

The brochure of the proposed sale of the canal properties of Sir George Duckett, following his bankruptcy, together with handwritten alterations by an unknown person

THE STORT NAVIGATION,
WITH THE
LAND, Dwelling Houses, Wharfs, Warehouses, - Malt Shops,

COTTAGES & GARDENS ON THE BANKS.

AND THE CANAL COMMONLY KNOWN BY THE NAME OF

SIR GEORGE DUCKETTS CANAL.

WITH THE
BASIN, RESERVOIR, WHARF, DWELLING HOUSES, STEAM ENGINE,
AND LAND ATTACHED THERETO,
Forming together a compact & important Property for Investment

PARTICULARS AND CONDITIONS OF SALE
OF THE

Stort Navigation,

Constructed under the authority of an Act of Parliament, passed in the sixth year of the reign of King George the Third.

And extending a distance of Thirteen Miles & Six Furlongs,

It commences at BISHOP'S STORTFORD, (which Town it has raised to considerable mercantile importance, by opening a communication with the several Counties of ESSEX, HERTS, SUFFOLK and CAMBRIDGE and forms a junction with the RIVER LEA near Hoddesdon, thereby affording an easy and expeditious transit for Malt, Corn, and other goods and merchandize to the Markets of those Counties, as well as to the Metropolis. At the head of the Navigation in the

flourishing Town of BISHOP'S STORTFORD is

A CAPITAL RESIDENCE AND GARDEN
COUNTING HOUSE,

And a RANGE of BRICK--BUILT WAREHOUSES of Two Floors, 120 Ft. in length,
COACH-HOUSE, STABLING, PADDOCK & TWO EXTENSIVE WHARFS,
SEVENTY-NINE TIMBER BUILT MALT WAREHOUSES,

Capital COAL, TIMBER, and DEAL YARDS, together with various other useful Out-Buildings

A Residence occupied by the Surveyor of the Works

WITH A DOCK AND EXTENSIVE WORKSHOPS AND PREMISES,
AND TWENTY-ONE MALT HOUSES ADJOINING,

CAPITAL WHARFS AT SAWBRIDGEWORTH AND HARLOW,
UPON WHICH THERE ARE ALSO TWENTY-ONE MALT WAREHOUSES,
AND COTTAGES, GARDENS,

And Meadow Land, advantageously situated on the banks of the Canal,

The Navigation has been growing in importance ever since its opening, and the Tonnage last Year
PRODUCED BETWEEN

£4000. & £5000.

In conjunction with the above Navigation will be Sold the CANAL commonly known by the Name of

Sir George Duckett's Canal,

Completed under the direction of a first-rate Engineer, and constructed on the most scientific principles. It unites the RIVER LEA with the REGENT'S CANAL, and its length is less than One Mile and a Quarter, extending between OLD FORD and BETHNAL GREEN.

By means of this convenient Cut an important saving of time and distance is effected to all Barges navigating between HERTFORD, WARE, BISHOP'S STORTFORD, and LONDON; and the old circuitous route through the lower part of the LEA navigation, (which is in a very bad state) is thereby avoided. The Canal, together with the Basin, Reservoir, Steam Engine of 30 horse power, Wharfs and Houses attached thereto, is in excellent condition, and occupies an area of nearly Seventeen Acres; besides which there are upwards of TWENTY-EIGHT ACRES of valuable LAND, abutting upon the Canal, abounding with fine brick earth and gravel.,

THE WHOLE OF THIS VALUABLE PROPERTY,
WILL BE SOLD BY AUCTION, BY

=====
Mr W. W. SIMPSON
=====

AT THE AUCTION-MART, LONDON,
On TUESDAY, the 11th day of JUNE 1833
AT TWELVE O'CLOCK, IN ONE LOT,

By Order of the Assignees of Messrs., DUCKETT, MORELAND and BERNARD

[2]

PARTICULARS

THE STORT NAVIGATION

Was constructed under the authority of an Act of Parliament, passed in the 6th year of the reign of King George III and extends a distance of Thirteen Miles and Six Furlongs. It commences at Bishop Stortford, (which Town it has raised to considerable mercantile importance, by opening a communication with the several counties of Essex, Herts. Suffolk, and Cambridge,) and forms a junction with the River Lea, near Hoddesdon, thereby affording an easy and expeditious transit for Malt, Corn, and other Goods, and Merchandise to the Markets of those Counties, as well as to the Metropolis. At the head of the Navigation in the flourishing Town of Bishop's Stortford, is

A BRICK-BUILT AND SLATED RESIDENCE,

Suitable for the occupation of a respectable Family, with a Garden and Greenhouse attached.

An excellent DOUBLE COUNTING HOUSE, a RANGE OF BRICK-BUILT WAREHOUSES, of Two Floors, 120-feet in length, containing Stowage for upwards of 3500 Quarters of Grain, with a Cast Iron Crane and Turret Clock in Front of the Building, Stabling for Four Horses, Coach-house, Wood-house, Dog Kennel, and Paddock, containing about Half an Acre.

Together with A SPACIOUS WHARF, (on which a powerful Crane is erected) extending along Two Sides of a Basin, capable of containing Nine Barges, Seven of which may be Loading at the same time.

These Valuable and extensive Premises are in the occupation of Messrs. TAYLOR, highly respectable Yearly Tenants, at the Low Rent of £100. per Annum.

At a short distance from the above Premises, upon a Branch of the Navigation, called the HOCKERILL CUT, is an extensive PUBLIC WHARF, called THE MEAD, on which there is a Powerful Crane, and SEVENTY-NINE Timber-built and Tiled MALT WAREHOUSES, varying in Stowage from 100 to 500 Quarters of Grain. Forty eight of these Warehouses, being Nos. 4, 5, and 6, 21 to 36, 47, 48, 49, 50, 51, 53 and 55, 57 to 76, 78 and 79, are Let to Messrs. TAYLOR, at an apportioned Rent of £168 per annum ; Twenty-two, being Nos. 1, 2 and 3, 7 to 15, & 37 to 46, are Let on Lease, renewable every Twenty-one Years, (on payment of a Fine of 7s. 6d.) to Mr. JENNINGS, at a Ground Rent of £2. 5s. per Annum. Four being Nos. 20, 52, 51, and 56 are Let to Mr. JENNINGS, Yearly Tenant, at a Rent of £13. per Annum. Four, being Nos. 16 to 19, were Leased to Mr. HOWES, whose Representative claims them as his own Freehold, in consequence of no Rent having been paid, in respect of the same, for upwards of sixty Years. And the remaining One, No. 77, is Let to Mr DEATH, Yearly Tenant, at a Rent of £3. per Annum.

An enclosed COAL WHARF, Sheds for Five Hundred Chaldrons of Coals, and a large Granary; Let to Messrs. CASE & PATMORE, as Yearly Tenants, at £35.12s. per Annum.

A Timber and Deal Yard, Counting-houses, Sheds and Premises; Let to Messrs BOULCOTTS, as Yearly Tenants, at £5. 5s. per Annum.

The Parish Cage and Pound is Built on the Mead.

At a Place called SWAN YARD, in the Parish of Bishop's Stortford, is the HOUSE & GARDEN, occupied by Mr. SEYMOUR, the Surveyor of the Works, with a Dock and extensive Workshops, and Premises, where the Repairs of the Gates, Bridges and Buildings are carried on.

Also, TWENTY-ONE MALT WAREHOUSES, Let to Messrs. TAYLOR, at an apportioned Rent of £70 per . Annum.

Opposite Swan Yard, in South Street, is a neat COTTAGE and GARDEN, Let to Mr. LAWRENCE, Yearly Tenant, at £10 10s. per Annum; and a Cottage and Garden adjoining; Let to WM. CARTER at £4 per Annum ; There is also a Large Garden & Paddock containing together nearly an Acre, occupied by Mr. SEYMOUR, the Surveyor of the Works.

An ENCLOSURE of Valuable Copyhold MEADOW LAND, in South Street, containing, 2A. 1R. 4P. bounded by the London Road, and well adapted for a Wharf; Let to Mr. JOSHUA MILLER, Yearly Tenant at £16. per, Annum.

TWO PIECES of valuable COMMON LAND, situated in the Field called the DELLS, measuring respectively 90 Feet by 670, and 50 Feet by 470, or thereabouts; Let to Mr. THOMAS CLOUGH, Yearly Tenant, at £2. 10s. per Annum. This Land is well adapted for Building purposes.

A PIECE OF LAND near South Mill Lock House; Let to Messrs. BOULCOTT, Yearly, Tenants at 5s. per Annum. Messrs. BOULCOTT have built part of a Barn on this Ground:

SOUTH MILL LOCK MEADOW, containing about an Acre, in the occupation of Mr. SEYMOUR, Surveyor of the Works

TEDMANSBURY ISLAND, about Half an Acre of Land, with some Poplar Trees growing thereon, also in the occupation of Mr SEYMOUR.

At SAWBRIDGEWORTH there is a convenient and spacious

PUBLIC WHARF with ELEVEN MALT WAREHOUSES,

Thereon, Ten of which are Let to Mr. G. PARIS, Yearly Tenant, at £20. per Annum, and the remaining one to Mr. WHITNALL, Yearly Tenant, at 22.12s. 6d.

A STRIP of LAND at SHEARING LOCK, Let to Mr BARNARD at 5s. per Annum and a STRIP of LAND at PA RN DON LOCK; Let at 1s. per Annum.

At HARLOW there is a good

PUBLIC WHARF,*

On which are erected TEN MALT WAREHOUSES; Let to Mr.DEATH, Yearly tenant at a Rent of £28 per Annum.

A SMALL PIECE of LAND near Harlow Mill; Let at 5s. per Annum, and another Small Piece let to Mr, WRIGHT, at 5s. per Annum.

ABOUT HALF AN ACRE of LAND situated near the junction of the Navigation with the River Lea, occupied by Mr COLEMAN - *now Hart the Lock keeper*

SUMMARY OF RENTS

| £. s. d. | | <i>Rentals</i> |
|--------------------------------|-----------|-------------------------------|
| | | <i>1847</i> |
| Messrs. Taylor | 100..0..0 | <i>100..0..0</i> |
| Ditto..... | 168..0..0 | <i>171..0..0</i> |
| Mr. Jennings | 2..5..0 | <i>...2..5..0</i> |
| Ditto | 13..0..0 | <i>Shops not let</i> |
| Mr. Death | 8..0..0 | <i>Let to Messrs Taylor's</i> |
| Messrs. Case and Patmore | 35.12..0 | <i>Let to D</i> |
| Messrs. Boulcott | 5..5..0 | <i>10.10..0</i> |
| Messrs. Taylor | 70..0..0 | <i>70..0..0</i> |
| Mr. Lawrence..... | 10.10..0 | <i>12..0..0 now Patmore</i> |
| Mr. Carter | 4..0..0 | <i>4..0..0 now Bayford</i> |

| | | | |
|------------------------------|--------------|----------|---|
| Mr. Miller | 16..0..0 | 16..0..0 | |
| Mr. Clough..... | 2..0..0 | 2.10..0 | <i>Sold to Railway Comp^y</i> |
| Messrs. Boulcott..... | 0 ..5..0 | | <i>Sold to Tanners</i> |
| <i>Comp^y</i> | | | |
| Mr. Paris | 20..0..0 | 20..0..0 | <i>now Whitnall</i> |
| Mr. Whitnall | 2.12..6 | 2.12..6 | |
| Mr. Barnard <i>snr</i> | 0..5..0 | 5..0 | |
| Mr. Barnard <i>jnr</i> | 0..1..0 | 1..0 | |
| Mr. Death..... | 28..0..0 | 28..0..0 | <i>now Barnard</i> |
| Mr. Death..... | 0..5..0 | 0..5..0 | <i>C Barnard</i> |
| Mr. Wright | 0..5..0 | 0..5..0 | |
| | £ 481..15..0 | | |

| | | |
|---|--------------------|--|
| <i>Messrs Taylors new Coal Sheds.....</i> | <i>16..0..0</i> | |
| <i>-do Ashes deposited.....</i> | <i>1..0..0</i> | |
| <i>Mr Hughes leasehold.....</i> | <i>5..0..0</i> | |
| <i>-do</i> | <i>10..0</i> | |
| <i>Messrs Boulcotts -do.....</i> | <i>10..0</i> | |
| <i>Mr Glasscocks Executors.....</i> | <i>5..0..0</i> | |
| <i>-do</i> | <i>10..0</i> | |
| <i>-do</i> | <i>10..0</i> | |
| | <i>£ 502..2..0</i> | |

There are Ten Mills on the Stort Navigation, the owners of which claim recompense when the Water is drawn out of the Canal for repairs or any other purpose; and also One Shilling for each Barge going and returning to the Lea River, which is levied under the name of "Still Money," but this out-going, being paid. by the Bargemen .does not diminish the amount of the Tolls

The WORKS comprise SEVEN LOCK HOUSES, viz.

SOUTH MILL LOCK HOUSE, brick built and slated, with a Garden attached, occupied by WM.SEARLE.

SPELLBROOK LOCK HOUSE, timber built and tiled, with a Garden attached, occupied by SAM. DORRINGTON.

SHEERING SAWBRIDGEWORTH LOCK HOUSE, ditto, and Garden, occupied by GEORGE DORRINGTON.

HARLOW LOCK HOUSE, ditto; and Garden, occupied by JAMES SPELLOW

BURNT MILL LOCK HOUSE, ditto, and Garden, occupied by ROBERT SEARLE.

ROYDON LOCK HOUSE, brick built and slated, with a Garden adjoining, occupied by JOHN COLEMAN.

ROYDON BRICK CISTERN, brick built and slated, occupied by GEORGE COLEMAN.

[4]

FIFTEEN LOCKS, viz.

| | | |
|------------------------------|--------------------------|-------------------------|
| South Mill Lock & Bridge | Sheering Lock & Bridge | Parndon Lock & Bridge |
| Twyford Lock & Bridge | Feak's Lock & Bridge | Hunsdon Lock & Bridge |
| Spellbrook Lock & Bridge | Harlow Lock & Bridge | Coleman's Lock & Bridge |
| Tedmansbury Lock & Bridge | Latton Lock & Bridge | Roydon Lock & Bridge |
| Sawbridgeworth Lock & Bridge | Burnt Mill Lock & Bridge | Field's Lock & Bridge |

SIX WASTE GATES, viz.

At South Mill Lock
Spellbrook Ditto
Feak's Ditto
Latton Ditto
Coleman's Ditto
Field's Ditto

THREE TUMBLING BAYS, viz.

5 ~~3~~ Overshots

At Tedmansbury Lock
Gigg's Bridge
Feak's Lock

Above Spellbrook Lock

Above Latton

FIVE TUNNELS under the River, viz.

Six At South Mill Lock
Tedmansbury Ditto
Hunsdon Ditto ,
Roydon Brick Cistern
Above Lake's & Field's Lock

6

TWENTY-FOUR BRIDGES

For Carts and Waggons, four of which are on Turnpike Roads. They are named as follows:-

| | |
|--------------------------|--------------------------|
| South Mill (Road Bridge) | Parndon Hall |
| Twyford (Road Bridge) | Parndon Lock <i>Road</i> |

| | |
|---|---------------------------|
| Walbury | Mead End. |
| Spellbrook <i>Road</i> | Hunsdon Lock |
| Tedmansbury | Hunsdon Mead |
| <i>Sawbth Lock Bridge</i> | Coleman's Lock |
| Sawbridgeworth (Road Bridge) | Ditto Old River |
| Sheering <i>Road</i> | Roydon (Road Bridge) |
| Feak's | <i>Roydon Mill Bridge</i> |
| Harlow (Road Bridge) | Ditto over Brick Lock Cut |
| May | Ditto (Brick Cistern) |
| Hankins (<i>Abolished</i>) | Crows |
| Burnt Mill | Lower Lock |

TWENTY-FIVE HORSE BRIDGES on the Towing Path, &c. viz.

| | |
|----------------------------|--|
| At South Mill Water Gates | Above Sheering Waste Gates <i>Feak's</i> |
| Ditto Lock | Below Sheering Waste Gates <i>Feak's</i> |
| Twyford Ditto | Pincey's Brook |
| Latchmore Brook | Harlow Marsh |
| Above Walbury | Harlow Shops |
| Tedmansbury, High Cut | Harlow, Cut below Lock |
| Ditto, Cut below the Lock | Below May Bridge Below Latton Lock |
| Sawbridgeworth, Overshot | Above Burnt Mill |
| Ditto, Gull | Below Parndon Cut |
| Island above Sheering Lock | Above Mead End Bridge |
| Below Ditto | Coleman's Waste Gates |
| Emson's Mead | Latton Mill Lock <i>at the Mill</i> |
| | Cut below Ditto |

[5]

FIVE FOOT BRIDGES, viz.

Rowley Croft Bridge,
Gigg Croft Bridge,
Feak's Luck Bridge,
Harlow Lock Bridge,
Latton Lock Bridge.

ONE HUNDRED AND TEN HORSE GATES, viz.

Nine from Hockerill to South Mill Lock,
Seven to Twyford.
Seven to Spellbrook,
Seven to Tedmansbury,
Six to Sawbridgeworth,
Twelve to Sheering,

Seven to Feak's,
 Seven to Harlow,
 Eight to Latton,
 Ten to Burnt Mill,
 Four to Parndon,
 Eight to Hunsdon,
 Five to Coleman's;
 Seven to Brick Cistern,
 Six to the River Lea.

MAKING ONE HUNDRED AND TEN GATES.

The whole of the foregoing works have been erected in a substantial manner, and are at the present time in an excellent state of repair.

THE TOLLS

Received on the Canal during the last Seven years have been as follows.

| | £ | s. | d |
|-------|---------|----|---|
| 1826, | 4211 | 13 | 0 |
| 1827, | 3949 | 10 | 8 |
| 1828, | 4428 | 17 | 2 |
| 1829, | 3717 | 9 | 6 |
| 1830, | 4083 | 9 | 5 |
| 1831, | 4822 | 19 | 0 |
| 1832, | 4496 | 3 | 7 |
| | £29,710 | 2 | 4 |

Making an average income of £4244. 6s, 0d., which Sum, added to the £481. 15s. 0d. the amount of Rents enumerated in Page 3, makes a Total Revenue of

£4726 1s. PER ANNUM.

The Rates of Tonnage at present charged on the Canal are much below the Rates authorised to be levied by the Act of Parliament, under which the Navigation was made, and it is very questionable, whether, in the event of their being raised to the full amount authorised by the Act, any decrease of Tonnage would take place; as the locality of the Navigation, and its peculiar advantages, will always ensure a certain traffic through it, which will undoubtedly bear a higher charge.

 In conjunction with the Stort Navigation will be Sold the LEA UNION CANAL, commonly known by the name of

SIR GEORGE DUCKETT'S CANAL,

Planned and completed under the direction of a first-rate Engineer, and constructed on the most scientific principles. It unites the River Lea with the Regent's Canal, and its length is only One Mile and a Quarter, extending between Old Ford and Bethnal Green; by means of this convenient cut an important Saving of time and distance, is effected to all Barges navigating between Hertford, Ware, Bishop's Stortford, and London, and the old circuitous route through the Lower Part of the Lea Navigation, which is in a very bad state, is thereby avoided. Indeed, the importance and advantage of this Canal to all Craft using the River Lea and the Regent's Canal is so apparent that comment is needless; it may, however, be as well to state the fact, that during the

First Year of its opening, Tolls were received on upwards of 54,000 Tons of Goods and Merchandize, and from the rapidly increasing Trade on the Canal, it may, be safely inferred that at no very remote period the greater part of the Trade, Navigating the River Lea to and from London, and a considerable portion of the Regent's Canal Trade, will avail themselves of this safe and short Line of communication. The Canal; together with the Basins, Reservoirs, Steam Engine of Thirty-Horses Power, Wharfs, and Houses attached therto (sic), is in excellent condition, and occupies an area of nearly Seventeen Acres, besides which there are upwards of Twenty-eight Acres of Valuable Land, abutting upon the Canal, and abounding in Fine Brick Earth and Gravel.

Acres 17 + 28 = 45

[6]

The Works consist of an Excavation, about One Mile and a Quarter in length, and Six Feet deep, Locks (One of which is a Double One with Eight Gates) with Bricked Cisterns, Iron Levers, Stone Coping, and Stock Gate Groove. Seven Iron Bridges for Carriages, Three Lock Houses, Engine House, Steam Engine, Reservoir, an Open and Covered Culvert under the River, and the Abutments of a Swing Bridge, not now required for the purposes of the Canal.

The First Bridge, which is on the Towing Path of the Regent's Canal, is of Cast Iron Ribs and Floor, with Brick Abutments, and Wing Walls, built in the most substantial manner. .

Immediately adjoining is a BRICK-BUILT DOUBLE CISTERN LOCK, with Stone Coping, and Four Pair of powerful Oak Gates, (to head the Water either way) with Iron Levers thereto, and a Stock Gate Groove.

Also a BRICK-Built and SLATED LOCK HOUSE, occupied by JOHN GEE.

From hence to the Third Bridge is a DWARF BRICK WALL about Five Feet High, enclosing the
TOWING PATH,

Which is Ten Feet wide, and about Nine Inches above the level of the Canal when full.

The Second Bridge is called GROVE ROW BRIDGE, and is constructed in a similar manner to the First Bridge.

The Third Bridge is over the Road leading to OLD FORD, and consists of Six Cast Iron Ribs, Iron Floor, Brick Abutments, and Wing Walls.

Close to this Bridge is the Second BRICK-BUILT CISTERN LOCK, with Stone Coping, and Two Pair of Gates, with Iron Levers and Stock Gate Groove.

At this point of the Canal, is a BRICKED BASIN for Barges,

The Fourth Bridge which is over the Road leading to the Three Colts Public House, is similar to the last, and below it is a Bricked Basin, and an enclosed Wharf:

A Dwarf Brick Wall, again encloses the Towing Path from this Bridge, to the next, immediately before which is the Third or Middle Fall Lock, which is similar to the last. At this Lock there is also a good Brick-Built and Slated Lock House, with Outbuildings and Timber Yard adjoining occupied by Mr PETER GILES, the Surveyor of the Works

The Fifth Bridge, called the HACKNEY FOOT BRIDGE, is of similar Construction to the last, below it is some Deep Cutting, and at the Top of the Slope on the North Side is the Culvert which conveys the Water from the Steam Engine to Upper Level of the Canal, which is enclosed by Oak Posts, and Rails, and Fir Pales.

The next Bridge is SCALES' BRIDGE, (so called from its passing through the property of Mr. MICHAEL SCALES) which is constructed upon the same plan as the other Bridges.

Below this Bridge is the Fourth Lock, which is precisely similar to the Two last. The HACKNEY ROAD BRIDGE is of larger Size than the last, but planned in the same manner.

Below it is the Brick-built STEAM ENGINE HOUSE, (with a Cast Iron Roof, covered with Sheet Copper) in which is an excellent STEAM ENGINE, of Thirty-five Horses Power to supply the Canal (which is 26-feet above the level of the River Lea) with Water during the Summer Months.

The whole of the line of Canal, and the Works generally, are in excellent condition, and will not require any considerable Outlay for Repairs for many Years,

The Land abutting on the Canal, about TWENTY-EIGHT ACRES, would command a good Rent as Feeding Land, independent of which it abounds in valuable Brick Earth and Gravel, from the Sale of which a considerable Income is derived.

IT IS PRESUMED THAT THESE VALUABLE AND IMPORTANT PROPERTIES, WHETHER VIEWED CONJOINTLY OR SEPARATELY, OFFER GREAT INDUCEMENTS TO THE CAPITALIST AND SPECULATOR FOR INVESTMENT; FROM THE CERTAIN INCOME ALREADY ARISING FROM THEM, AND THE EXCELLENT PROSPECT WHICH EXISTS OF AN IMMENSE INCREASE IN A FEW YEARS, ESPECIALLY IF THE PLAN FOR EXTENDING THE STORT TO CAMBRIDGE, FOR WHICH THERE IS ALREADY AN ACT OF PARLIAMENT, SHOULD BE CARRIED INTO EFFECT.

Note: Page [7] consists of the 'Conditions of Sale' and Page [8] is blank