

❧ CLOGS & GANSEY ❧

Newsletter of the Leeds & Liverpool Canal Society

No. 32 Autumn 2013



200th Anniversary of Canal's Completion in 2016

It may seem a bit premature, but your committee and C&RT are beginning to look at ways of celebrating the 200th anniversary of the completion of the canal from Leeds to Liverpool. As you can see from the inscription on Britannia Bridge below lock 84 (historically Lock 20 at Wigan), the locks there opened at the end of October, when a flotilla of boats traversed the whole canal. Pottery Road Bridge has a similar inscription, but more difficult to see behind the iron girders used to widen the bridge.

Should we use *Kennet* to recreate the inaugural trip from Leeds to Liverpool, perhaps with other short boats and pleasure boats? On the trip there were celebrations along the way, L&LC supporters being joined by members of the Lancaster Canal committee at Johnsons Hillock, and on the final stage from Wigan, where there had been a dinner in the Eagle and Child, to Liverpool, there were around fifteen boats in the procession carrying the various committees, carriers and cargoes, as well as the band of the First West York Militia.

Celebrations in October should probably be the culmination of festivities throughout the year. Do you have any suggestions about what we should be doing? Get your ideas together as we hope to arrange a meeting of interested parties next year to push forward the project. In particular, we need to look at ways of getting younger people involved, especially with *Kennet* as we need to ensure that we have volunteers to keep her active into the future.

Society News

Kennet and other Events

This year has been very successful, with ***Kennet*** attending events at Leeds, Saltaire, Bingley, Bradley and Skipton, as well as hosting eleven school visits. We have had around 6000 visitors on board over the year, and it has taken 2270 hours of work by our volunteers. It has proved difficult to staff events and movements on occasion, and we would like to have more volunteers. Just a few hours at an event would allow the 'hard core' to have a short break. We are beginning to make arrangements for next year, when ***Kennet*** will be travelling into Lancashire. The main events so far are in Skipton 3-5 May, Hyndburn 5-7 June, and Burscough 16-22 June, with other events pencilled in for later in the year. We also expect to drydock ***Kennet*** sometime next year as well. **CAN YOU HELP?**

Promotion, Website, and Sales

We need someone to help with promoting the Society, such as by sending out Press Releases, as we have not been too good at this to date. We also need someone to look after sales on ***Kennet*** and at other events. Please can we have a volunteer or two! It should not take too much time, and will help making things a bit more efficient. Also, member Brian Townsley has been looking after our website for some years. He has now converted it to a more recent internet standard, and we need someone to take on the 'servicing' of the site. It is a comparatively simple job which can be done from home. Please contact a committee member, if you can help with any of these jobs, and thanks to Brian for his work over the years in keeping us on the web.

Roger Lorenz

Sadly, we have to report the death of another member, Roger Lorenz. It was Roger who introduced me to canals back in 1969 when we were both at Birmingham University, where Roger met his wife, Stef. Both I and Roger were interested in industrial archaeology and had worked on preserved railways, but Roger, and his brother Paul, had bought also a historic canal boat, while I was involved with vintage cars. We were both to become involved professionally with canals, Roger setting up a boatyard at Barton and becoming a surveyor with a specialist knowledge of historic boats, a skill he passed on to Mike Carter who helps us to maintain

Some of the boats at this year's Burnley Canal Festival.



Kennet. Roger and Stef bought *Neptune*, a BW work boat, in 1992 and converted it to pleasure use, subsequently travelling extensively around Britain and Ireland. *Neptune* has just been moved to the Avon, where Stef is setting up a Trust in Roger's memory to introduce people to canals. More of this in the next C&G.

Burnley Canal Festival

The event was not as successful as previously because of poor weather on the Sunday, the main event day, and because of the Burnley-Blackburn football match on the Saturday, the police were not happy with having any major events on that day. It was very unfortunate after much time and effort in organising the event, particularly as the weather on the Saturday was much better than on the Sunday. Next year it is proposed to hold the event over the August Bank Holiday weekend.

Clogs & Gansey

Sorry for the lateness of this newsletter, but things have been pretty busy recently with conferences and other events, besides helping out with **Kennet**. I have been producing the newsletter for sixteen years now, and could do with a break, especially as I expect to be writing a new edition of my L&LC history over the next year or so. Any volunteers?

Membership

Please note that your membership payment is now due. **If you have a standing order**, please check that you are using our L&LCS Co-op Bank account, No. 65567481, sort code 08-92-99. The current rates are: Individual £10.00, Family £15.00, Corporate £30.00, Individual Life Membership: £100.00, Joint Life Membership £150.00.

Events and Happenings

Wigan Open Day

The Canal & River Trust are having an open day for the public to visit the work Wigan lock 22 on Saturday and Sunday, 16th and 17th November, 10am-4pm. We will be having a stall inside the C&RT office, and would like to have a few volunteers to be there to talk to visitors, if you have the time. At the moment, just Lynton and Freda are there on Saturday, and I am there on Sunday, so someone to relieve us for an hour or so would be appreciated.

North West Partnership

The local C&RT Partnership have produced a discussion document about what people would like to see happening along the canals under their remit. Please follow this link to view the document: <http://canalrivertrust.org.uk/media/library/4666.pdf> and respond if you can. There is also a recently launched website; <http://www.artsmap.org.uk/super-slow-way> about the Arts Project on the canal in East Lancashire.

Christmas walk

On Monday 30th December, Linda and I propose walking from Greenberfield to Salterforth, where hopefully *The Anchor* will be serving lunches. We will set off at 11am and would anticipate returning by 3pm. Members are welcome to join us for a little post-Christmas exercise, and a chat.

Waterways has reported from time to time the fact that British Transport Waterways are going out for traffic. Now we are able to give some concrete evidence that these efforts are beginning to bear fruit.

The River Soar section of the Grand Union Canal, extending from the junction with the River Trent to Leicester, is a case in point.

The story of the Soar is of diminishing traffic flows because of redeployment of industry, of fewer boats giving weeds the chance to thrive and consequently limiting the draught of water – it was as low as 3 ft. 3 in. Under these conditions there was not much chance of operating craft economically.

But now there has been a transformation. A special dredging programme has resulted in a deeper channel. Paying loads are now a practical proposition. Recently five traffic craft have been transferred from other sections of the NE Division and they have shown that the commercial use of the waterways is practicable.

A fair volume of traffic for Leicester and district is carried in British Waterways craft from the Humber ports. Whenever opportunity permits, Leicester cargo is transhipped at Nottingham direct into the shallower craft capable of navigating the Soar. Otherwise, goods are landed to wharf and later reloaded for Leicester.

Just how enterprise is rewarded is shown by the support the local press has given and by encouraging enquiries received in respect of potential new traffics. And members of the Soar Boating Club are rowing in to help, too; they are making the commercial advantages of the waterway widely known.



The Aire is caught by the cameraman as it makes its way from Nottingham to Leicester.

— Courtesy of The Guardian Journal



Letters/emails to the Editor

David Lowe emailed me with these photos, saying: I wonder if you already have these three photos showing *Aire* and *Humber* in Nottingham? I am told originals are held in Notts archive. I photographed them (with permission) at Langley Mill last weekend where they were part of a display. This would



Top: Article and photo of *Aire* from *Waterways*, the BW magazine, with *Aire* at Nottingham above and far right, and *Humber* at Nottingham on the left.

be 1957 I guess when they were transferred with *Wharfe* across from NW to NE Division to work Nottingham – Leicester. In 1958 became *Water Princess* and *Water Gypsy* of course with *Water Prince*. There is a photo of *Aire* leaving Beeston lock (I think) heading upstream loaded in a British Waterways house magazine, presumably 1957.



Wye unloading coal at Skipton in 1980,
Photo: David Hyde

David also emailed: Just found this and I thought you might like a photo of the last load of coal being unloaded in Skipton. This was 40 tonnes, on *Wye*, brought from Castleford Staithe (ex lorry from a pit, I forget which) for Laycocks - loaded 3rd June and discharged 6th June 1980.

We also brought a load up in April 1973 and this was a second trial to see if it was more economic and / or feasible. The first time John Freeman arranged for discharge by BW staff using the floating dredger *Thomas* I think it was called (not the one on the weir at Castleford). The second time I hired a mobile ('rubber duck') with grab but unfortunately was let down and as you can see it was just a normal bucket which was not very efficient. NCB or whatever they were by then had refused to load us at the pit (nuisance factor for a 'one off' maybe owing to the large volume of power station coal handled at all the canal side pits), and the cost of the road haul to Castleford, and the hire of the grab didn't leave much for the boat (about £150 I think) so we didn't do any more. The guy at Laycocks was quite keen actually and I don't think he allowed for the cost of the lorry to his yard. Photographer was David Hyde 43 Otley Street, Skipton and I think the photo appeared in the Craven Herald.



Lead traffic at Gargrave, and chemicals at Church

Michael Squirrell emailed regarding the carriage of lead, brought down from the Dales, at Gargrave, to which I replied:

I have never come across anything relating to the 18th century carriage of ores or lead on the canal. There are very few early canal records, with nothing really on the carriage of goods. The best I have found relating to goods are the reports of boats arriving in Blackburn for six months after the canal opened to the town in 1810. I suspect that your information comes from mine company records, and the papers of specific businesses are often the only way of discovering what was carried by canal. Until the 1840s, goods were usually carried on the L&LC by private companies, such as the Leeds Union Company, and any records have disappeared.

However, I have always suspected that the reason for the canal going through Gargrave was to tap into the trade from Dales mines. The best route for the canal would have been through Broughton, but instead it goes further north. There is limestone in the area, which was thought to be the canal's main cargo, but ore from the Dales could have been a further incentive to set out the canal through Gargrave. However, the 1768 prospectus promoting the canal does not specifically mention ores from the Dales, which does seem a little strange if the route had been set out for that traffic. I have attached the sections of the canal survey of 1826 for the Gargrave area which does indicate wharves, though none specifically related to cargoes. The next map westward does show a coal wharf next to the Anchor Inn, though nothing else. I have always suspected that the wharf on New Lane was important, though have never come across any details. It is probably a more likely site for an ore wharf than Eshton Road Bridge.

The printing works at Church was probably that of the Peel family who had home workers as far out as Gisburn, where they had a warehouse. They were reputed to employ 5000 workers across Lancashire and the Peak District. The Peel's had fully integrated textile production by the time the canal opened to Church in 1810, the print works at Church probably being one of the largest factories in the world at the time it was built in the 1780s.

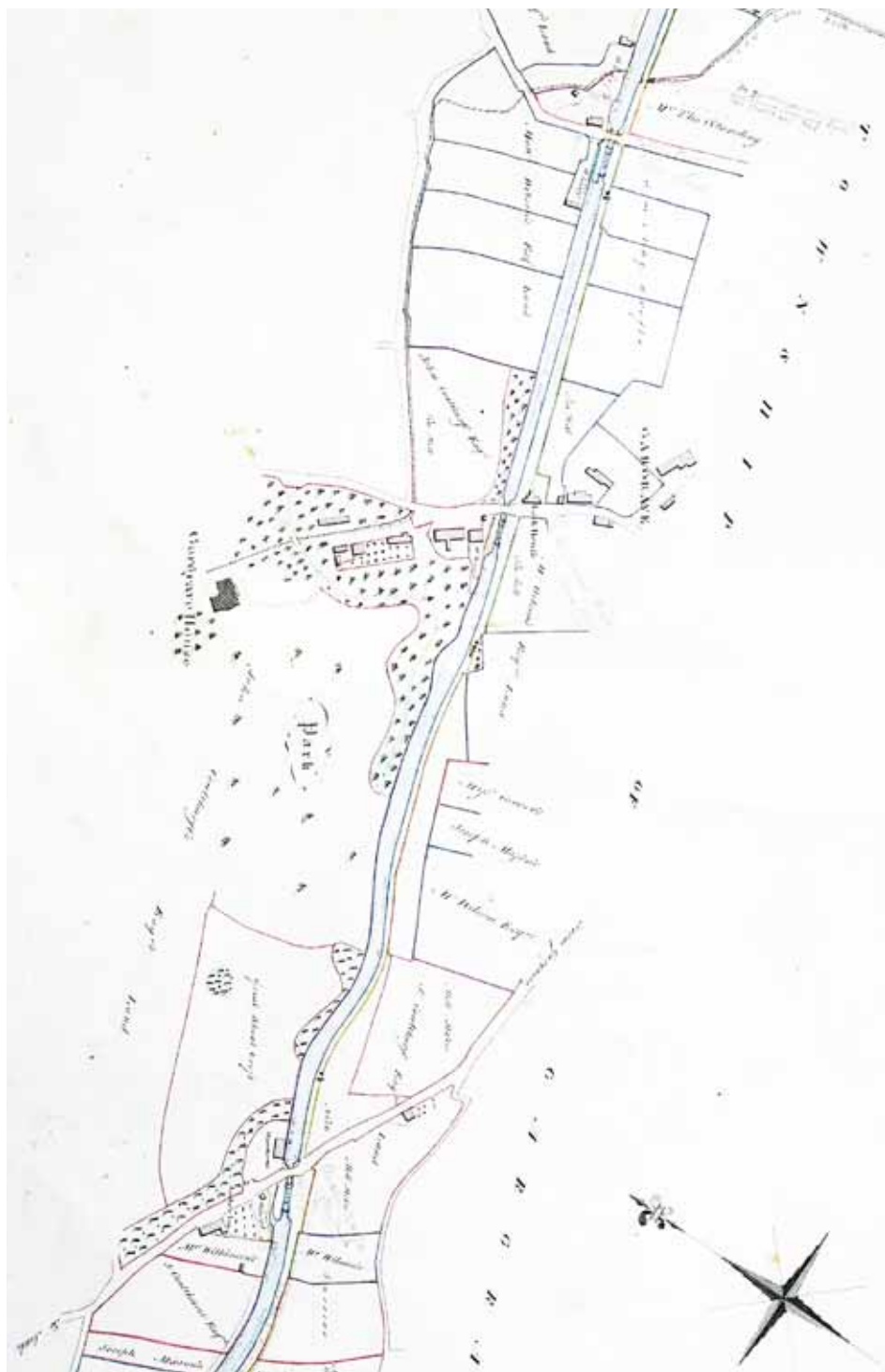
Although not part of your research, I have always thought the wharf at the end of Cononley Lane, on the Skipton-Keighley road, was used for lead from the nearby mines, but have never found any definite details.

He replied:

I am finding accounts relating to the transport of Lead and calamine in Lord Ribblesdale Estate papers which may add to the story already told by Dr Raistrick in his numerous accounts. It is a great shame that it will be difficult to verify the amounts transported on the canal and the precise route westwards from Malham/Gargrave to Manchester/Liverpool and Cheadle Staffordshire, when that portion of the canal was not complete. Dr Raistrick mentions a carrier by the name of John Barnaby and Co who had a base in Leeds.

The company at Church I have found accounts for is Frederick Steiners Dyeworks and this was for the 1820s I think he had leased some of the buildings back to the Peel family during this time period.

As I may have mentioned earlier my knowledge of the Church, Cheadle and Liverpool (Dukes Basin/Wharf) ends of the story are scanty to say the least.



The 1826 canal survey for Gargrave

Lancaster Canal Tramroad anniversary

Boyd Harris emailed re this anniversary: Following this morning's telephone conversation I have appended a transcript from the Blackburn Mail June 1803 which appears in Steve Barritt's book *'The Old Tram Road'*. It reads to me as though the first barge went through the Whittle tunnels on 1st June 1803. The reference at the end to 'the glorious First of June' appears to be a reference to the defeat of the French Fleet by Lord Howe on 1st June 1794.

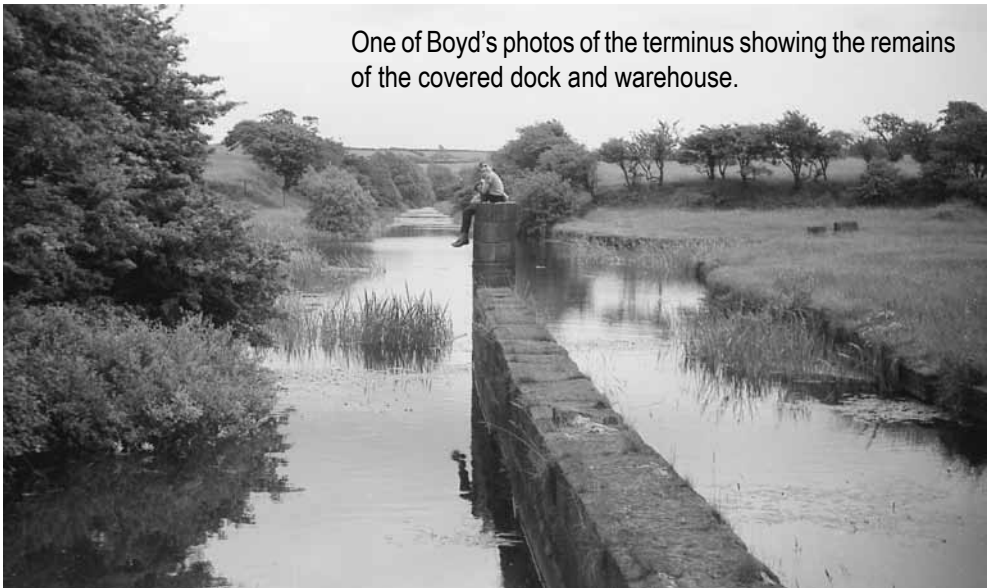
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On the first instant, a boat laden with coal was navigated on the Lancaster Canal thro' the tunnel at Whittle Hills, and her cargo was discharged into waggons at the termination of the canal at Walton. Twenty seven waggons were laden, each containing about one ton, and were drawn by one horse, a mile and a half, along the rail road, to the works of Messrs Claytons at Bamber Bridge. The waggons extended one hundred yards in length along the rail road, Geo. Clayton of Lostock Hall Esq., rode upon the first waggon and the tops of the others were fully occupied. The intention of navigating a boat through the Tunnel, upon this day, was not generally known; it was quickly circulated; old and young left their habitations and emoluments to witness a sight so novel, and before the boat reached her discharging place, she was completely crowded with passengers, who anxiously rushed into her at every bridge. The workmen were regaled with ale at Bamber Bridge; and among the toasts of the party were given, 'the glorious First of June', 'the Memory of Lord Howe', and 'The health of the surviving heroes of that memorable day'.

Blackburn Mail - June 1803

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I don't know if there'll be anything on to commemorate the day in Whittle but I intend writing an article for the Chorley Guardian. If you know of any other reference to the 1 June 1803 first barge, that would be very useful.



One of Boyd's photos of the terminus showing the remains of the covered dock and warehouse.

Leeds & Liverpool Canal Facts

On *Kennet*, we often get asked about basic facts relating to the canal. It is easy to give an incorrect answer as details, like the length of the canal, do require quite a full answer, as seen below:

Mileage

The canal was measured at 127.25 miles in 1894, when the cast iron mileposts, half, and quarter mileposts were installed. Prior to that, milestones were used (a couple may survive), with the canal measured from Liverpool to the top of Wigan Locks, and from Leeds to the top of Johnsons Hillock Locks. The canal between Johnsons Hillock and Wigan Locks, 10.75 miles, was built by the Lancaster Canal, and was only taken over by the L&LC in 1863. This could give a length as constructed for the L&LC of 116.5 miles, with the authorised section from Johnsons Hillock to Wigan Locks via Horwich never built, the Lancaster Canal used instead. The total length has been shortened by about 0.5 mile with the infilling of the Liverpool terminus section circa 1964 and following demolition of Tate & Lyle's sugar works around 1980.

The branch canals, from Wigan to Leigh, and from Burscough to Tarleton, are 7.25 miles and 7 miles respectively, with the Stanley Dock branch being around 0.25 miles long. The Springs branch in Skipton was built under a separate Act, originally as far as the church, and then extended to its current terminus in 1794.

Size of Boat

The canal from Wigan to Leeds was built for boats 62 feet long overall, with the section from Liverpool to Wigan built with locks suitable for 72 feet long boats. The depth of water would allow boats drawing 4 feet to use the canal with safety. The early boats were considered suitable for carrying 35 tons, with the shape of the bow and stern being made bluffer over the years, with just over 50 tons being the maximum for a short boat by the 1950s. The long boats carried about 20 tons more.

Locks

One L&LC short lock was considered to use 80,000 gallons of water, with an average change in water level of around 9 feet. Today, there are 91 locks on the main line of the canal.

There are 13 short locks Leeds to Rodley; 16 short locks Rodley to Bingley; 15 short locks from Bingley to the summit at Greenberfield (487.5 feet [150 metres] above sea level)

There are 44 locks from Leeds to the summit

There are 13 short locks from the summit at Barrowford to Johnsons Hillock; 7 short locks at Johnsons Hillock (built by the Lancaster Canal); 21 short locks at Wigan to the Leigh branch junction; 6 long locks today from Wigan to Liverpool.

There are 47 locks from Liverpool to the summit

However, the original deep lock at Appley Bridge could be avoided for many years by using two new locks which reduced water usage. Pagefield and Ell Meadow locks were also added circa 1900 to replace Crook lock because of mining subsidence.

There are four locks down to the docks at Liverpool.

Totals, as built: 90 locks from Leeds to Liverpool, with a maximum of 92 locks from around 1900 to 1960s. Today there are 91 locks.

Branch canals

There are seven short locks from Burscough to Tarleton. The tidal lock was originally at Sollom, and this was moved to Tarleton in 1805 as part of the Croston drainage scheme.

Today, there are two long locks from Wigan to Leigh. There were originally three short locks, two at Dover and one at Plank Lane, but these were replaced by long locks less than a year after the canal opened in 1821. Around 1900, the two locks at Poolstock replaced the three existing locks in order to overcome subsidence due to mining.

Journey times

It is difficult to give an exact time for journeys on the canal as some boats worked non-stop, and others tied up for a few hours rest at night. Journey times can best be calculated by working on a maximum speed of 3mph, with four locks per hour. This gives 64 hours, or just over three days, for the journey from Leeds to Liverpool. Much of the traffic was from Liverpool to East Lancashire which would take about 30 hours, a similar time to railways, given that railway wagons had to be marshalled into trains, which was quite time-consuming.

Water supply

The L&LC's Acts authorised that water could be taken from water courses within one mile of the canal, rising to five miles from the summit level. Originally water came from streams feeding into the canal, with reservoirs only being built when the summit level was reached in 1794. There are still several streams which can feed the canal, as well as the reservoirs listed below. In the ten years before Winterburn opened, two of Blackburn Council's old reservoirs were used to supply the canal. Over the years, several other reservoir sites were proposed around the summit level, and at Laneshaw Bridge, above Colne.

	<i>opened</i>	<i>height</i>	<i>capacity (locks)</i>	<i>notes</i>
Foulridge Lower	1796	547.30ft	1820	level raised in 1803, 1814 and 1834
Slipper Hill	1796	554.58ft	483	
Rishton	1828	463.03ft	1690	raised in 1834, feeds pool above Blackburn locks
Whitemoor	1840	723.44ft	1820	
Foulridge Upper	1865	578.34ft	1400	
Barrowford	1885	469.33ft	1268	takes excess water from the summit to feed Lancashire section of the canal
Winterburn	1891	657.50ft	3520	pipeline to Greenberfield opened 1893

L&LC Pool Levels

Liverpool Pool	54.50 ft above datum
Rufford-Tarleton	14.30 ft
Leigh Branch below single Poolstock Lock	98.00 ft (1900c) <i>changes because of subsidence</i>
Leigh Branch below Dover Locks	83.20 ft (1900c) <i>changes because of subsidence</i>
Above Wigan Locks	298.00 ft
Above Johnsons Hillock Locks	363.50 ft
Blackburn/Burnley Pool	418.20 ft

Summit Pool	487.50 ft
Marton Pool	458.40 ft
Skipton Pool	344.70 ft
Shipleigh Pool	226.30 ft
Rodley Pool	177.60 ft
Kirkstall Pool	121.60 ft

Taken to the Solicitors

Vint, Hill, Killick were the solicitors in Bradford for the Leeds & Liverpool Canal Company for many years, and there are a good variety of canal-related papers held by West Yorkshire Archives in Bradford. Transcripts of some have appeared in *Clogs & Gansey*. In Liverpool, Arkle and Derbyshire of Union Court were the canal company's solicitors, and they may have been taken over by Tyrer, Kenion and Simpson, 13 Union Court, Castle Street, Liverpool. They would have ceased to be involved with the canal's affairs upon nationalisation. Does anyone know what happened to the papers of either of these solicitors?

More on Archive Sources

Liverpool Record Office has **Boat Registers** (ACC 3004) with details of some of the boats working on the canal. (Other L&LC Boat Registers are in the Lancashire Record Office, possibly including those for Burnley, in Blackburn Museum's collection, in Wigan Record Office, which have been transcribed and are in the Waterways Archive, and in Leeds Record Office) Liverpool RO also has 51 volumes of 'L&LC Accounts 1937-1944' (ACC 2486), which may have come from Eanam Wharf office in Blackburn, and they could be associated with the similar records for Canal Transport now held at the Waterways Archive.

In Liverpool, I noted re the L&LC that traffic working to and from the terminal basin in 1878 included 60,000 tons of manure, 30,000 tons of stone, 30,000 tons of flags/sand/bricks, 87,000 tons of coal, 92,000 tons of merchandise out, and 12,000 tons of merchandise in. Stanley Locks traffic amounted to 49,000 tons of coal down, 8,500 tons of coal up, 97,000 tons of merchandise down, with around 4,000 boat movements per year.

In 1873, the 285,261 tons of merchandise was carried an average of 11.61 miles: By 1880, the 499,545 tons of merchandise averaged 29.74 miles, showing how traffic had developed after the end of the railway lease of general cargo traffic in 1873.

The National Archive

Besides the L&LC Company Minutes held at Kew, there are many other sources for the history of the canal. War time conditions and other L&LC information can be found in:

MT6 2513/3	L&LC agreement with Board of Trade, 1917-18, R3365
MT6 165/24	1875/6 Explosive Byelaws
MT6 1722/2	Byelaws 1891-1908
MT6 865/1	Burnley Wharf Tramway level crossing 1899.
MT 47	Various re 1 st and 2 nd World War Government Control of canals.
MT 49	Geddes Papers re post war development, 1920s.
MT49/105	Bradford Canal 1920/1

MT49/106	Leeds & Liverpool Canal 1921, with 1920 traffic figures
MT52	Canal Control Cttee, 1 st and 2 nd World War
MT52/24	Bradford Canal 1921
MT52/102	Training boatwomen 1941-3, (Mrs Bowen, Appley Lock, works for CTLtd)
MT52/106	Repair facilities
MT52/133	Irish labour, B.Walls report November 1943
MT 56 193-218	2 nd World War - rates
MT64/7	Post war planning for canals, 1941-4.
MT 68	Rly & Canal Commission.
MT 105	Bradford Canal closure 1920-1.
MT 106	L&LC re Bradford Canal closure, 1921
MT 108	Committee on inland waterways.
MT115/106 & 107	Goods traffic 1958-9
MT115/49	Traffic 1956-7

Nationalisation

MT74/103	Compensation for stockholders 1945-46
MT74/104	Compensation for stockholders 1946-47
MT74/112	stockholders final dividend 1947
MT74/162	Canal Association (Basingstoke, GUC, L&LC, Oxford, S&WC, H&GC, G&BC, T&SC)

Canal Businesses Registration Files

BT 31/360	no. 1317, L & L C Steam Tug Co.
/434	no. 1673, ditto
BT 31/2490	no.12794 William Wilkinson and Co. Ltd. 1879
BT 31/26743	no. 176416 Lancs Canal Transport Co Ltd.
BT 31/38048	no. 2409907 W.C.C. Ltd.
BT 31/38041 & 2	no.237654 Mchr. Collys. Ltd.
BT 31/38028	no.220798 Geo. Hargreaves& Co Ltd.
BT 31/37920	no. 2650 W.C.& I.Co. (2 vols)
BT 34/10	L & L C Steam Tug Co.
BT 34/206	no.12794 William Wilkinson and Co. Ltd.
BT 41/373	no. 2105, Liverpool Steam Tug Co
BT 41/351	no. 2011, ditto
BT 41/120	no.706, Canal and Inland Steam Tug Co.
BT 41/120	no.707, Canal Steam Haulage Co

Doncaster Archives Records of Leeds and Liverpool Canal

Warde-Aldam, a Director of the L&LC, A&CN, and several railways, wrote up his own minutes of committee meetings, which are often more extensive than the official minutes. The John Goodchild Collection in the archives in Wakefield Library have some of these volumes, the rest being in Doncaster Archives, as referenced for the L&LC below:

DD/WA/B2/27 Memorandum Book 1: Aug 1849-Jul 1854

DD/WA/B2/28 Memorandum Book 2: [Dec 1854?]-May 1869
DD/WA/B2/29 Memorandum Book, numbered 3: Jun 1869-Mar 1869
DD/WA/B2/30 Memorandum Book, numbered 4: Mar 1869-Dec 1873
DD/WA/B2/31 Memorandum Book, numbered 5: Jan 1874-Apr 1877
DD/WA/B2/32 Memorandum Book, numbered 6: Apr 1877-Sep 1884
DD/WA/B2/33 Memorandum Book, unnumbered: Sep 1884-Mar 1890
DD/WA/B2/34 Miscellaneous Correspondence and Papers: 1847-1890
Records of Leeds & Liverpool Canal: Bradford Canal Joint Committee
DD/WA/B2/35 Memorandum Book Jan 1879-Apr 1886

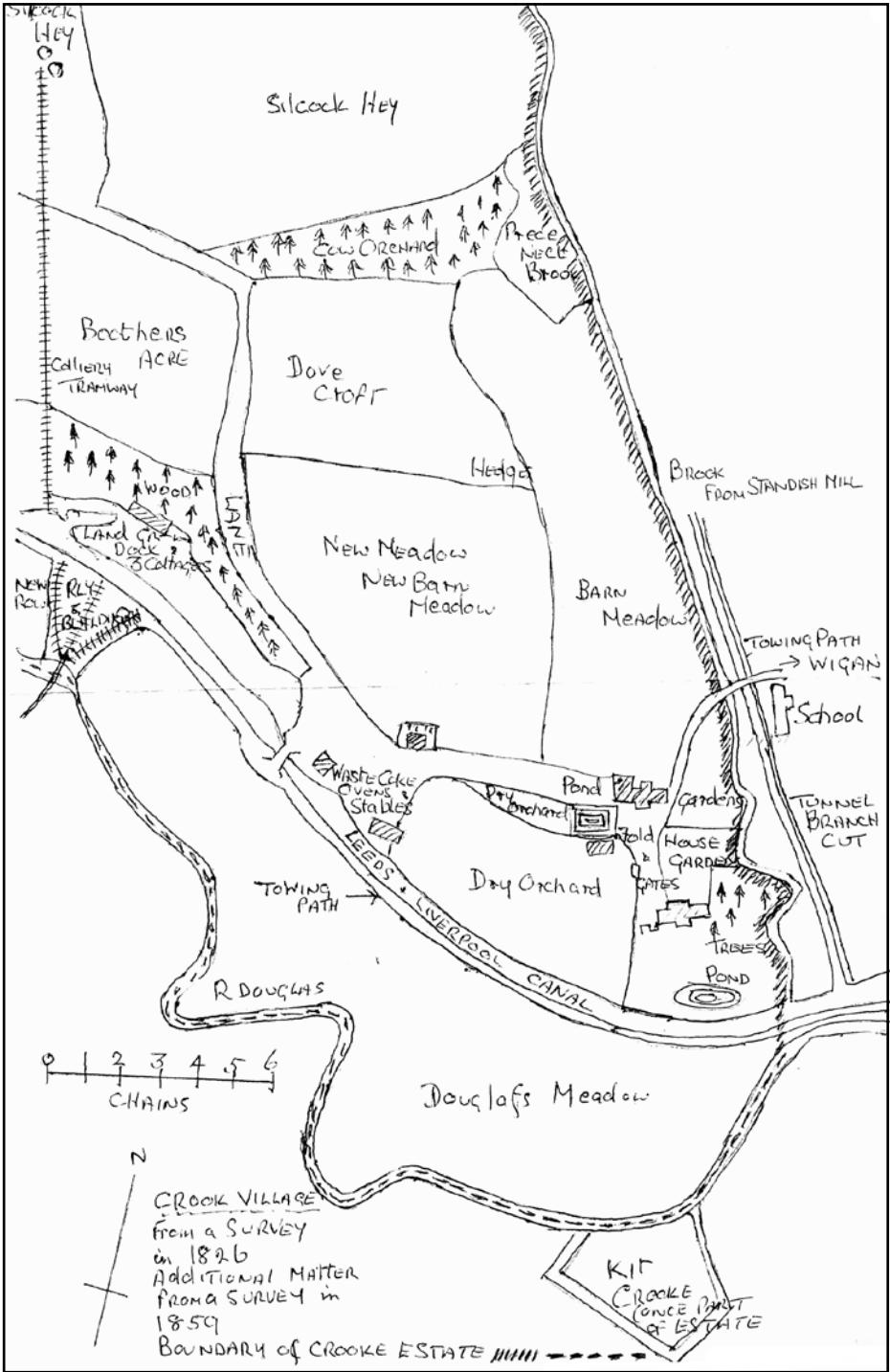


An aerial view of Crooke taken in 1986, with the branch into the tunnel on the right. The tunnel into the coal mine was in the trees top right. The railway serving the canal here until 1964 went through the gap between the houses on the left. The river comes very close to the canal, and the bank between collapsed whilst the canal was being built in 1780. A tramway which carried coal to the canal from mines a few miles away crossed the river opposite the tunnel branch.

Crooke Tunnel: Wigan RO

The information below re the canal tunnel into the coal mine at Crooke can be found in Wigan Record Office. The mine tunnel was built around 1798 and it was around 600 yards long, meeting the shaft down into Taylor Pit at its end. It had probably closed by 1845, though a photo has been published which has been captioned as of the tunnel mouth with a narrow boat.

D/D St C11/1/14: 7 July 1798, conveyance of land from Crook Estate to John Clarke, Wm Roscoe and Wm German, allowing them to build a canal and tunnel on the east side of Crook. Copy sent to Peckover, Monk, Ellam and Co of Bradford.



D/D ST C11/1/16

Tunnel from the River Douglas to Mr Standish's Coal Mine in the Park distance about 1500 yards - 3 or 4 hundred of which will be open cutting & the remainder to be cut under, will cost at the utmost, bricks etc included, £7000.

A quick sand in the road which must be cut through may probably occasion an extra expense, say £1000.

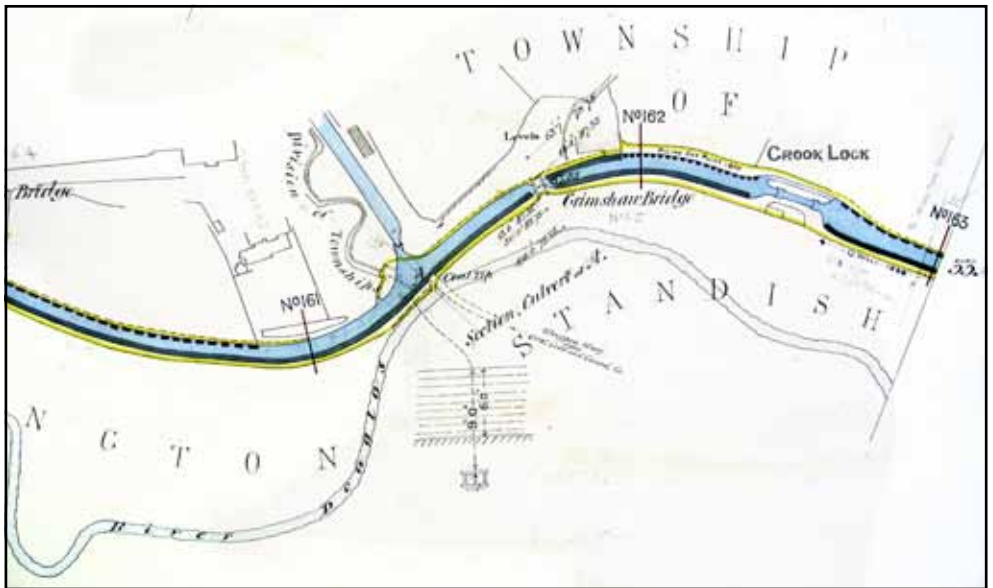
30 boats about 28 or 30 tons burthen, will cost about £100 per: £3000.

As it will be 5 or 6 years before any coals can be shipped in the tunnel, it will be advisable to open a small mine near Martinwall (?) Mill Plat of something better than 1 yard thick, about 30 yards deep, and which may be opened by 3 or 4 Pits and small engine in 18 months from the time begun, and opening of which will cost £1500.

Capital to be employed at Lpool for carrying on the trade in a small extent £3500.

Total: £16,000

If 8 persons would embark upon this undertaking, pay Mr Standish 1/6 part of the clear sales of the coals, for land rent of the mine, makin the shares 1/16 - it would be a means of opening the same and answer both the landlord and tenants and interest.



The canal banks between Liverpool and Wigan were improved from around 1890, and the survey above dates from this time. The tunnel had closed around 1840, but the branch survived. The waggon way opposite the arm was the one on which Lancashire's first steam loco operated, bringing coal from Hustler's mines to the south. Several Wigan mine owners at this time were Bradford merchants involved in promoting the canal, and the steam loco was similar in design to those Blenkinsop built in Leeds.

L&LCS Summary of Accounts for year ended 31/10/12

Income

Balance brought forward		£ 23,106.98
Subscriptions	£ 1,383.50	
Donations L&LCS	£ 7,171.54	
Donations F of K	£ 676.00	
HLF Grant	£ 19,960.00	
Miscellaneous	£ 898.72	

Total Income during year **£ 30,089.76**

Expenditure

Kennet Operational costs	£ 2,022.08
Promotional costs (Soc.)	£ 1,180.49
Kennet Restoration (HLF)	£ 37,084.00
Learning Programme (HLF)	£ 2,061.95
Administration	£ 689.89
Miscellaneous	£ 290.23

Total expenditure during year		£ 43,328.64
Deficit for the year	-£ 13,238.88	
	£ 30,089.76	

Balance to carry forward £ 9,868.10

Comprising:

Co-operative L&LCS/F of K	£ 5,455.32
Nat West L&LCS	£ 4,144.73
Nat West F of K	£ 268.05

Total including balance brought forward **£ 53,196.74**

Expenditure + Balance **£ 53,196.74**

Checked and found to be correct

Signed L. Bailey
Date 12.3.2013

Print name LINDA BAILEY

L&LCS COMMITTEE MEMBERS

President (& Newsletter editor): Mike Clarke, 8 Green Bank, Barnoldswick, BB18 6HX, 01282 850430.

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