

The Navigable Rivers and Canals of the East Midlands

An Archival Handlist and Bibliography

In 2012 the University of Nottingham received an award of £15,000 from the Arts and Humanities Research Council to fund projects intended to develop links between the University and voluntary heritage organisations, as part of the Council's Connected Communities programme.

The School of Humanities, which administered the award, made a number of small grants to enable individual members of staff to work with voluntary organisations on schemes which could later be developed into large research projects. I received one such award to work with Friends of Newark Heritage Barge, which is seeking to restore a Trent barge as a floating heritage centre for the river. Part of the money was spent on preparing a series of posters for display on board the *Trent Trader*, illustrating different aspects of the river's history; the remainder was used to prepare this guide to published and archival sources for the history of the Trent and the large number of other navigable rivers and canals connected with it, including abortive scheme for canals that were not actually built.

The Handlist is one outcome of this award. It is being made available through the Friends of Newark Heritage Barge website to make it as widely accessible as possible. Guides of this sort soon go out of date as new material is published or new archival discoveries are made. I would welcome comments from those who come across the Handlist in its present form, suggesting corrections and additions, which can be incorporated (with suitable acknowledgement) into revised versions.

The Handlist is arranged as a single alphabetical list of rivers, canals and unbuilt projects. For each undertaking or scheme, I have sought to list the main published sources (including Acts of Parliament where appropriate) and as many archival accumulations as I have succeeded in locating. I have also given details of voluntary organisations associated with particular canals.

I have not included in the lists of published sources very short descriptive articles of little permanent value, or items in canal society magazines, nor in the lists of archives standard sources such as deposited plans among the records of Quarter Sessions for the counties and boroughs through which the schemes passed (or were proposed to pass). These might be included in a revision version at a later date, together with related local authority records, such as registers of canal boats used as living quarters compiled under legislation of 1877 and later.

Comments, corrections and additions would be much appreciated and gratefully acknowledged.

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Abbreviations used for Archive Locations

DRO	Derbyshire Record Office
NAO	Nottinghamshire Archives Office
NUL	University of Nottingham Library, Manuscripts and Special Collections
ROLLR	Record Office for Leicester, Leicestershire and Rutland
TNA	The National Archives

Journal of the Railway & Canal Historical Society

Titles of periodicals have generally been given in full, with the exception of the *Journal of the Railway & Canal Historical Society*, which has been abbreviated to *JRCHS*. The journal was numbered in volumes and parts until the conclusion of vol. 36 with part 9 in November 2010. Latterly, three parts were published each year, paginated continuously within the year (but not within the volume, whose nine parts were spread over three years). Starting with no. 210 (March 2011), each issue of the *Journal* has a separate number and is paginated separately.

Adelphi Canal

A short private canal built *c.* 1799 to connect the Adelphi ironworks at Duckmanton, east of Chesterfield, to a main road leading to the Chesterfield Canal.

Bibliography

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III, 294–5.

Robinson, P., *The Smiths of Chesterfield: a history of the Griffin Foundry, Brampton, 1775–1833* (Chesterfield: Robinson & Sons Ltd, 1957), 37–40. The Smiths also owned the Adelphi ironworks, which is included in Robinson's history of the company.

Alford proposed canal

Despite successfully obtaining an Act of Parliament, the promoters of this scheme to connect Alford with the sea on the Lincolnshire coast never began work on the project.

Act of Parliament

An Act for making and constructing a canal, from the town of Alford, in the county of Lincoln, to the sea, at or near the village of Anderby, in the said county, with a basin, harbour, and pier (7 Geo. IV c. 44, 5 May 1826).

Bibliography

White, P.R., 'The Alford Canal', *JRCHS*, 16 (2) (1970), 39–42.

Boyes, J., and Russell, R., *The Canals of Eastern England* (Newton Abbot: David & Charles, 1977), 303–4.

Ancholme Navigation

Bibliography

Boyes, J., and Russell, R., *The Canals of Eastern England* (Newton Abbot: David & Charles, 1977), 289–300.

Jones, P., ‘The new river Ancholme’, *JRCHS*, 34 (7) (2004), 430–6.

Hogg, J., ‘The river Ancholme: the recent history’, *JRCHS*, 34 (10) (2004), 685–6.

Archives

Lincolnshire Archives has a large group of records of the undertaking among the deposits by the Lincolnshire River Authority, most of which form the series LRA 6:

6/1: Legislation and subsidiary papers, including Acts of 1767, 1802 and 1825; amendment Act 1833; bye-laws; parliamentary papers; papers re railway bills affecting navigation.

6/2: Deeds and agreements.

6/3: Case papers, 1821–1907.

6/4: Securities (on tolls and drainage taxes).

6/5: Acre Tax Assessments.

6/6: Tolls: account books 1848–1910; day books from 1848; cash bok 1830–32; toll account 1831–2; later cash books; deeds and papers re the letting tolls from 1836.

6/7: Clerk’s papers, c.1840 onwards, arranged by subject, mainly late nineteenth century.

6/8: Engineer’s papers. Correspondence and papers from 1890; some earlier agreements, specifications, tenders etc.

6/10: Plans from 1767.

6/11: Miscellaneous printed and MS papers, mid nineteenth century and later.

There is also other material in later deposits by the LRA:

2 LRA 5: Late nineteenth- and twentieth-century papers, mainly relating to drainage rather than navigation, including papers relating to securities and clerk's and surveyor's correspondence.

4LRA: Plans and engineering drawings

4LRA 21/1–4: toll books, 1950–61, and miscellaneous papers concerning traffic for a similar period.

5LRA 2/4/1: Historical notes on the Ancholme Navigation and Drainage, 1946.

Ashby de la Zouch Canal

Authorised in 1794 to run from the Coventry Canal at Marston Bridge near Bedworth to collieries and limeworks around Ashby de la Zouch, several of which were served by railways running from the northern end of the canal. The company was purchased by the Midland Railway in 1846.

Act of Parliament

An Act for making and maintaining a navigable canal, from the Coventry Canal, at or near Marston Bridge, in the parish of Bedworth, in the county of Warwick, to a certain close in the parish of Ashby de la Zouch, in the county of Leicester; and for continuing the same from thence, in one line, to the lime works, at Ticknall, in the county of Derby; and in another line, to the limeworks at Cloudhill, in the said county of Leicester, with certain cuts or branches from the said canal. 34 Geo. III c. 93 (1794).

Bibliography

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III, 297–304.

Hadfield, C., *The Canals of the East Midlands (including part of London)* (Newton Abbot: David & Charles, 1970), 146–56, 211–13.

L.J. Boughey, ‘Mr Pick and the London Midland & Scottish Railway’s Canals’, *JRCHS*, 29 (9) (1989), 470–80. Frank Pick’s proposals, including those for the Ashby Canal.

Schofield, R.B., *Benjamin Outram 1764–1805: an engineering biography* (Cardiff: Merton Priory Press, 2000), ch. 14.

Archives

TNA, RAIL 803: subscribers’, proprietors’ and committee minute books, stock and share registers, miscellaneous reports, bills, papers etc., 1781–1845.

ROLLR, 13D40: accounts 1821–25.

Ashover & Chesterfield proposed canal

In 1802 John Nuttall surveyed the line of a canal from the head of the Chesterfield Canal at Chesterfield to the quarries and limestone kilns at Ashover. The proposal was reviewed by John Rennie, who recommended a railway be built instead. Neither scheme went ahead.

Bibliography

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III , 304–6.

Baslow & Brimington and Baslow & Chesterfield proposed canals

In 1810 John Gratton surveyed two possible routes across East Moor from Chesterfield or Brimington for a canal that would connect the Chesterfield Canal with the proposed High Peak Junction Canal, which was then being promoted as a means of connecting the Cromford and Peak Forest canals. Neither went ahead, nor did the High Peak Junction scheme.

Bibliography

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III , 309–12.

Belper proposed canal

In 1801 notices were given of an application to Parliament for an Act to make a canal and railway from the Cromford Canal at the southern end of Bullbridge aqueduct to Blackbrook bridge, just outside Belper. The scheme did not go ahead.

Bibliography

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III , 312–13.

Breedon proposed canal and railway

In about 1793 it was proposed to make a railway and canal from the Trent near King's Newton to the magnesian limestone quarries at Breedon and Cloud Hills, connecting with the railway extension of the Ashby de la Zouch Canal and the railway which formed part of the Forest Line of the Leicester Navigation. The scheme did not go ahead.

Bibliography

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III , 312–13.

Chesterfield Canal

Authorised in 1771 and completed in 1777, the canal runs from Chesterfield to the Trent at West Stockwith.

Act of Parliament

An Act for making a navigable cut or canal from Chesterfield, in the county of Derby, through or near Worksop and Retford, to join the river Trent, at or near Stockwith, in the county of Nottingham. 11 Geo. III c. 75 (1771).

Bibliography

[Stevenson, Seth Ellis], *A Cursory View of the Advantages of an Intended Canal, from Chesterfield to Gainsborough* (1769). See Riden (2010) below for the identification of the author.

Seasonable Hints relating to the Intended Canal, from Chesterfield in Derbyshire, to the River Trent, below Gainsbrough (1769).

[Grundy, J.], *Report of John Grundy, Engineer, respecting the Proposed Navigation from Chesterfield to the River Trent* (1770).

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III, 317–27.

Hopkinson, G.G., ‘The development of inland navigation in south Yorkshire and north Derbyshire, 1697–1850’, *Trans. Hunter Archaeological Society*, 7 (1951–7), 229–51.

Hadfield, C., *The Canals of the East Midlands (including part of London)* (Newton Abbot: David & Charles, 1970 edn), 33–6, 73–4.

Riden, P.J., ‘Tramroads in north-east Derbyshire’, *Industrial Archaeology*, 7 (1970), 373–96. Most of the tramroads were connected to the canal.

Riden, P., ‘An eighteenth-century proposal for the navigation of the Rother’, *Derbyshire Archaeological Journal*, 104 (1984), 68–70.

Roffey, J., *The Chesterfield Canal: the history of a unique waterway and a description of its route* (1989).

Richardson, C., *The Waterways Revolution: from the Peaks to the Trent* (1992).

Richardson, C., and Riden, P. (eds.), *Minutes of the Chesterfield Canal Company 1771–80* (Derbyshire Record Society, 24, 1996). Edited transcript of TNA, RAIL 817/1.

Richardson, C., ‘Eighteenth century roads and the Chesterfield Canal’, *JRCHS*, 32 (2) (1996), 125–7.

Smith, A.D., ‘Traffic on the Chesterfield Canal 1778–89’, *East Midland Historian*, 7 (1997), 11–20. Analyses Sheffield Archives, JC 1255 (see below).

Richardson, C. (ed.), *Chesterfield Canal Boat-Registers* (Notts. Family History Society, 1997).

Richardson, C., ‘The Chesterfield Canal: Thorpe and Turnerwood locks’, *JRCHS*, 34 (7) (2004), 454–7.

Padfield, A., ‘Land surveyors in the canal age: the Fairbank family of Sheffield’, *JRCHS*, 34 (7) (2004), 472–9. Includes plans of proposed extensions to the north and west of the Chesterfield Canal.

Riden, P., ‘The north Nottinghamshire coal trade in the eighteenth century’, *Trans. Thoroton Soc. Notts.*, 114 (2010), 75–94. Discusses the impact of the canal on the trade.

Hemingway, G.Y. ‘Source material on East Midlands canals’ (unpublished typescript, 1970–81?; copy in Nottingham University Library, East Midlands Special Collection). Paginated in five separate sequences, dealing with the Trent & Mersey (pp. 1–21), Grantham (pp. 22–168), Nottingham (pp. 169–234), Erewash (pp. 235–67) and Chesterfield (pp. 268–465) canals.

Archives

TNA, RAIL 817: general assembly and committee minutes, accounts, plan, 1769–80.

DRO, D3200: Abstract of tonnages, 1774–1883.

Chesterfield Local Studies Library, L.5842: tonnage accounts, 1774–1826.

Sheffield Archives, JC 1255: tonnage accounts, 1774–89 (duplicating for a shorter period those in Chesterfield Library); JC 1250(a)60: mileage and tonnage chart (c.1780).

West Yorkshire Archive Services, Wakefield, C299: miscellaneous papers.

Voluntary Organisations

Chesterfield Canal Trust (formerly Chesterfield Canal Society). Magazine: *Cuckoo*.

At an earlier date the Inland Waterways Protection Society was particularly concerned with the Chesterfield Canal: see its magazine, *Onward*, which commenced in 1958.

Chesterfield & Swarkestone proposed canal

In about 1771 James Brindley surveyed a proposed canal from the head of Chesterfield Canal to join the Trent & Mersey Canal at Swarkestone, following in part the line later followed by the Swarkestone and Little Eaton sections of the Derby Canal, the route of the proposed Belper canal and a short section of the Cromford Canal, and the line of the proposed Ashover & Chesterfield and North Eastern canals. The scheme did not go ahead.

Bibliography

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III , 328–9.

Commercial proposed canal

In 1796 Robert Whitworth surveyed the route of a canal from the head of the Chester Canal at Nantwich to the northern end of the Ashby de la Zouch Canal, which would have formed part of a broad-beam route from the Grand Junction Canal to the Dee, and thus from London to Liverpool and also from Hull to Liverpool. The scheme did not go ahead.

Bibliography

Intended Commercial Canal (Proposed Canal from Ashby de la Zouch Canal on Ashby Woulds to Nantwich and Branches) 1795 and 1796: short sketch of proposed canal (1795). Copy in TNA, RAIL 1019/15/30; assumed to be printed.

Intended Commercial Canal (Proposed Canal from Ashby de la Zouch Canal on Ashby Woulds to Nantwich and Branches) 1795 and 1796: report of public meeting (1796). Copy in TNA, RAIL 1019/15/31; assumed to be printed.

‘The Commercial Canal Project’ (1796). Cited in Lindsay, *Trent & Mersey Canal*, p. 168 (ch. 4, n. 7), with no further information.

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III, 329–31.

Cromford Canal

Authorised in 1789 and completed in 1794, the canal ran from junctions with the Erewash and Nottingham canals at Langley Mill to Cromford, with a branch to Pinxton. The company was purchased by a predecessor of the Midland Railway in 1846–52.

Acts of Parliament

An Act for making and maintaining a navigable canal from, or from near to, Cromford Bridge, in the county of Derby, to join and communicate with the Erewash Canal, at or near Langley Bridge; and also a collateral cut from the said intended canal, at or near Codnor Park Mill, to or near Pinxton Mill, in the said county. 29 Geo. III c. 74 (1789).

An Act to alter and amend an Act passed in the last Session of Parliament, for making and maintaining a navigable canal from, or from near to, Cromford Bridge, in the county of Derby, to join and communicate with the Erewash Canal, at or near Langley Bridge; and also a collateral cut from the said intended canal, at or near Codnor Park Mill, to or near Pinxton Mill, in the said county. 30 Geo. III c. 56 (1790).

Bibliography

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III, 336–52.

Stevenson, P., ‘Colliery railways at Blackwell and Huthwaite’, *JRCHS*, 12 (4) (1966), 59–64. The lines ran to the Cromford Canal.

Hadfield, C., *The Canals of the East Midlands (including part of London)* (Newton Abbot: David & Charles, 1970 edn), 41–2, 50–4.

L.J. Boughey, ‘Mr Pick and the London Midland & Scottish Railway’s Canals’, *JRCHS*, 29 (9) (1989), 470–80. Frank Pick’s proposals, including the closure of most of the Cromford Canal.

Schofield, R.B., *Benjamin Outram 1764–1805: an engineering biography* (Cardiff: Merton Priory Press, 2000), chs. 3, 13.

Potter, H., *The Cromford Canal* (Stroud: Tempus, 2003).

Rapley, J., ‘Bullbridge aqueduct: the Cromford Canal and the North Midland Railway’, *JRCHS*, 34 (6) (2003), 342–5.

Stoker, S., *There and Back Again: restoring the Cromford Canal 1968–1988* (Stroud: Amberley,

2008).

Boyes, G., 'German Wheatcroft and the Wheatcroft family of canal carriers', *JRCHS*, 36 (6) (2009), 130–43. The business was based on the Cromford Canal but this article is of wider importance for the history of canal carrying in the early 19th century.

Potter, H., 'Butterley tunnel wide hole', *JRCHS*, no. 213 (2012), 2–7.

Archives

TNA, RAIL 819: general assembly and committee minutes; cash book, 1789–1852. Microfilm copy in DRO (M689).

West Yorkshire Archive Service, C299: Wakefield: miscellaneous papers.

DRO, D501, D1041, D1265, D1366, D1391, D1534, D1954, D2652, D4614, D6559, D6653, D6936, D7308: permit books and related material. In about 1968 a large quantity of permit books (volumes made up of counterfoils of permits issued to boat masters entering the canal, giving details of the goods carried and their origin and destination) were discovered in a disused toll-keeper's cottage on the canal near Langley Mill. Some of these were deposited in the DRO at the time but many were stolen by local collectors. Some of these have since been donated to or deposited piecemeal in the DRO, which accounts for the large number of separate deposit numbers listed here. A further quantity is in the possession of the Friends of the Cromford Canal (see below) and others appear to remain in private hands. Any archival integrity which this material might once have had was destroyed by the thefts.

Harvard University Business School, Baker Library, ten 'bill books', 1813–43. From the published description (*Manuscripts in the Baker Library* (4th edn, 1978), 112), these appear to be more of the permit books stolen from Langley Mill.

Wakefield Local Studies Library, Goodchild Collection: copy out-letters and plans, said to be from an office at Codnor Park, 1904–32. These items may well have the same origin as the permit books.

Voluntary Organisations

Cromford Canal Society. Founded 1971; ceased to exist 1990. Some of the society's records for the period 1970–79 form DRO, D3129. Stoker, *There and Back Again*, gives an account of the society's activities.

Friends of the Cromford Canal. Founded 2002. Magazine: *The Portal*.

Cromford & Bakewell proposed canal

In 1789 Benjamin Outram proposed an extension of the Cromford Canal from its northern terminus to Bakewell, and a survey was made by John Gratton. The scheme did not go ahead, nor did the High Peak Junction Canal proposal of 1810, which would have followed very nearly the same line.

Bibliography

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III , 352–3.

Derby Canal

Authorised in 1793 and completed in 1796, the canal had three lines, one running from Derby to the Trent & Mersey Canal at Swarkestone, another from Derby to the Erewash Canal at Sandiacre, and the third from Derby to Little Eaton, from where a tramroad continued north to serve a number of collieries. The company was not vested in the British Transport Commission in 1948.

Act of Parliament

An Act for making and maintaining a navigable canal from the river Trent, at or near Swarkestone Bridge, to and through the borough of Derby, to Little Eaton, with a cut out of the said canal in or near the said borough, to join the Erewash Canal near Sandiacre, and for making railways from such canal to several collieries in the parishes or liberties of Denby, Horsley, and Smalley, all in the county of Derby. 33 Geo. III c. 102 (1793).

Bibliography

A Comparison of different Schemes of Navigable Canals proposed to be made to Derby (1792). Copy in TNA, RAIL 1019/15 (formerly BTHR, HRP 6/15/21).

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III, 355–60.

Hadfield, C., *The Canals of the East Midlands (including part of London)* (Newton Abbot: David & Charles, 1970 edn), 39–41, 67–72.

Lead, P., ‘Leonard Lead and the Little Eaton tramroad’, *JRCHS*, 19 (2) (1973), 45–8.

Stevenson, P., ‘The Denby colliery and Belper tramroad’, *JRCHS*, 20 (1) (1974), 1–13.

Boughey, J., ‘The decline of the Derby Canal: a case study in independent ownership and decline’, *JRCHS*, 31 (3) (1993), 112–23.

Swainson, C.M., *Waterways to Derby: the Derwent Navigation and the Derby Canal* (Cromford: Scarthin Books, 1993).

Schofield, R.B., *Benjamin Outram 1764–1805: an engineering biography* (Cardiff: Merton Priory Press, 2000), ch. 5.

Archives

Because the Derby Canal Company did not pass into railway ownership, nor was it vested in the British Transport Commission, its records are not to be found in TNA, RAIL. Instead they have been deposited by the company in Derby Local Studies Library. Covering the period 1793–1980, they include minutes, share records, correspondence, deeds, papers, plans etc. The company's prior written permission, obtainable through the library, is required to see records less than fifty years old.

DRO, D5751: accounts, financial records and correspondence, 1959–64. D995: permit receipt books, Sandiacre area, 1877–8.

Voluntary Organisation

Derby and Sandiacre Canal Society (and an associated Derby and Sandiacre Canal Trust)
Magazine: *The Packet*.

Derwent Navigation

The Derwent was opened to navigation from Derby to the Trent at Wilden Ferry in 1721 under an Act passed the previous year. When the Derby Canal was promoted, its Act required the company to purchase the shares of the Derby Boat Company, which had become the undertakers of the navigation. The river was closed to navigation when the canal was built.

Act of Parliament

An Act for making the river Derwent, in the county of Derby, navigable. 6 Geo. I c. 27 (1720).

Bibliography

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III, 360.

Hadfield, C., *The Canals of the East Midlands (including part of London)* (Newton Abbot: David & Charles, 1970 edn), 31–33.

Swainson, C.M., *Waterways to Derby: the Derwent Navigation and the Derby Canal* (Cromford: Scarthin Books, 1993).

Erewash Canal

Authorised in 1777 and completed two years later, the canal runs from the Trent near Sawley to Langley Mill, where junctions were later made with the Cromford Canal and Nottingham Canal. The company was absorbed into the Grand Union Canal in 1932.

Act of Parliament

An Act for making and maintaining a navigable cut or canal from the river Trent, in the lordships of Sawley and Long Eaton, in the county of Derby, to or near Langley Bridge, in the counties of Derby and Nottingham. 17 Geo. III c. 69 (1777).

Bibliography

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III, 363–5.

Hadfield, C., *The Canals of the East Midlands (including part of London)* (Newton Abbot: David & Charles, 1970 edn), 39–41, 64–7.

Gateway to the Erewash Canal: a guide and history (Erewash Canal Preservation and Development Association).

Hemingway, G.Y. . ‘Source material on East Midlands canals’ (unpublished typescript, 1970–81?; copy in Nottingham University Library, East Midlands Special Collection). Paginated in five separate sequences, dealing with the Trent & Mersey (pp. 1–21), Grantham (pp. 22–168), Nottingham (pp. 169–234), Erewash (pp. 235–67) and Chesterfield (pp. 268–465) canals.

Archives

TNA, RAIL 828: minutes of general meetings and committee, cash book, ledger, letter books, plan, 1777–1932.

DRO, D382: miscellaneous correspondence, 1875–9.

DRO, D5615: canal boat inspection register, 1909–46.

ROLLR: DE1536/207B/3. The Curzon Papers contain some Erewash Canal Navigation permits, cargo receipts and accounts.

West Yorkshire Archive Service, Wakefield, C299: miscellaneous records.

Voluntary Organisation

Erewash Canal Preservation and Development Association. Founded 1968.

Fosdyke Navigation

The navigation runs from a junction with the Trent at Torksey to a junction with the river Witham at Lincoln. The waterway may be Roman in origin and has certainly been in use since the middle ages. The modern history of the navigation begins with an Act of 1671, under which Lincoln Corporation were made undertakers of both the Fosdyke and the Witham. In 1740 the corporation leased the Fosdyke for 999 years from 1741 to Richard Ellison, whose descendants in 1846 assigned the expired term in the lease to the Great Northern Railway Company. The navigation was later sub-leased to the Great Northern & Great Eastern Railways Joint Committee, from which it passed to the LNER and the British Transport Commission.

Bibliography

Hill, J.W.F., *Medieval Lincoln* (Cambridge: University Press, 1948; reprinted 1965).

Hill, J.W.F., *Tudor and Stuart Lincoln* (Cambridge: University Press, 1956).

Hill, J.W.F., *Georgian Lincoln* (Cambridge: University Press, 1966). Includes, pp. 308–10, a list of toll receipts on the Fosdyke, 1714–1832.

Cruising on the Fosdyke and Witham Navigations: Torksey Lock to Boston (British Waterways, new edn, 1965).

Dibb, G., *Sheffield and South Yorkshire Navigation, Chesterfield Canal, Fosdyke Canal, River Witham* (Harrow: Belmont Press, 1977). A sheet of strip maps.

Richardson, C., and Lower, J., *The Waterways of Lincoln and Boston: the Fosdyke, River Witham, Witham Navigable Drains, Slea Navigation, Horncastle Canal* (Sheffield: Hallamshire Press, c.1997).

Jones, P., 'From castle moat to navigation: the origins and evolution of the Tattershall Canal', *JRCHS*, 34 (9) (2004), 608–23. Includes references to the Fosdyke and Witham.

Hogg, J., 'The river Ancholme: the recent history', *JRCHS*, 34 (10) (2004), 685–6. Describes water transfer involving the Fosdyke and Witham as well as the Ancholme.

Lower, J., and Richardson, C., *Lincolnshire Waterways: the Fosdyke, River Witham, Witham Navigable Drains, Slea Navigation, Horncastle Canal* (Sheffield: Richlow, 2008).

Archives

No records of the undertaking have reached the RAIL group at the National Archives. The main

group of papers relating to the Fosdyke are in Lincolnshire Archives, where they form one series within a large accumulation of solicitors' clients' papers, BS 12/3/1. Most of these were created by the Ellison family's solicitors, Messrs Tallents of Newark, before and during a Chancery action, which began in 1827 and was only concluded in 1839, between the Ellisons and Lincoln corporation over the terms of the lease of 1740. The papers were later transferred to the family's Lincoln solicitors, from whom they have passed to the record office.

There is a detailed list of the contents of BS 12/3/1 available in the searchroom at Lincolnshire Archives. The collection includes copies of the lease of 1740 and of other papers from around the time of the Act of 1671, as well as a large number of documents prepared for the Chancery litigation of 1827–39, papers connected with the eventual lease to the Great Northern Railway, and correspondence of the Ellison family concerning these matters. The archive includes the lists of tolls printed by Hill, *Georgian Lincoln* (see above), which are BS 12/3/1/3/78 and BS 12/3/1/3/149.

Grand Commercial proposed canal

A further abortive scheme (see also North Eastern Junction proposed canal and other projects described by Padfield) for a canal between Chesterfield and Sheffield, promoted in 1824–6.

Bibliography

Padfield, A., 'Land surveyors in the canal age: the Fairbank family of Sheffield', *JRCHS*, 34 (7) (2004), 472–9. Includes plans of proposed extensions to the north and west of the Chesterfield Canal.

Grand Union Canal ('Old Union')

The canal was authorised in 1810 and opened in 1814 to complete the route from the Trent to the Grand Junction Canal, the rest of which was formed by the Soar Navigation, the Leicester Navigation and the Leicestershire & Northamptonshire Union Canal. When the Grand Junction and the other companies which owned parts of the line between London and the Trent were amalgamated in 1932 the name Grand Union was also chosen for the new company, and for this reason the company established in 1810 is sometimes known as the 'Old Union'.

Act of Parliament

An Act for making and maintaining a navigable canal from the Union Canal, in the parish of Gumley, in the county of Leicester, to join the Grand Junction Canal near Long Buckby, in the county of Northampton; and for making a collateral cut from the said intended canal. 50 Geo. III c. 122 (1810).

Bibliography

Patterson, A.T., 'The making of the Leicestershire canals, 1766–1814', *Trans. Leics. Archaeological Society*, 27 (1951).

Chandler, T.J., 'The canals of Leicestershire: their development and trade', *East Midland Geographer*, no. 10 (1958), 27–40.

Hadfield, C., *The Canals of the East Midlands (including part of London)* (Newton Abbot: David & Charles, 1970 edn), 104–7.

Stevens, P.A., *The Leicester Line: a history of the Old Union and Grand Union canals* (Newton Abbot: David & Charles, 1972).

Archives

TNA, RAIL 831: general assembly and committee minute books, 1809–94.

The records of the company established in 1932 form TNA, RAIL 832, including minutes, report and sealing registers. Warwickshire Record Office, CR 1590, documents from the Hatton and Hillmorton depots of British Waterways, appears to include only material from the 1932 company (or the Grand Junction portion of its line), as do records from the Brentford depot now in Chiswick Local Studies Library, including a canal boat inspection register, boat certificates, a complaints book, a letter book, an inspector's journal etc., and a book of traffic returns (1904–30) in Watford Museum.

Grantham Canal Navigation

Authorised in 1793, the canal runs from the Trent near Nottingham to Grantham. Under the Ambergate, Nottingham & Beeston & Eastern Junction Railway Act of 1846 the Grantham and Nottingham canals were to be vested in the railway company, although the purchase was not completed until 1855, when the name of the company was changed to the Ambergate, Nottingham & Boston & Eastern Junction Railway & Canal Company. By another Act of 1860 its name was changed to the Nottingham & Grantham Railway & Canal Company. Under a further Act the following year the undertaking was leased for 999 years to the Great Northern Railway Company. In 1923 the company was absorbed into the London & North Eastern Railway Company.

Acts of Parliament

An Act for making and maintaining a navigable canal from or nearly from the town of Grantham, in the county of Lincoln, to the river Trent, near Nottingham Trent Bridge; and also a collateral cut from the said intended canal, at or near Cropwell Butler, to the town of Bingham, both in the county of Nottingham. 33 Geo. III c. 94 (1793).

An Act for enabling the company of proprietors of the Grantham Canal Navigation, to finish and complete the same, and the collateral cuts to communicate therewith; and for amending the Act of Parliament, passed in the thirty-third year of the reign of his present Majesty, for making and maintaining the said canal and collateral cut. 37 Geo. III c. 30 (1797).

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Industrial Heritage, no. 8 (1995), 13–16.

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Hemingway, G.Y. . ‘Source material on East Midlands canals’ (unpublished typescript, 1970–81?; copy in Nottingham University Library, East Midlands Special Collection). Paginated in five separate sequences, dealing with the Trent & Mersey (pp. 1–21), Grantham (pp. 22–168), Nottingham (pp. 169–234), Erewash (pp. 235–67) and Chesterfield (pp. 268–465) canals.

Archives

TNA, RAIL 833/1–3. Minutes of the Grantham Canal Navigation Company, 1793–1854.

TNA, RAIL 1112/12. Grantham Canal Navigation Company Reports and Accounts, 1798–1854.

TNA, RAIL 8. Records of the Ambergate, Nottingham & Boston & Eastern Junction Railway, 1845–78.

TNA, RAIL 545. Records of the Nottingham & Grantham Railway & Canal Company, 1860–1923.

TNA, RAIL 1003/21. Grantham Canal Navigation bye-laws and regulations, c.1872.

TNA, RAIL 236/481, 1107, 1108, 1114. Miscellaneous files etc. among the records of the Great Northern Railway relating to the Grantham Canal. 1895–1910.

Voluntary Organisation

Grantham Canal Society. Founded in the early 1970s as the Grantham Canal Restoration Society. Publishes *Bridge*.

High Peak Junction proposed canal

In 1810 proposals first discussed when the Cromford Canal was being built to extend the line to join the Peak Forest Canal, and raised again in 1802 when the Cromford & Bakewell Canal was projected, were revived. A route was surveyed from Derwent Aqueduct on the Cromford to Chapel Milton, to which it was proposed to extend the Peak Forest Canal in place of their existing railway. The scheme did not go ahead.

Bibliography

[Rennie, J., Report, 1810. Farey, loc. cit., refers to a 'Report ... in a printed Letter dated 26th October, 1810' by Rennie on the proposed route, of which no copy has been traced.]

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III, 369–71.

Padfield, A., 'Land surveyors in the canal age: the Fairbank family of Sheffield', *JRCHS*, 34 (7) (2004), 472–9. Includes plans of proposed extensions to the north and west of the Chesterfield Canal.

Horncastle Navigation

The Horncastle Canal was authorised in 1792 (32 Geo. III c. 107) to run from the Witham near Tattershall to Horncastle, and in part took over the line of the privately built Tattershall Canal. The Act also authorised the Witham Navigation Commissioners to complete the navigation of the river through High Bridge in Lincoln to join the Fosdyke. The Horncastle Company obtained a further Act in 1800 (39 & 40 Geo. III c. 109) to raise additional capital. The canal was opened in 1802 and abandoned in 1889.

Acts of Parliament

An Act for enlarging and improving the canal called the Tattershall Canal, from the river Witham to the town of Tattershall, and extending the same into the river Bain, and for making the said river Bain navigable from thence to or into the town of Horncastle, all in the county of Lincoln, and also for amending and rendering complete the navigation communicating between the said river Witham, and the Fosdyke Canal, through the High Bridge, in the city of Lincoln. 32 Geo. III c. 107 (1792).

An Act for enabling the Horncastle Navigation Company to raise a further sum of money to complete the said navigation, and for amending an Act passed in the thirty-second year of the reign of his present Majesty, for making and maintaining the said navigation. 39 & 40 Geo. III c. 109 (1800).

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Clarke, J.N., *The Horncastle and Tattershall Canal* (Oxford: Oakwood Press, 1990), 96 pp.

Richardson, C., and Lower, J., *The Waterways of Lincoln and Boston: the Fosdyke, River Witham, Witham Navigable Drains, Slea Navigation, Horncastle Canal* (Sheffield: Hallamshire Press, c.1997), 95 pp.

Jones, P., ‘The ever confusing Horncastle Canal’, *JRCHS*, 34 (5) (2003), 282–8.

Jones, P., ‘From castle moat to navigation: the origins and evolution of the Tattershall Canal’, *JRCHS*, 34 (9) (2004), 608–23.

Lower, J., and Richardson, C., *Lincolnshire Waterways: the Fosdyke, River Witham, Witham*

Navigable Drains, Slea Navigation, Horncastle Canal (Sheffield: Richlow, 2008), 55 pp.

Archives

There are no company records in the RAIL group at the National Archives. There is, however, an extensive archive deposited by a local firm of solicitors in Lincolnshire Archives, where it forms TLE 1. The main series within the group (some of which are more fully listed or calendared in the searchroom list) are as follows:

- TLE 1/1/1–5: Minute books, 1792–1883.
- TLE 1/1/6: Draft minutes, 1870–84.
- TLE 1/1/7: Lists of proprietors, 1813–65.
- TLE 1/1/8–9: Share transfers, 1792–1889.
- TLE 1/1/10–11: Books with details of boats on canal, 1865–80.
- TLE 1/1/12: Tolls received, 1857–86.
- TLE 1/1/13: Account book, 1875–86.
- TLE 1/1/14: Bank book, 1880–86.
- TLE 1/1/15: Book with details of land taken for canal.
- TLE 1/1/16: Printed copy of Act of 1792, list of shareholders, details of locks etc. 1834.
- TLE 1/1/17: Cash and day book, 1861–4.
- TLE 1/1/18: Another copy of the 1792 Act.
- TLE 1/2: Share transfer deeds, 1796–1886 (fully calendared).
- TLE 1/3: Share certificates.
- TLE 1/4: Deeds and leases of estate owned by the company.
- TLE 1/5: Bundles of loose papers (fully listed, covers the whole of the canal's working life).
- TLE 1/6: Correspondence 1862–75 (also fully listed).
- TLE 1/7: Bills and receipts for goods purchased (not tolls).
- TLE 1/8: Prints of unrelated MSLR and GNR Acts
- TLE 1/9: Plans.

In addition, the Spalding Gentlemen's Society has correspondence, reports, miscellaneous papers, 1791–1809.

Idle Navigation

The waterway between Bawtry and the Trent at West Stockwith, which is in part the natural course of the river Idle and in part an artificial channel named the Bykersdike, has certainly been used for navigation since the middle ages and may be Roman in origin. Under an Act of 1720 Retford corporation were made undertakers to extend the navigation to that town and, although some work was done and the river opened above Bawtry, this section had gone out of use by the 1750s. The Act, which remains in force, also declared that the whole of the river between Retford and West Stockwith is open to navigation.

Act of Parliament

An Act for making the river Idle navigable from East-Retford in the county of Nottingham, to Bawtry-Wharf in the county of York. 6 Geo. I c. 30 (1720). Copy in Doncaster Archives, D2/MD 591/1.

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Hadfield, C., *The Canals of the East Midlands (including part of London)* (Newton Abbot: David & Charles, 1970 edn), 30–1.

Jones, P., 'Vermuyden's navigation works on the river Don', *JRCHS*, 31 (5) (1994), 248–58.

Also mentions his work on the Idle.

Jones, P., 'Two early Roman canals? The origins of the Turnbridgedike and Bycarrsdike', *JRCHS*, 31 (10), 522–31; A largely identical version was published in *Retford and District Historical and Archaeological Society Review*, 5 (1998), 1–10. The Bycarrsdike is an alternative name for the section of the Idle Navigation between Idle Stop (downstream from Bawtry) and its confluence with the Trent at West Stockwith.

Jones, P.E., 'The effect of land-drainage works upon navigation on the river Idle', *JRCHS*, 33 (1) (1999), 8–26. A largely identical version was published in *Retford and District Historical and Archaeological Society Review*, 9 (2003), 1–20.

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Jones, P., 'The origins of Thorne Boating Dyke', *JRCHS*, 36 (8) (2010), 113–23. Includes references to the Idle and other ways in the Isle of Axholme. See also A. Overton, 'The last years of Thorne Boating Dike', *JRCHS*, 36 (5) (2009), 102–7.

Archives

Until the passing of the Act of 1720 no tolls were charged for the use of the navigation, but the lord of the manor of Bawtry claimed fees in respect of wharfage there, and this right was placed on a statutory basis by the Act. The right to wharfage was an appurtenance of the manor of Bawtry and references to payments of wharfage occur in the records of the manor. Some papers relating to the extension of the navigation to Retford survive among the records of the corporation (Notts. Archives, D/C/R 4/28/P). The minutes of the Hatfield Chase Corporation, established in 1626 (NUL, HCC 6001–6023), while principally concerned with drainage, on occasions refer to navigation on the Idle, as do some of the files of the Trent Catchment Board, established in 1930 (NUL, R).

Leicester Navigation

Authorised in 1791, the main line of the navigation ran from the southern end of the Soar Navigation at Loughborough to Leicester; another line, running west to Charnwood Forest and consisting in part of a railway, was abandoned after a few years.

Acts of Parliament

An Act for making and maintaining a navigable communication between the Loughborough Canal and the town of Leicester, and for making and maintaining a communications by railways or stone roads, and water levels, from several places and mines to the said Loughborough Canal, and for continuing the same, by passing along the canal, to the said navigation, commencing all in the county of Leicester. 31 Geo. III c. 65 (1791).

An Act for enabling the company of proprietors of the Leicester Navigation to finish and complete their several works, and to discharge the debts contracted in the making thereof, and for amending an Act passed in the thirty-first of his present Majesty, for making the said navigation, and several other works, in such Act mentioned. 37 Geo. III c. 51 (1797).

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Stevens, P.A., *The Leicester and Melton Mowbray Navigations* (Stroud: Alan Sutton, 1975).

Archives

TNA, RAIL 848: minutes of general meetings and committee meetings, dividend account book, plans, letterbooks and accounts, 1790–1932.

ROLLR, 3D42: minutes of general meetings and committee meetings, securities, receipts and vouchers for damages awarded, accounts and letters, 1794–1877.

West Yorkshire Archive Service, Wakefield, C299: miscellaneous papers.

Leicestershire & Northamptonshire Union Canal

Authorised in 1793 to form a link between the Leicester Navigation and the Nene Navigation at Northampton, from where a railway was to have been built to the Grand Junction Canal. In the event the canal ran only to Gumley, from where a separately promoted Grand Union Canal was later built to make a link with the Grand Junction. The Grand Union Canal (authorised in 1810 and completed in 1814) is not to be confused with the amalgamated concern formed in 1932 by the Grand Junction Canal and several smaller companies, whose Leicester Line comprised the L&NU and (former) Grand Union canals.

Acts of Parliament

An Act for making and maintaining a navigation from the town of Leicester to communicate with the river Nen, in or near the town of Northampton, and also a certain collateral cut from the said navigation. 33 Geo. III c. 98 (1793).

An Act to enable the company of proprietors of the Leicestershire and Northamptonshire Union Canal, to vary the line of the said canal, and to alter and amend the powers of the Act passed for making the said canal. 45 Geo. III c. 71 (1805).

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Turnock, D., ‘Foxton revisited: the inclined plane in context’, *JRCHS*, 34 (1) (2002), 39–45.

Archives

No records of the Leicestershire & Northamptonshire Union Canal have survived to become part of the RAIL group at the National Archives, or are known to have been deposited elsewhere.

Loughborough Navigation

Authorised in 1776 to make navigable, with some sidecuts, the river Soar between the Trent and Loughborough. The company became part of the Grand Union in 1932.

Acts of Parliament

An Act for making the river Soar navigable from the river Trent, to or near Loughborough, in the county of Leicester; and for making navigable cuts or canals from the said river Soar, to or near the Rushes, and the Hermitage Pool at Loughborough, aforesaid. 6 Geo. III c. 94 (1766).

An Act for making the rive Soar navigable, from the river Trent to Bishop's Meadow, within the liberty of Garenton, in the county of Leicester; and for making and maintaining a navigable cut or canal from thence, near, or up, and into the Rushes, at Loughborough, in the said county. 16 Geo. III .c 65 (1776).

Bibliography

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Chandler, T.J., 'The canals of Leicestershire: their development and trade', *East Midland Geographer*, no. 10 (1958), 27–40.

Hadfield, C., *The Canals of the East Midlands (including part of London)* (Newton Abbot: David & Charles, 1970 edn), 36–9, 82–5.

Archives

TNA, RAIL 849: minutes of annual meetings and committee meetings, account books, letterbooks, plans, 1766–1932.

ROLLR: DE1536/207B/3. The Curzon Papers contain some Loughborough Navigation permits, cargo receipts and accounts.

West Yorkshire Archive Service, Wakefield, C299: miscellaneous papers.

Louth Navigation

Acts of Parliament

An Act for making a navigation from the river Humber, by a canal or cut at or near Tetney Haven, to the river Ludd in the parish of Alvingham, in the county of Lincoln, and for continuing the said navigation in or near the river, from thence to or near the town of Louth, in the said county. 3 Geo. III c. 39 (1763).

An Act for improving and maintaining the navigation from the river Humber to Alvingham in the county of Lincoln, and from thence to Louth in the same county. 9 Geo. IV c. 30 (1828).

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Sizer, S.M., and Clark, J. (ed. J. Stanbridge), *People & Boats: a history of the Louth Canal* (Louth Navigation Trust, c.2006).

Archives

There are no records of the undertaking in the RAIL group at the National Archives. Quite an extensive archive has, however, been deposited in Lincolnshire Archives by the Lincolnshire River Authority, where it forms LRA 5:

5/1–4: Minute books 1760–1828 and 1882–1920, also some draft minutes and list of commissioners.

5/5–44: Miscellaneous subsidiary records: case papers, parliamentary papers, tenancy agreements, correspondence, late nineteenth and twentieth centuries.

5/45–52: Accounting records, late nineteenth and twentieth centuries, including printed Annual Statements, 1877–1924.

5/53–64: Miscellaneous subsidiary records, mostly late nineteenth and twentieth centuries.

5/65: Printed statement of facts re lease of tolls to Chaplin family 1777, with counsel's opinion 1823; leases of tolls 1828–33.

5/66–78: Late nineteenth-century papers re letting tolls, including ageements.

5/79: Annual reports and surveyor's reports, 1877–99.

5/80: Reports and minutes of committees, 1853–75.

5/81: Miscellaneous plans and drawings, 1800–1910.

5/82–113: Letters books and correspondence bundles, 1867–1921.

5/114–117: Miscellaneous papers, late nineteenth and twentieth centuries.

Lincolnshire Archives, Misc. Dep. 642 contains a map of the Louth Navigation by John Grundy, *c.*1759.

Spalding Gentlemen's Society: miscellaneous papers, 1760–1813.

Voluntary Organisation

Louth Navigation Trust. Founded 1986.

Melton Mowbray Navigation

Authorised in 1791, the navigation ran from the Leicester Navigation at Cossington to Melton Mowbray.

Acts of Parliament

An Act for making navigable the rivers Wreak and Eye, from the junction of the said river Wreak with the Leicester Navigation at Turnwater Meadow, to Mill Close Homestead, in the parish of Melton Mowbray, in the county of Leicester. 31 Geo. III c. 77 (1791).

An Act for enabling the company of proprietors of the navigation from Leicester to Melton Mowbray, in the county of Leicester, to complete their navigation, and to discharge the debts contracted by them in the making thereof, and for amending the Act passed in the thirty-first year of the reign of his present Majesty, for making and maintaining the said navigation. 40 Geo. III c. 55 (1800).

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Chandler, T.J., ‘The canals of Leicestershire: their development and trade’, *East Midland Geographer*, no. 10 (1958), 27–40.

Hadfield, C., *The Canals of the East Midlands (including part of London)* (Newton Abbot: David & Charles, 1970 edn), 92–4.

Stevens, P.A., *The Leicester and Melton Mowbray Navigations* (Stroud: Alan Sutton, 1975).

Archives

As far as is known, all the company’s records have been destroyed (Stevens, p. 105). A search of the National Archives online catalogue under the name of the company (and under ‘Melton Mowbray Canal’) fails to locate a single reference.

North Eastern Junction proposed canal

In 1810 William Jessop jun. surveyed the line of this canal in two sections: a northern part from the Don Navigation near Rotherham to the Chesterfield Canal near Killamarsh, and a southern part from the Norbriggs branch of the Chesterfield Canal to the head of the Pinxton branch of the Cromford Canal. The scheme did not go ahead.

Bibliography

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III, 393–7.

Padfield, A., 'Land surveyors in the canal age: the Fairbank family of Sheffield', *JRCHS*, 34 (7) (2004), 472–9. Includes plans of proposed extensions to the north and west of the Chesterfield Canal.

Nottingham Canal

Authorised in 1792, the canal ran from a junction with the Erewash and Cromford Canals at Langley Mill through Nottingham to join the Trent near the mouth of the river Leen, almost opposite the start of the Grantham Canal. Both the Nottingham and Grantham canals were acquired (through a rather complicated process begun in 1846 and completed in 1861) by a constituent of the Great Northern Railway: see above, under Grantham Canal Navigation.

Act of Parliament

An Act for making and maintaining a navigable canal, from the Cromford Canal in the county of Nottingham, to or near to the town of Nottingham, and to the river Trent, near Nottingham Trent Bridge, and also certain collateral cuts therein described, from the said intended canal. 32 Geo. III c. 100 (1792).

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Stevenson, P., ‘The Bilborough Cut branch of the Nottingham Canal’, *JRCHS*, 12 (1) (1966), 7–9.

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Hemingway, G.Y., ‘The lower part of the Nottingham Canal and the Beeston Cut in 1982’, *JRCHS*, 27 (7) (1983), 200–2.

Chell, B.W., *Nottingham's Lost Canal* (Ripley: Footprint Press, 1995).

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Gray, A., ‘Disaster in Nottingham’, *JRCHS*, no. 215 (2012), 15–16. Gunpowder explosion at a Nottingham Canal warehouse in 1818.

Hemingway, G.Y. . 'Source material on East Midlands canals' (unpublished typescript, 1970–81?; copy in Nottingham University Library, East Midlands Special Collection). Paginated in five separate sequences, dealing with the Trent & Mersey (pp. 1–21), Grantham (pp. 22–168), Nottingham (pp. 169–234), Erewash (pp. 235–67) and Chesterfield (pp. 268–465) canals.

Archives

TNA, RAIL 854: general assembly and committee minutes, 1790–1856.

TNA, RAIL 545: records of the Nottingham & Grantham Railway & Canal Company, 1860–1923.

TNA, RAIL 8: records of the Ambergate, Nottingham & Boston & Eastern Counties Railway Company, 1845–78.

Nottinghamshire Archives, DD2040/4: correspondence and accounts relating to the takeover of the canal by the Ambergate, Nottingham & Boston & Eastern Counties Railway Company, 1843–57.

Nutbrook Canal

Authorised in 1793, the canal ran from a junction with the Erewash Canal near Trowell to Shipley.

Act of Parliament

An Act for making and maintaining a navigable canal from the collieries at Shipley and West Hallam, in the county of Derby, to the Erewash Canal in the parish of Stanton by Dale, in the said county. 33 Geo. III c. 111 (1793).

Bibliography

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III, 400–1.

Stevenson, P., *The Nutbrook Canal, Derbyshire* (Newton Abbot: David & Charles, 1970). An obituary of Peter Stevenson appears on p. 54 of *JRCHS*, no. 211 (2011).

Hadfield, C., *The Canals of the East Midlands (including part of London)* (Newton Abbot: David & Charles, 1970 edn), 39–41, 72.

Schofield, R.B., *Benjamin Outram 1764–1805: an engineering biography* (Cardiff: Merton Priory Press, 2000), ch. 4.

Archives

The company was not vested in the British Transport Commission in 1948 and its records were absorbed into those of the Stanton Ironworks Company, which continued to use water from the canal after navigation ceased (see Stevenson, loc. cit.). These have since been deposited by the former British Steel Corporation in the DRO, which has also received private deposits of related material.

DRO, D3808/50: minutes, correspondence, registers, accounts, miscellaneous papers, 1793–1996.

DRO, D517, D769, D835, D995: minutes, accounts, correspondence, navigation permits and barge registers, 1793–19th century.

DRO, D6272: papers, 1947.

Oakham Canal

Acts of Parliament

An Act for making and maintaining a navigable cut or canal from the Melton Mowbray Navigation, in the county of Leicester, to Oakham, in the county of Rutland. 33 Geo. III c. 103 (1793).

An Act to enable the company of proprietors of the Oakham Canal to raise money for completing the said canal, and also for altering and amending an Act passed in the thirty-third of his present Majesty, for making the said canal. 40 Geo. III c. 56 (1800).

Archives

Tew, pp. 125–6, gives a detailed list of company records (which appeared then to be in private hands) and other archival material used for his book. Some of these records appear now to be in the record office at Leicester.

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Chandler, T.J., ‘The canals of Leicestershire: their development and trade’, *East Midland Geographer*, no. 10 (1958), 27–40.

Hadfield, C., *The Canals of the East Midlands (including part of London)* (Newton Abbot: David & Charles, 1970 edn), 94–7.

Tew, D., *The Melton to Oakham Canal* (Wymondham: Sycamore Press, 1984). First published as *The Oakham Canal* (Brewhouse Press, 1968). A short obituary notice of D.H. Tew appears on p. 50 of *JRCHS*, no. 213 (2012).

Sheffield & Chesterfield Junction proposed canal

In 1832 a meeting was held to discuss this scheme, which was to run from the head of the locks on the Sheffield Canal to the Chesterfield Canal below Killamarsh. It did not go ahead.

Bibliography

Hadfield, C., *The Canals of the East Midlands (including part of London)* (Newton Abbot: David & Charles, 1970 edn), 33–6, 73–4.

Sleaford Navigation

The company was established in 1792 to make Sleaford Mill Stream and the Kyme Eau navigable from Sleaford to the Witham. The navigation declined after the railway reached Sleaford in 1857 and was statutorily abandoned in 1878. The Sleaford Navigation Trust is seeking to reopen the waterway.

Act of Parliament

An Act for making and maintaining a navigation from Sleaford Castle Causeway, through the town of Sleaford, in the county of Lincoln, along the course of Sleaford Mill Stream and Kyme Eau, to the river Witham, at or near Chappel Hill, in the same county; and for making necessary cuts for better effecting the said navigation. 32 Geo. III c. 106 (1792). Copy in NUL.

Bibliography

Boyes, J. and Russell, R., *The Canals of Eastern England* (Newton Abbot, 1977), pp. 280–5.

Hunt, W.M., ‘A History of the Sleaford Navigation’ (Unpublished Open University M.Phil. thesis, 1979).

Hunt, W.M., ‘The Sleaford Navigation and Benjamin Handley’s private bank account’, *JRCHS*, 31 (9) (1995), 458–77.

Richardson, C., and Lower, J., *The Waterways of Lincoln and Boston: the Fosdyke, River Witham, Witham Navigable Drains, Slea Navigation, Horncastle Canal* (Sheffield: Hallamshire Press, c.1997).

Lower, J., and Richardson, C., *Lincolnshire Waterways: the Fosdyke, River Witham, Witham Navigable Drains, Slea Navigation, Horncastle Canal* (Sheffield: Richlow, 2008).

Archives

There are no company records in the RAIL group at the National Archives. RAIL. Boyes and Russell, pp. 282–4, referred to a minute book and other material in private hands. These appear to be the records described below, which have been deposited Lincolnshire Archives in two stages by a firm of solicitors.

Lincolnshire Archives, 3PSJ :

- /1 Company minutes 1792–1881
- /2-4 Committee minutes 1792–81, of which first volume is described as unfit.
- /5 Share transfer book 1794–1882
- /6 Treasurer's account book 1848–78
- /7 Treasurer's ledger 1846–66
- /8 Admon of Revd John Moore Brook, d. 21 March 1799.
- /9 Printed byelaws 1828
- /10 Unclaimed dividends 1901
- /11 Three items of correspondence 1925–51
- /12 Company seal.

An earlier deposit by the same firm included some more miscellaneous records of the company, which now form PSJ 9/6. They include share certificates and transfers 1794–1840, draft and copy transfers 1810–80, James Creassy's report on the proposed navigation 1774, and John Hudson's report on means and expense of draining the Dales in Walcot, Timberland, Martin, Linwood and Blankney, 1796.

In addition, among the records of the Witham Navigation deposited in Lincolnshire Archives by the Lincolnshire River Authority, there is a small amount of material relating to the Sleaford Navigation:

LRA 1/52: Minutes etc. re proposed navigation 1778–83, among the papers of Francis Thirkill, who was clerk to Witham Commissioners. This presumably explains why the papers are with the Witham records.

Voluntary Organisation

The Sleaford Navigation Trust is working towards the restoration of the whole of the waterway. About eight of the thirteen miles are at present open to navigation by powered craft, although the whole of the navigation can be canoed.

Stamford Junction proposed canal

An abortive scheme promoted in 1809 to connect the rivers Welland, Nene and Glen with the South Forty Foot Drain and Oakham Canal.

Bibliography

Hunt, W.M., 'Sir Joseph Banks and the proposed Stamford Junction Canal', *JRCHS*, 29 %0 (1988), 222–34.

Tinsley & Grindleford Bridge proposed canal

In 1810 William Josiah Fairbank surveyed a route from the Don Navigation at Tinsley wharf through Sheffield and then up the Sheaf valley and through a lengthy tunnel to join the proposed High Peak Junction Canal at Upper Padley mill, near Grindleford Bridge. The scheme did not go ahead.

Bibliography

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III , 420–1.

River Trent

The administrative history of the navigable section of the Trent between Burton upon Trent and Gainsborough can most be conveniently be considered in three sections:

- (a) the portion between Burton and Wilden Ferry (or Shardlow), sometimes known as the Upper Trent or the Trent (Burton) Navigation, opened to navigation under an Act of 1699 and closed in 1805 under an agreement between the Burton Boat Company, to whom the navigation was then leased, and the Trent & Mersey Canal. There was an abortive attempt to reopen this section of the river in 1886.
- (b) the portion between Shardlow and Gainsborough, administered by the Trent Navigation Company between 1783 and 1948, and since then by the British Transport Commission and its successors, including the short length at Newark administered from 1772 by the Newark Navigation Commissioners.
- (c) the easterly of the two channels by which the river flows past Newark, administered by the Newark Navigation Commissioners from 1772 until 1948, and since then by the British Transport Commission and its successors, although the Commissioners remain in existence.

The river between Gainsborough and Trent Falls had no navigation authority until the creation of the Humber Conservancy, whose successors, ABP, remain the authority today.

Upper Trent Navigation

By an Act of 1699 powers were granted to William Paget, Lord Paget of Beaudesert, lord of the manor of Burton upon Trent, and his successors as lords of the manor or their appointees, to make the Trent navigable between Burton and Wilden Ferry and to maintain the navigation.

Bibliography

Reasons Humbly offer'd against the Bill for the more speedy and effectually making making navigable the River Trent [1714?], 2 pp. Presumably published when Hayne and Fosbrooke were seeking a new Act in 1714.

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III, 428–30.

Wood, A.C., 'The history of trade and transport on the river Trent', *Transactions of the Thoroton*

Society of Nottinghamshire, 54 (1944), 1–44.

Owen, C.C., ‘The early history of the Upper Trent Navigation’, *Transport History*, 1 (1968), 233–59.

Owen, C.C., *The Development of Industry in Burton upon Trent* (Chichester: Phillimore, 1978), ch. 1.

Shill, R., ‘Burton on Trent canal and river trade’, *JRCHS*, no. 210 (2010), 11–22.

Archives

TNA, C 12/554/40. Court of Chancery, pleadings. Trent Navigation Company v. Wilkes, 1772. The TNA Catalogue states that the suit titles in this class have been taken from OBS 1/655, in this case evidently inaccurately, since the company of this name was only established in 1783. The action seems likely to have been between the Burton Boat Company, as lessees of the Upper Trent Navigation, and Joseph Wilkes of Measham.

TNA, C 12/898/21. Wilkes v. Trent Navigation Company, 1774–5. This appears to be a sequel to the preceding case and the same caveat applies to the name of the defendant.

TNA, BT 31/3770/23524. Upper Trent Navigation Company Ltd. Incorporated 1886; dissolved before 1916. Returns to Companies House. The liquidator’s accounts for the company are in BT 31/447/23524.

The NRA also lists a collection in private hands, containing 17th- and 18th-century correspondence concerning the navigation of the Upper Trent. This appears to refer to the muniments of the Kerr family, marquises of Lothian, at Melbourne Hall (Derb.), which was used by Owen (1968). The DRO (D618) has copies of correspondence between Thomas Coke and Leonard Fosbrooke of Shardlow Hall, 1699–1700, which may be from Lord Lothian’s muniments.

Trent Navigation Company

The company was incorporated by Act of Parliament in 1783 to improve the navigation between Shardlow and Gainsborough by building a towpath throughout, a cut from Beeston to Nottingham bypassing the river, and other works. In 1883 the Trent Navigation and Carrying Company Ltd was established to acquire the property of the Trent Navigation Company; the following year the Trent Navigation Act dissolved both these companies and united them into a new company named the Trent Navigation Company. Under the Trent (Burton upon Trent and

Humber) Navigation Act 1887 the Trent Navigation Company was dissolved and a new Trent (Burton upon Trent and Humber) Navigation Company was incorporated. Another Act in 1892 changed the name of the undertaking to Trent Navigation Company and it was this concern that was vested in the British Transport Commission in 1948.

Archives

TNA, RAIL 879/5–8. Minutes of general and committee meetings of the Trent Navigation Company, 1783–1884.

TNA, RAIL 879/9–17. Minutes of board and committee meetings of the Trent (Burton upon Trent and Humber) Navigation Company (from 1893 the Trent Navigation Company), 1887–1947.

TNA, RAIL 879/18–23. Trent Navigation Company. Stock and share registers, 1820–1948.

TNA, RAIL 879/24–43. Agreements, contracts etc. with other waterway and railway undertakings, contractors, carriers, local authorities etc. 1782–1891.

TNA, RAIL 879/44. Payments Book, 1797–1807.

TNA, RAIL 879/45–47. Statements of income and expenditure, 1841–87 (poorly described in TNA Catalogue with inconsistent dates).

TNA, RAIL 879/48. Survey of haling path, showing parish, landlord, tenant and yearly value, 1809.

TNA, RAIL 879/49–57. Haling path rental accounts, 1784–1932.

TNA, RAIL 879/58. ‘Subsist Ledger no. 9’, 1843–79 (apparently the only survivor of a series).

TNA, RAIL 879/59–66. Rent books, 1833–81 (RAIL 879/59 is given the covering dates 1860–81, which are in consistent with the rest of the series).

TNA, RAIL 879/67–87. Listed as ‘Boat Tables’ (i.e. Gauging Books), 1799–1919. RAIL 879/67–78 are listed as vols. 1–12 (1799–1855); the remaining volumes are listed by boat registration number, from 1771 to 2232, plus 22535 and 22551, and dated 1855–1919.

TNA, RAIL 879/88–100. Miscellaneous records, including ‘Early documents relating to navigation, 1782 onwards’, not further described (RAIL 879/88), and correspondence etc., 1781–1834 (RAIL 879/98). The remaining pieces are all late nineteenth-century (including a prospectus, memorandum and articles etc. for the companies of 1883–7; briefs, petitions and other legal papers; receipts and expenditure accounts), apart from papers from a case against the

Midland Counties Railway concerning a weir in 1841 (RAIL 879/99). RAIL 879/100 is a copper plate for a debenture stock issue of 1882.

TNA, C 12/696/8. Court of Chancery, pleadings. Trent Navigation Company v. Adderley, 1800. The plaintiff in this case, given the date, seems likely to be the company established in 1783, although by analogy with those of 1772–5 listed above, it may be an incorrect version of the Burton Boat Company's name.

Waterways Archive, Ellesmere Port Boat Museum: A gauge register database (BW 98/2).

NUL, RtN: correspondence and papers, 1780–1934.

Nottinghamshire Archives: vouchers, 1802–13 (see *Guide* (1960), p. 147).

Nottinghamshire Archives, DDNM/1: gauging tables 1856–1908.

West Yorkshire Archive Service, Wakefield, C299: miscellaneous papers.

Bibliography

The older works listed under this heading are generally concerned with the river between Shardlow and Gainsborough; some of the more recent ones also deal with navigation below Gainsborough as far as Hull.

[Jessop, W.]. *Report of William Jessop, Engineer, relative to scheme to improve navigation, with printed estimate* (1782). In TNA, RAIL 879/1 (assumed to be printed).

[Jessop, W., and Smith, J.]. *State of Depths of Water upon Shallows in River Trent, 1782, W. Jessop, and 1786, J. Smith* (1786). Copy in TNA, RAIL 879/3.

[Jessop, W., and Smith, J.]. *State of Depths of Water upon Shallows in River Trent, 1782, W. Jessop; 1786 and 1792, J. Smith* (1792). In TNA, RAIL 879/4.

[Whitworth, R., and Jessop, W.]. *Report of Robert Whitworth and William Jessop, with estimate of expense for improving navigation* (1793). Copy in TNA, RAIL 879/2.

Stevenson, P., 'Observations on the state of the river Trent and the proposed canal from Shardlow to Nottingham', *JRCHS*, 31 (3) (1993), 139–42. Transcript of a pamphlet of c. 1793 issued on behalf of the Trent Navigation, opposing the proposed Trent Canal, from a damaged but apparently unique copy in Nottinghamshire Archives.

[Jessop, W.]. *Report of William Jessop on State of Navigation* (1810). In TNA, RAIL 879/11 (assumed to be printed).

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III, 421–8.

Wood, A.C., ‘The history of trade and transport on the river Trent’, *Transactions of the Thoroton Society of Nottinghamshire*, 54 (1944), 1–44.

Beckwith, I.S., ‘The river trade of Gainsborough, 1500–1850’, *Lincolnshire History and Archaeology*, 2 (1967), 3–20.

Hadfield, C., *The Canals of the East Midlands (including part of London)* (Newton Abbot: David & Charles, 1970 edn), 42–6, 74–8.

Miller, M.G., ‘Trent Navigation boat gauge tables’, *JRCHS*, 23 (2) (1977), 80–83. Analyses the first two books (1799–1800) from copies in Leicester University Library.

Heath, J.E., ‘The junction point of the Trent and Trent & Mersey Canal’, *JRCHS*, 27 (1) (1981), 18–19.

Hemingway, G.Y., ‘Extracts from the minutes of the Newark Navigation Commissioners’, *JRCHS*, 27 (9) (1983), 292–5.

Taylor, M., *The River Trent Navigation* (Stroud: Tempus, 2000, repr. 2007), largely illustrations.

Taylor, M., *Tanker Barges on the Humber Waterways* (Stroud: Tempus, 2006), largely illustrations.

Taylor, M., *Tugs and Towing Barges on the Humber Waterways* (Stroud: Tempus, 2006), largely illustrations.

Taylor, M., *Dry Cargo Barges on the Humber Waterways* (Stroud: Tempus, 2007), largely illustrations.

Taylor, M., ‘A history of the Humber waterways on picture postcards. Part one: craft and their evolution’, *Archive*, no. 66 (2010), 40–57; ‘Part two: a miscellany of ports, other locations & events’, no. 67 (2010), 2–22. Both articles, consisting of photographs with quite detailed captions, include the Trent alongside the waterways of south Yorkshire.

Shill, R., ‘Trent Navigation improvements in the 20th century’, *JRCHS*, no. 212 (2011), 4–13.

Hemingway, G.Y., ‘Crossings of the Trent’. (Unpublished typescript, 231 leaves, 198-?; copy in Nottingham University Library, East Midlands Special Collection).

Hemingway, G.Y., ‘Documents in connection with the river Trent’ (Unpublished typescript, 225 leaves, 14 folded maps, 198-?; copy in Nottingham University Library, East Midlands Special

Collection).

Hemingway, G.Y., 'Dunham ferry and bridge' (Unpublished typescript, 9 leaves, 1974; copy in Nottingham University, East Midlands Collection).

Hemingway, G.Y., 'Extracts from records of Trent Navigation Company' (Unpublished typescript, 291 leaves, 198-?; copy in Nottingham University Library, East Midland Special Collection).

Hemingway, G.Y., 'Gainsborough and the Trent' (Unpublished typescript, 129 leaves, 1978; copy in Nottingham University Library, East Midlands Collection).

Hemingway, G.Y., 'History of navigation on the river Trent' (Unpublished typescript, 102 leaves, 197-?; copy in Nottingham University Library, East Midlands Collection).

Hemingway, G.Y., 'Points from the minutes of the Newark Navigation Commissioners' (Unpublished typescript, 102 leaves, 1983?; copy in Nottingham University Library, East Midlands Collection).

Trent & Mersey Canal

Authorised in 1766 (with several later Acts between 1770 and 1808), the Trent & Mersey Canal runs from a junction with the river Trent at Wilden Ferry (or Shardlow) to a junction with the Bridgewater Canal at Preston Brook, close to the river Mersey. A number of branches were also built from the main line. It is not principally an East Midland waterway but is important in providing access from the East Midlands to the West Midlands and the North West. Under the North Staffordshire Railway (Pottery Line) Act 1846 the canal company was from 15 January 1847 vested in the railway company.

Bibliography

The following list is selective. It includes general works on the canal (and on schemes to connect the Trent with the Mersey and the Severn) and those specifically concerned with the Derbyshire section of the canal between Shardlow and Burton upon Trent. It does not include work on the local history of the canal in Staffordshire or Cheshire.

Congreve, T., *A Scheme or, Proposal for making a Navigable Communication between the Rivers of Trent and Severn, in the county of Stafford* (London, 1717). Reissued in 1751.

[Smeaton, J.]. *Reports of the late Mr John Smeaton FRS, made on various occasions in the course of his employment of an engineer* (London, 1797). Vol. I, pp. 13–17: report made in 1761 on Brindley's scheme for a canal to connect the Trent and Mersey rivers. The volume was reissued in 1812 as part of a four-volume collection of Smeaton's reports.

A View of the Advantages of Inland Navigation: with a plan of a navigable canal, intended for a communication between the ports of Liverpool and Hull (1765). Hadfield, *West Midlands*, 21–22 attributes authorship to Thomas Bentley (1731–80). This appears to be identical with *A Short View of the General Advantages of Inland Navigation, etc.*, which is firmly attributed by the BL to Bentley, and appears to be printed only in K.E. Farrer (ed.), *Correspondence of Josiah Wedgwood 1781–1784. With an Appendix containing some letters on canals and Bentley's pamphlet on inland navigation* (Printed for private circulation, 1906) (BL shelfmark 010920.g.47). There is no trace of a separate publication in the BL Catalogue. Lindsay, *Trent & Mersey*, 28 cites what appears to be the same title as *A Short View of the General Advantages of Inland Navigation with a Plan of a Navigable Canal intended for the Communication between the Ports of Liverpool and Hull* [1765], giving the location as Wedgwood Collection, Barlaston, 24151-32.

Whitworth, R., *The Advantages of Inland Navigation; or, some observations offered to the public, to shew that an inland navigaton may be easily effected between the three great ports of Bristol, Liverpool and Hull; together with a plan for executing the same* (1765).

Seasonable Considerations on a Navigable Canal intended to be cut from the River Trent, at

Wilden Ferry, in the county of Derby, to the River Weaver, in the county of Chester (1766). Cited by Lindsay, *Trent & Mersey Canal*, 29, who also refers to another pamphlet, which she cites as *Facts and Reasons*, and what appears to be a third described as a supplement to the pamphlet in favour of river navigations. This appears to be the title listed next below.

Supplement to a Pamphlet entitled 'Seasonable Consideration' (1766). Cited in Hadfield, *West Midlands*, 17, from BTHR, HRP 6/12; not identifiable in TNA on-line catalogue. The successor to the BTHR reference (RAIL 1019/12) appears to contain only pamphlets concerning the Thames, which suggests that Hadfield has given the piece number wrongly.

The History of Inland Navigations. Particularly those of the Duke of Bridgwater, in Lancashire and Cheshire; and the intended one promoted by Earl Gower and other persons of distinction in Staffordshire, Cheshire, and Derbyshire (1766), contains (pp. 55–75) lengthy extracts from *A View of the Advantages* (as above), which are followed by other items on the Trent & Mersey scheme. Enlarged editions of the *History* were issued in 1769 and 1779 with additional matter on the Trent & Mersey and other early canals.

A State of the Facts respecting some differences which have arisen betwixt His Grace the Duke of Bridgwater and the Proprietors of the Navigation from the Trent to the Mersey (1785). Cited by Hadfield, *West Midlands*, 38 from a copy in the Wedgwood Collection, Barlaston.

Some Considerations on the expediency of the Proprietors of the Navigation from the Trent to the Mersey acting as Carriers upon the Canal (c.1785). Cited in Hadfield, *West Midlands*, 38, from a copy in the Wedgwood Collection, Barlaston.

Case of the Proprietors of the Navigation, from the Trent to the Mersey (1793). 2 pp. Copy in ICE Library. Opposes a scheme for a canal from the Trent & Mersey and Coventry canals near their junction at Fradley Heath to the Trent at Burton, since it would merely run parallel with the Trent & Mersey.

Proposed Canal between Burton and Fradley: second application to Parliament (1794). A single sheet; copy in ICE Library. Opposes a renewed application to Parliament for the same scheme as in the preceding title.

Farey, J., *General View of the Agriculture and Minerals of Derbyshire; with observations on the means of its improvement* (London, 1811–17), III, 430–49.

Thomas, A.L., *Geographical Aspects of the Development of Transport and Communications affecting the Pottery Industry of North Staffordshire during the Eighteenth Century* (William Salt Archaeological Society, 1934), ch. 7, pp. 101–14, 'The Canal Era in North Staffordshire. In origin a Manchester University MA thesis.

Lindsay, J., *The Trent & Mersey Canal* (Newton Abbot: David & Charles, 1979).

Heath, J.E., 'The junction point of the Trent and Trent & Mersey Canal', *JRCHS*, 27 (1) (1981), 18–19.

L.J. Boughey, 'Mr Pick and the London Midland & Scottish Railway's Canals', *JRCHS*, 29 (9) (1989), 470–80. Frank Pick's proposals, including those for the Tren & Mersey.

Hemingway, G.Y. . 'Source material on East Midlands canals' (unpublished typescript, 1970–81?; copy in Nottingham University Library, East Midlands Special Collection). Paginated in five separate sequences, dealing with the Trent & Mersey (pp. 1–21), Grantham (pp. 22–168), Nottingham (pp. 169–234), Erewash (pp. 235–67) and Chesterfield (pp. 268–465) canals.

Archives

The LMS Railway are understood to have destroyed virtually all the records of the Trent & Mersey Canal Company, although this widely repeated statement may require modification in the light of holdings at the Waterways Archive at Ellesmere Port.

All that has survived to reach the National Archives from the British Transport Commision are two volumes of Canal Traffic Committee minutes, 1852–75 (TNA, RAIL 878/1–2), and nearly a hundred lists of shareholders and mortgagees for from c.1782 to 1848 (TNA, RAIL 878/3–100; RAIL 878/101–104 are analogous documents). The other surviving items include an undated contract drawing for Cuttle Bridge (RAIL 878/105), some account books for 1778–91 (RAIL 878/108–112) and 1833–53 (RAIL 878/106–107), depositions by witnesses before a Commons committee on one of the company's bills, 1796 (RAIL 878/113), estimate of materials for an ice boat, 1834 (RAIL 878/114), claims for legal expenses, 1846–9 (RAIL 878/115), a legal opinion in the case of *Elwes v. Mauls*, undated (RAIL 878/116), and a distance table of 1795 (RAIL 878/117).

Copies of some of the early pamphlets on the scheme (listed below) and other pamphlets are to be found in RAIL 1019/15 but are inadequately described in the online catalogue.

Among the records of the London Midland & Scottish Railway, which absorbed the North Staffordshire Railway in 1923, are a volume of historical memoranda and press cuttings relating to the Trent & Mersey Canal, c.1924 (RAIL 1007/521), and a 'Historical Note' on the canal, 1930 (RAIL 1007/588).

The Waterways Archive (Ellesmere Port) Docks, BW 110 contains financial and administrative records of the Trent & Mersey Canal Company, 1762–1846; traffic records for 1799–1846; plans and surveys of the canal and lands belonging to the company, 1795–1836; and records of Hugh Henshall & Co., the T&M carrying concern, 1817–45.

Witham Navigation

In 1672 (22 & 23 Charles II c. 25) the mayor and corporation of Lincoln were appointed undertakers of the Witham between Lincoln and Boston. In 1762 commissioners were appointed in their place to drain the fens on either side of the river and restore and maintain navigation. An Act of 1808 gave the commissioners additional powers and in 1812 another incorporated the commissioners as the Company of Proprietors of the Witham Navigation. Under the Act of 1846, which incorporated the Great Northern Railway Company, the Witham Company leased their undertaking to the railway for 999 years.

Acts of Parliament

An Act for improving the navigation between the town of Boston and the river Trent. 22 & 23 Charles II, c. 25 (1671).

An Act for draining and preserving certain low lands called the Fens, lying on both sides of the river Witham, in the county of Lincoln; and for restoring and maintaining the navigation of the said river, from the High Bridge, in the city of Lincoln, through the borough of Boston, to the sea. 2 Geo. III, c. 32 (1762).

An Act for rendering more effectual an Act of his present Majesty, for draining certain low lands lying on both sides of the river Witham, in the county of Lincoln; and for restoring the navigation of the said river, from the High Bridge, in the city of Lincoln, to the sea. 48 Geo. III, c. 108 (1808).

An Act for rendering more effectual an Act of his present Majesty, for draining certain low lands lying on both sides of the river Witham, in the county of Lincoln; and for restoring the navigation of the said river; and for repealing another Act of his present Majesty in relation to the said drainage and navigation. 52 Geo. III, c. 108 (1812).

An Act for enabling the Company of Proprietors of the Witham Navigation to complete the drainage and navigation by the river Witham, and to raise a further sum of money for that purpose. 7 Geo. IV, c. 2 (1826).

An Act to authorize the raising a further sum of money for completing the drainage and navigation by the river Witham, and for amending the Acts relating thereto. 10 Geo. IV, c. 123 (1829).

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Scribo, J., *The Present Bad State of the Witham between Lincoln and ... Boston* (1733).

Grundy, J. sen., *A Scheme for the Restoring and Making Perfect the Navigation of the River Witham from Boston to Lincoln, and also for draining the low-lands and fenns contiguous thereto* (Stamford, ?1744).

Grundy, J. sen., *A Further Illustration of Messrs. Grundy's Scheme for restoring and making perfect, the navigation of the River Witham, from Boston to Lincoln* (Stamford, 1745).

Coppin, D., *Proposals for the more effectual draining all the levels contiguous to the River Witham, from the city of Lincoln to Chapple-Hill* (?London, 1745).

Kinderley, C., *The Ancient and Present State of the Navigation of the Towns of Lyn, Wisbeach, Spalding and Boston, and of the rivers that pass through those places, and the countries that border thereupon, truly, faithfully, and impartially represented, and humbly proposed to the consideration of the inhabitants of those places and countries: with way laid down how to remedy all the inconveniences and defects which they now labour under* (London, 2nd edn, 1751). Originally published as *The Present State of the Navigation of the Towns of Lyn, Wisbeech, Spalding, and Boston* (Bury St Edmunds, 1721).

Proposals or Heads of a Bill, for restoring and preserving the outfall of the River Witham, in the county of Lincoln (Lincoln, 1761).

The Report of Mess. John Grundy, Langley Edwards, and John Smeaton, Engineers, concerning the present ruinous state and condition, of the River Witham (Lincoln, ?1762). Also another edn believed to have been published in 1761.

The Case of the Mayor, Sheriffs, Citizens, and Commonalty of the City of Lincoln, and the gentlemen, clergy, and other inhabitants, merchants and traders therein, and in the towns and places adjoining thereto, against the bill for draining and preserving certain low lands called the fens, lying on both sides of the river Witham, in the county of Lincoln; and for restoring and maintaining the navigation of the said river from Brayford Meer, in the city of Lincoln, through the borough of Boston, to the sea (London, 1762?).

Observations on the Bill now depending in Parliament, for draining certain low lands in the county of Lincoln, and for preserving and restoring the navigation on the River Witham (?Lincoln, 1762).

Smith, J., *The Report and Opinion of John Smith, Engineer, concerning the present state of the drainage of the low lands on both sides of the river Witham, from the city of Lincoln, through Boston to the sea &c.* (Boston, 1776).

Jessop, W., *Report on the means of making a compleat navigable communication between the Witham and the Fossdike at Lincoln* (1791).

Estimate of Building a Navigation Lock of Stone at Kirkstead upon the River Witham to penn vessels, seventy-eight feet long and sixteen feet and a half wide, together with the necessary abutments at each end, facing the side next the stanch and river with similar ashler work of stone (?London, 1794).

Chapman, W., *Facts and Remarks relative to the Witham and the Welland: or, a series of observations on their past and present state, on the means of improving the channel of the Witham, and the port of Boston, and on the impolicy of changing the course of the Welland, with an appendix, containing remarks on the bridge and grand sluice at Boston, and on Wainfleet Haven* (Boston, 1800).

Chapman, W., *Observations on the Improvement of Boston Haven: humbly submitted to the consideration of the landed and commercial interest, to the commissioners of the drainages dependent on this haven, and to the corporation of Boston* (Boston, 1800–1801), two parts.

Chapman, W., *A Letter on the Projected Change of the Outfall of the River Welland: shewing the dangerous tendency of that change; with observations on the River Witham and the Boston Harbour Act* (Boston, 1814).

Hawkshaw, J., *Witham Drainage: report of Sir John Hawkshaw* (London, 1877).

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Archives

The National Archives

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TNA, C 14/919/W140. Court of Chancery, pleadings: The Witham Navigation Company v. The Great Northern Railway Company, 1848.

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Lincolnshire Archives

Lincolnshire Archives has received deposits of the records of both the navigation and drainage undertakings for the Witham from both official and non-official sources. These are outlined here, including those which relate mainly or exclusively to drainage.

The principal group of the navigation undertaking's records forms part of a large deposit by a firm of Lincoln solicitors, BS 4, within which the main series are as follows:

BS 4/1/1–12: Minutes 1762–1945. These are the original minutes of the navigation undertaking, of which copies (to 1867) can be found in TNA, RAIL 885. Most of the earlier volumes in BS 4 are unfit for production, but those for 1867–1945 can be seen.

BS 4/2/1–5: Dividend books, 1878–1935.

BS 4/3/1–9: Interest account books, 1866–1930.

BS 4/4/1–17: Accounts books, 1814–53, including general ledgers, toll accounts (1813–46), toll books (1846), and subsidiary accounting records, most of which are unfit for production.

BS 4/5/1–5: Letterbooks, 1812–49, all unfit for production.

BS 4/6: Draft minutes, copy minutes and extracts from minutes, 1815–48.

BS 4/7/1–3: Statements (mostly printed, some MS) of accounts for years ending 25 March, 1817–64 (virtually complete from 1825, together with a few earlier years).

BS 4/7/4–27: Subsidiary accounting records. BS 4/7/23 is listed as an account for weighing and

gauging boats, Trent Navigation Co., 1829–42. This item is unfit for production but appears to be a Trent Navigation gauging book (see above, under River Trent).

BS 4/8: Share and security certificates and papers relating to shares etc.

BS 4/9: Compensation, damage etc. for lands taken.

BS 4/10: Miscellaneous books, papers, printed notices and plans. BS 4/10/3 is listed as an undated map of Yorkshire canals, especially Barnsley and Dove & Dearne, undated.

BS 4/11: Correspondence, 1812–37 and 1922–40.

BS 4/12: Voucher copies of local newspapers.

BS 4/13: Miscellaneous papers. Includes clauses in London & York Railway bill 1845; notices of meetings etc.; tolls (copies of notices, a few returns, 1823–9), legal and case papers, bank statements, share transfers.

BS 4/14: Vouchers 1812–60 and 1940–6. Many unfit for production.

BS 4/15: Miscellaneous printed papers, mostly byelaws, also two printed pamphlets: *Facts respecting Witham Navigation* (1817) and *Answer to Facts respecting Witham Navigation* (1817); some Acts relating to other canals.

BS 4/16: Witham bills and Acts, 1812–29.

BS 4/17: Petition of frontagers against the bill of 1829.

In addition, the following items (in the same solicitors' archive) also relates to the Witham:

BS 12/8/1–7: Copies of printed Witham Acts, two share memorials 1839–1902, a dividend book 1936–46, papers relating to the appointment of clerks 1909–33, names and addresses of shareholders 1920 and later, a draft lease of the Witham Navigation to the Great Northern Railway 1850, and share transfers 1956–8.

Records relating to the drainage of the Witham have been deposited by the former Lincolnshire River Authority:

LRA, 1/1–19: Minutes of the drainage commissioners 1762–1935 (with a gap, 1775–89, filled by Bos.S. 1/14 among the records of the Boston commissioners of sewers).

LRA 1/20: Copies of Acts of 1762, 1801, 1803, 1812 and 1818.

LRA 1/21–29: Subsidiary minute books, a letter book, bond books 1865–1927.

LRA 1/30–35: Share transfers.

LRA 1/36–44: Parliamentary papers, books of references, bundles of papers relating to legislation, miscellaneous papers, 1864–94.

LRA 1/45–46: Engineers' reports, 1802–1918.

LRA 1/47: Annual statements of accounts 1837–49 (MS, with gaps); printed reports 1898–1906; account of tolls 1774–5.

LRA 1/48–53: Case papers, claims, miscellaneous legal papers, 1815–1952

3LRA, the third deposit by the Lincolnshire River Authority, is made up entirely of maps, plans, sections, engineering drawings etc. for the Witham.

5LRA 1/18–33: Copies of Acts, bills and byelaws, including the Witham Acts of 1818 and 1826; a draft of part of the London & York Railway bill, Boston and Wakefield line, with clauses protecting the Witham, 1846.

5LRA 1/78–113: MS and printed reports on the Witham, including those by Michael Pilley and William Bonner (1794), John Hudson (1794), Thomas Jarvis and William Golding (1799), John Rennie (1809), John Rennie & Thomas Telford (1823), and later, mostly on drainage.

5LRA 1/134–160: Accounts and financial papers from 1764, mainly (apart from those for 1764–5) concerning drainage, not navigation.

A temporary list for the most recent LRA deposit includes (item no. 116) a copy of regulations and orders to be observed on the Witham, 1797.

Other material relating to drainage has been deposited by another firm of solicitors:

PSJ: Witham Navigation & District Drainage Commissioners, 6th district: accounts, correspondence etc., 1862–1927.

Other locations:

Spalding Gentlemen's Society: minutes, notes and correspondence, 1803–4.

Hull History Centre, DUT/9: navigation records, 1814–46.