
Ditto	-	Anthony Hedworth, George Laslie, and James Sadler	House and Garden.
Ralph Carr, Esq.	-	George Greener	Garden.
Ditto	-	John Greener	Ditto.
Ditto	-	Robert Blackett	Ditto.
Ditto	-	Matthew Charleton and William Cook	Ditto.
Ditto	-	Mary Penman	Ditto.
The Bishop of Durham	Lord Ravensworth and Partners abovenamed	George Robson	House and Garden.
Ralph Carr, Esq.	James Whitehead, Joseph Bell, Thomas Archer, Joseph Blenkinsopp, George Armstrong, John Hodgson, and William Turnbull, Trustees for the Methodist Chapel	The Trustees of the Chapel before named, and George Robson	A Methodist Chapel and Garden Ground adjoining the same.
The Bishop of Durham	Lord Ravensworth and Partners above named	The Reverend Henry Douglas, Rector of Wickham, and the Churchwardens and Overseers of the Poor of the Parish of Wickham for the Time being, Trustees of the School, and underlet to John Thompson	A Schoolhouse and Grass Plot or Garden Ground adjoining.

Owners.	Lessees.	Occupiers.	Description of Property.
The Bishop of Durham	Lord Ravensworth and Partners above named	Thomas Atkinson	{ House originally built on the Waste of the Manor and Garden.
Ralph Carr, Esq.	-	Lancelot Pescod	{ Farm Yard.
Ditto	-	Ditto	{ Farmhouse and Buildings, with a Garden adjoining.
Ditto	-	Thomas Atkinson	Garden.
Ditto	-	Ditto	Ditto.
Ditto	-	{ Alexander Home Mathewson	Ditto.
Ditto	-	Thomas Archer	Ditto.
Ditto	-	Thomas Atkinson	Ditto.
Ditto	-	{ Alexander Home Mathewson, Thomas Archer, and Ralph Bedlington	Three Houses and Garden Ground.
Ditto	-	{ John Marquis of Bute, and Ann Simpson, Spinster	{ Waggon Way or Railroad leading from Pontop Colliery to the River Tyne, with On-gates and Offgates to a Staith or Coal Depôt.
John Bowes, Esq. M.P.	-	George Hepplewhite	Garden.
Ralph Carr, Esq.	-	John Bainbridge	Ditto.
Lord Ravensworth	-	Henry Ritzema	Ditto.
Ditto	-	Jane Brown	Ditto.
Ditto	-	{ Lord Ravensworth and Partners before named	{ Shipcote Colliery Waggon Way, with Offgates and On-gates to a Staith or Coal Depôt.
Ditto	-	{ Elizabeth Brown and John Ellison	Garden.
Ditto	-	{ George Hunter, John Hunter, and Matthew Goulding	Garden Ground.
Ditto	{ Lord Ravensworth and Partners before named	Lord Ravensworth and Partners before named	{ Barn, Stables, and Yard, with vacant Ground adjoining thereto.
Ditto	-	Ditto	{ Vacant Ground or open Space.
Ditto	-	Ditto	{ Offgate of Shipcote Colliery Waggon Way from the Staith or Coal Depôt.
Ditto	-	{ Edward Pile and Henry Ritzema	Houses, Brewery, Stable, and Yard.
Bishop of Durham	Ditto	Ditto	Part of Ditto.
Lord Ravensworth	-	{ Lord Ravensworth and Partners before named	A Field and Stack Yard.

[Local.]

Owners.	Lessees.	Occupiers.	Description of Property.
Lord Ravensworth - }	- -	Thomas Smith - -	Garden.
Ditto -	- -	{ Edward Grey Mat- thewson - - }	A Barn and Yard ad- joining.
Ditto -	- -	Ditto - -	A House and Garden.
Ditto -	{ William Mor- ton Pitt, Esq. }	William Morton Pitt, Esq. - - }	Tanfield Moor Col- liery Waggon Way.
Ditto -	- -	Matthew Sadler - -	Garden.
Ditto -	- -	{ Ralph Hall, William Smith, Robert Dick, Thomas Thompson, and Richard Din- ning - - }	Small Gardens.
Bishop of Durham	{ Lord Ravens- worth and Partners be- fore named }	- - -	{ Part of the Waste of the Manor of Whick- ham.
Ditto -	Ditto -	Robert Miller - -	Garden.
Ditto -	Ditto -	{ John and Alexander Home Matthewson }	Nail Manufactory and Yard.
Ditto -	Ditto -	{ William Morton Pitt, Esq. - - }	Depôt for Timber, Iron, &c.
Ditto -	Ditto -	{ Charles Bulmer, John Wilson, George Clayton Atkinson, Nathaniel Clayton, John Clayton, Mi- chael Clayton, Mi- chael Robson, and William Robson, Proprietors of the Tyne Iron Works }	Crane and Landing Place.
Lord Ravensworth - }	- -	{ Patrick Moon, Bar- bara Forsyth, Ralph Millar, Robert Grant, James Thompson, Thomas Dinning, and Ann Clasper - - }	Cottages.
Bishop of Durham	{ Lord Ravens- worth and Partners be- fore named }	William Morton Pitt, Esq. - - }	Offgate from Staith or Coal Depôt.
Ditto -	Ditto -	Robert Sadler - -	Garden.
Ditto -	Ditto -	George Gray - -	Ditto.
Ditto -	Ditto -	Christopher Smart - -	Ditto.
Ditto -	Ditto -	John Forster - -	Ditto.
Ditto -	Ditto -	John Stoker - -	Ditto.
Ditto -	Ditto -	Thomas Clasper - -	Ditto.
Ditto -	Ditto -	John Blenkinsopp - -	Ditto.
Ditto -	Ditto -	William Winship - -	Ditto.
Ditto -	Ditto -	Henry Ritzema - -	Ditto.
Ditto -	Ditto -	{ Lord Ravensworth and Partners be- fore named - }	Green Plot or open Space of Ground.
Ditto -	Ditto -	Forest Lashley - -	Garden.
Ditto -	Ditto -	Thomas Bainbridge - -	Ditto.

Owners.	Lessees.	Occupiers.	Description of Property.
Bishop of Durham	Lord Ravensworth and Partners before named	William Parker	Garden.
Ditto	Ditto	Joseph Smith	Ditto.
Ditto	Ditto	William Smith	Ditto.
Ditto	Ditto	James Smith and George Charlton	Ditto.
John Bowes, Esq. M.P.	-	Thomas Blackett and James Newton	Ditto.
Lord Ravensworth	-	Christopher Smart, William Sovrutt, and Robert Oxnett	Dwelling Houses.
Ditto	-	Nicholas Wilkinson and George Gray	Cottages, Workshop, and Garden Ground.

Township of Gateshead in the Parish of Gateshead in the County of Durham.

Adam Askew, Esq.	William Cuthbert, Esq.	William Cuthbert, Esq.	Plantation, Lawn, or Park, with Carriage Road to Redheugh.
Ditto	Ditto	Ditto	A Quay adjoining the River Tyne.

COUNTY OF NORTHUMBERLAND.

Township of Elswick in the Parochial Chapelry of St. John in that Part of the Parish of St. Nicholas which is situate in the County of Northumberland.

John Hodgson, Esq.	-	John Hodgson, Esq.	Waste Banks or vacant Ground adjoining the River Tyne.
Ditto	Joseph Lamb Esq., Humble Lamb, Esq. and John Buddle, Esq. Lessees of Elswick Colliery	The said Lessees of Elswick Colliery	Waste Ground and Coal Heaps adjoining the Colliery Engine.
Ditto	Ditto	Ditto	A House now disused.
Ditto	Ditto	Ditto	Steam Engine and other Buildings and Machinery adjoining the Shaft of Elswick Colliery.
Ditto	Ditto	William Hemsley	Cottage.
Ditto	Ditto	George Haile	Ditto.
Ditto	Ditto	Joseph Robinson	Ditto.
Ditto	Ditto	Thomas Heppell	Ditto.
Ditto	Ditto	The Lessees of Elswick Colliery before named	A Joiner's Workshop.
Ditto	Ditto	John Wilson	Garden.
Ditto	Ditto	Daniel Dewar	Ditto.
Ditto	Ditto	Joseph Robinson	Ditto.

Owners.	Lessees.	Occupiers.	Description of Property.
John Hodgson, Esq.	Joseph Lamb, Esq., Humble Lamb, Esq., and John Buddle, Esq. Lessees of Elswick Colliery	George Hall	Garden.
Ditto	Ditto	Thomas Heppell	Ditto.
Ditto	Ditto	The Lessees of Elswick Colliery before named	A Saw Pit and Shed.
Ditto	Ditto	Ditto	Coif Yard.
Ditto	Ditto	Edward Jackson	Cottage and Garden.
Ditto	Ditto	The Lessees of Elswick Colliery before named	Smith's Shop.
Ditto	Ditto	The Lessees of Elswick Colliery before named, and Robert Heppell and William Hemsley	House, Store House, and Office.
Ditto	Ditto	The Lessees of Elswick Colliery before named	Stables with a Yard or Stack Garth adjoining.
Ditto	Ditto	William Hemsley	Garden.
Ditto	Ditto	Robert Heppell	Ditto.
Ditto	Ditto	William Stamp	Ditto.
Ditto	Henry Walker, Joshua Walker, Joseph Need Walker, Samuel Walker Parker, and Edward Samuel Walker, carrying on Trade under the Firm of Messrs. Walkers, Parker, and Company.	The said Messrs. Walkers, Parker, and Company	Yard adjoining the Shot Tower and White Lead Manufactory.
Ditto	Ditto	Ditto	Part of a Grass Field now being made into a Garden.
An Occupation Carriage Road leading from Elswick Colliery to the Scotswood Turnpike Road.			
John Hodgson, Esq.	-	James Ritchie	Nursery.
The Scotswood Bridge Company	-	-	A Turnpike Road leading from Scotswood Bridge to Newcastle.
John Hodgson, Esq.	-	William Turner	House and Garden, with Outhouses and Yard adjoining.
Ditto	-	James Ritchie	Nursery, with old Shed or Greenhouse therein.

Owners.	Lessees.	Occupiers.	Description of Property
COUNTY OF NORTHUMBERLAND.			
<i>Township of Westgate in the Parochial Chapelry of St. John in that Part of the Parish of St. Nicholas which is situate in the County of Northumberland.</i>			
Thomas Anderson, Esq. -	-	{ William Orton and Robert Blagburn }	House and small Yard adjoining.
Ditto -	-	Robert Henderson -	{ Garden, with a Well therein.
The Corporation of Newcastle upon Tyne -	{ The Governors of the Infirmary for the Sick and Lame Poor of the Counties of Newcastle upon Tyne, Durham, and Northumberland - }	The Governors of the Infirmary and James Piercy Church -	Garden and Shrubbery.

TOWN AND COUNTY OF NEWCASTLE UPON TYNE.

Parochial Chapelry of St. John in that Part of the Parish of St. Nicholas which is situate in the Town and County of Newcastle upon Tyne.

Thomas Anderson, Esq. -	-	Robert Henderson -	{ Garden, under or adjoining which is a Brook, dividing the Counties of Northumberland and Newcastle upon Tyne.
Ditto -	-	Ditto -	House and Shop.
Ditto -	-	John Hewson -	House and Yard.
Ditto -	-	Ditto -	Waste Ground or Yard.
The Corporation of Newcastle upon Tyne -	{ The Governors of the Infirmary before named }	{ The Governors of the said Infirmary - }	Garden and Shrubbery.
Ditto -	Ditto -	Ditto -	Ditto and Plantation.
Ditto -	Ditto -	{ Ditto and James Piercy Church - }	{ The Infirmary for the Sick and Lame Poor of the Counties of Newcastle upon Tyne, Durham, and Northumberland.
Ditto -	Ditto -	Ditto -	{ Burial Ground, and various Outhouses attached to the Infirmary.
The Scotswood Bridge Company -	-	-	{ Turnpike Road leading from Scotswood Bridge to Newcastle upon Tyne.
Corporation of Newcastle upon Tyne -	-	Robert Henderson -	Orchard.
Ditto -	-	-	Waste Ground.
Ditto -	-	-	Public Cattle Market.

[Local.]

Owners.	Lessees.	Occupiers.	Description of Property.
Corporation of Newcastle upon Tyne -	Ann Rankin, the Executrix of the late Robert Rankin, Frederick Glenton, Executor of the late Ann Brunton, and George Foster, Esq. }	Ann Rankin, the Executrix of the late Robert Rankin, Frederick Glenton, Executor of the late Ann Brunton, and George Forster, Esq. }	A Field and public Walk round the same, commonly called the Forth.
Ditto -	Ann Rankin -	George Forster, Esq. -	A public Carriage Road leading from the Cattle Market to the Forth Banks, and to the River Tyne at the West End of the Close.
Ditto -	Ditto -	Ditto -	House.
Ditto -	Ditto -	Ann Rankin -	Garden.
Ditto -	Ditto -	Ditto -	House.
The Master and Brethren of the Hospital of the Blessed Lady St. Mary the Virgin in Westgate in the Town and County of Newcastle upon Tyne, viz. the Reverend Edward Moises, A.M., George Wray, Joseph Clark, Luke Turnbull, Miles Hodgson, William Hornsby, and John Ridley	Thomas Featherston }	Thomas Featherston -	A Stable.
Ditto -	Ditto -	Ditto -	Ditto.
Ditto -	Ditto -	George Hodgson -	A Garden.
Corporation of Newcastle upon Tyne	Matthew Plummer, Esq., surviving Executor under the Will of the late James Davenport -	John Hall Kent -	House and Garden.
Ditto -	William Doubleday and Thomas Doubleday -	William Buddle and John Bell Johnson }	Two Houses and Garden.