

DOCUMENTS RELATING TO THE PROGRESS OF THE LONDON to CAMBRIDGE CANAL

Part 3

Saffron Walden Museum

Uncatalogued MS, circa 1805, although possibly later

Estimate of tonnage from Cambridge to Walden

Barley	> 9000 quarters	= 1,800 tons
Oats, etc)	It is difficult to ascertain the quantity of each but think it fair to presume that half the tonnage of the Cam, say 40,000 tons per annum comes forward to this Town and County – say 20,000 tons
Coals)	
Iron)	
Timber)	
Cheese)	

Estimate of tonnage from Walden to Cambridge

Malt, say >	55,000 quarters	= 7,171 tons
Barley	10,000 quarters	= 1,800 tons
Flour	2,600 sacks	= 1,300 tons
Timber		= 2,500 tons
Sundries		= 1,000 tons

Back Carriage from Bishops Stortford to Walden

Iron, stone, slate, sand, fir timber, say= 500 tons

Grocery and heavy goods at present from London by land carriage, say 300 tons

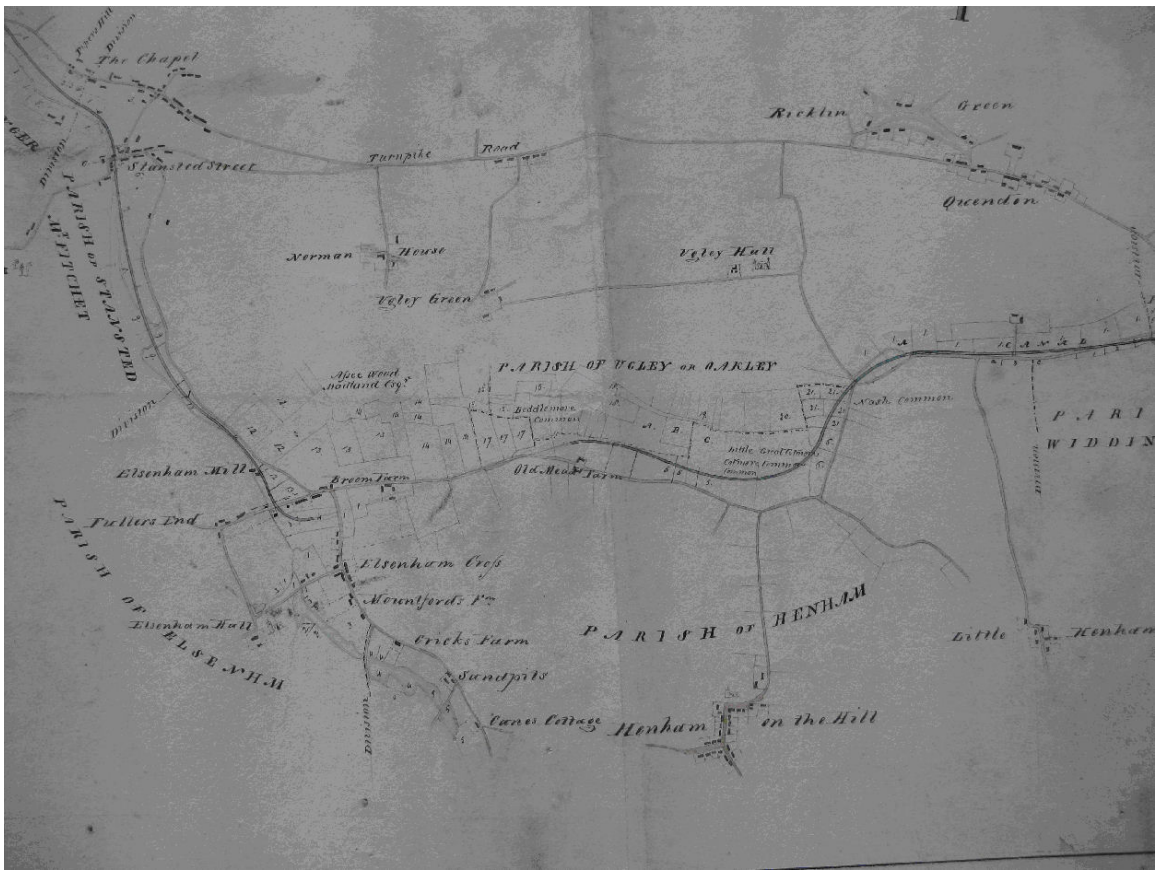
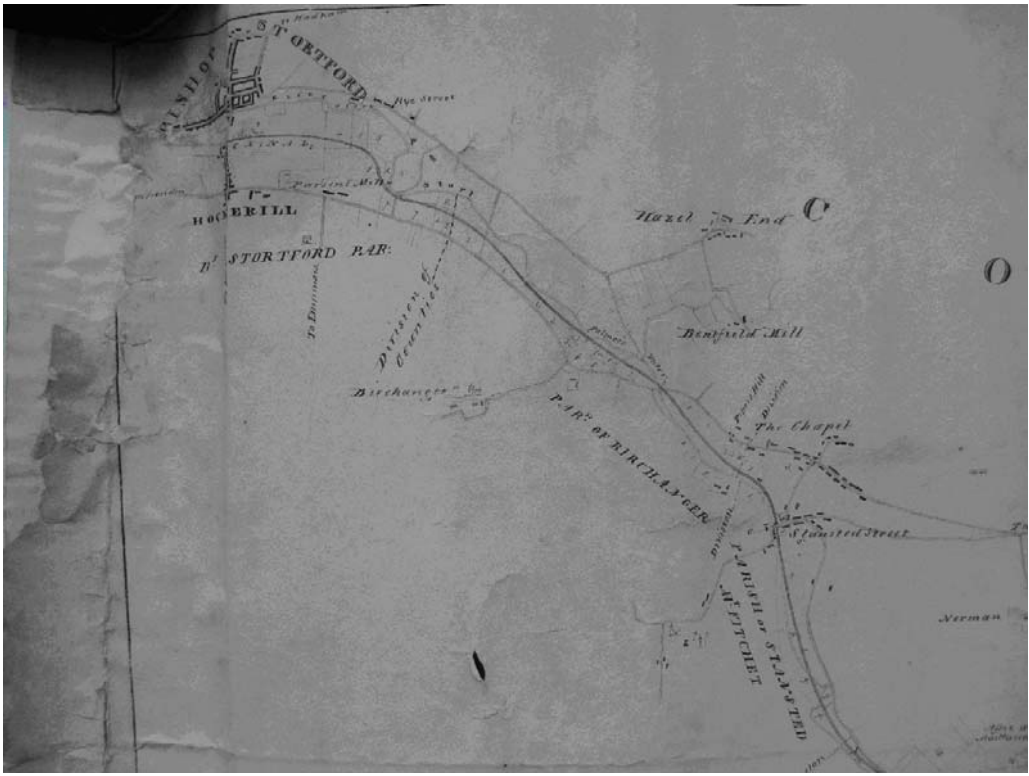
The country to the East and Northeast of Walden may be presumed to furnish as much tonnage in malt as the town of Walden.

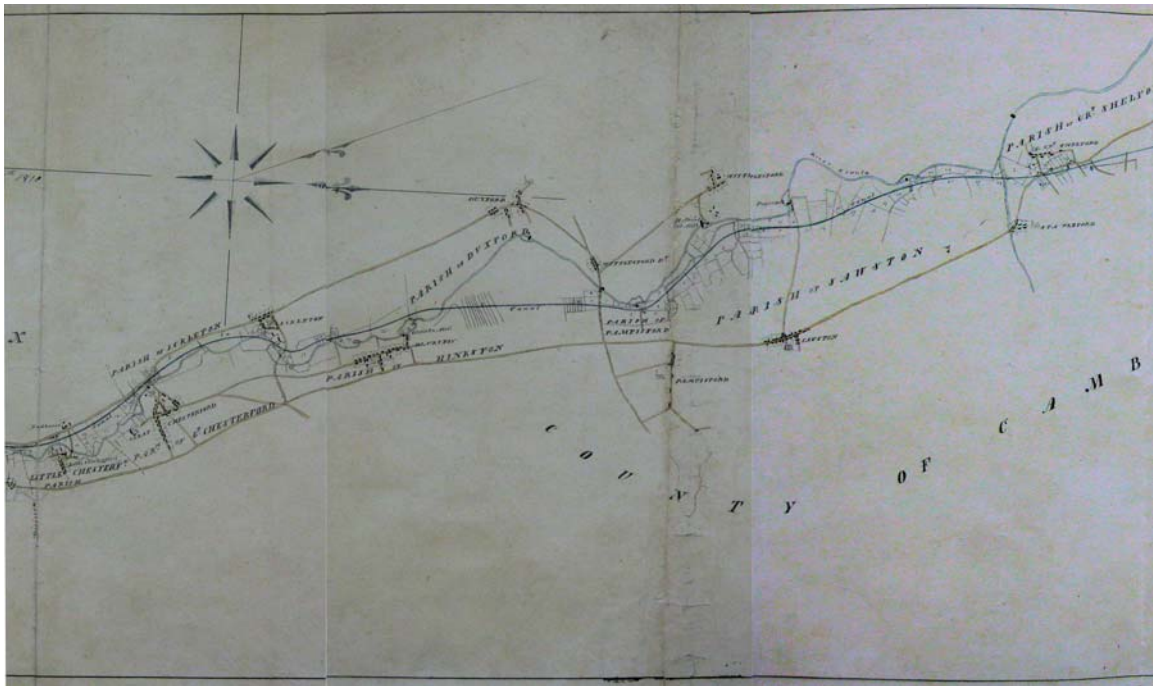
Great quantities of oats and flour from the mills on the Granta etc now go to London by land carriage

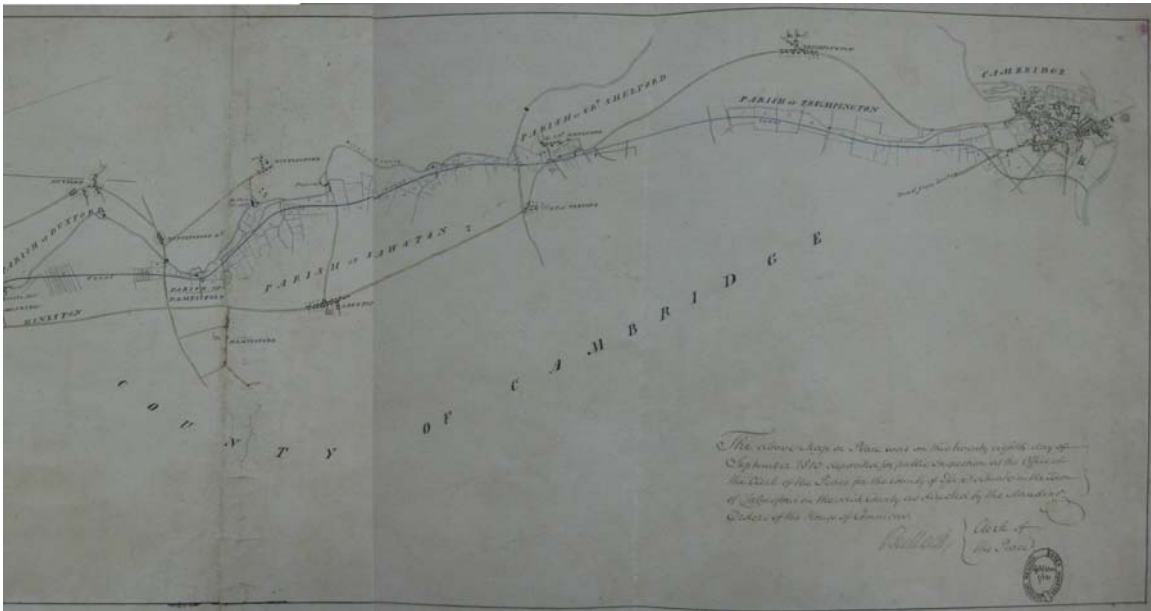
Essex Records Office

Q/Rum 1/16

Plan 1810 of London & Cambridge Canal, Signed “Ralph Walker”







British Library

ADD 35688 folio 249

(also has a great deal on the fens and the London & Cambridge Canal)

British Library

ADD 35688 Hardwicke Papers. folio 249

Printed Sheet – no date but found in 1810 Hardwicke Papers

Length of London to Cambridge Canal -32 miles

Estimate – made high to cover contingencies £524,000 or over £16,000 per mile

Price of Land Carriage in Tons to London – 14d per ton/mile

Canal toll to be 3d per ton + barge hire = 4d to 4½d per ton/mile

Existing traffic

Goods from Cambridge	58,000 tons
Huntington and Caxton wagons	5,000 tons
Newmarket Road	17,000 tons
Land to south of Cambridge	30,000 tons
Supply of Stort Navigation	<u>40,000 tons</u>
	150,000 tons

Goods only included that are tried by weighing machines. One horse carts and back carriage excluded

Estimated tonnage 243,633

Second tonnage 250,000

Essex Records Office

Q/Rum 1/17

Deposited plan. From Shelford near Cambridge via Morden, Ashwell, Hinxworth, Edworth, Astwick, Stotfold, Arlesey, Henlow to Shefford, Surveyed under direction of John Rennie by Netlam and Francis Giles 1811

Plan also has drawings of proposed aqueducts and bridges

Branch rose by 13 locks from Little Shelford to Shefford

Main line rose by 12 locks to summit and tunnel near Elsenham windmill and then dropped by 40 locks to Clayhithe

Note: The deposited plan does not show a junction with the Ivel at Shefford

Essex Herald - 8th January 1811

Advertisement: for a meeting of the Intended London and Cambridge Canal to be held 11th January 1811

Signed by T. N. Pickering, Clerk and Secretary,
St Helens Place 1.1.1811

Herts Record Office

D/P 21 29/32

Estimate of the probable Expence of the proposed London and Cambridge
Junction Canal

	Totals	Check totals
From Bishop Stortford to the South End of the summit level at Elsenham		
The Canal to be 24 feet wide at bottom, 44 feet wide at top and 5 feet deep		
To cutting from the Stort Navigaion to the vale at Birchanger	£ 4,157.00	
banks and Culverts at Do	£ 806.00	
Cutting from the Vale at Birchanger to the south end of the summit level	£ 3,750.00	
Lining and puddng the canal where wanted	£ 2,868.00	
Changing the course of Elsenham Brook and soiling and trimming the banks	£ 650.00	
Forming, gravelling and fencing the towing path	£ 1,992.00	
Four principal Roads, ten lesser roads and Occupation Bridges	£ 5,860.00	

The purchase of land necessary for the canal	£	2,560.00	
12 locks	£	12,000.00	
Contingencies	£	<u>6,929.00</u>	
	£	<u>41,572.00</u>	<u>£</u> <u>41,572.00</u>

Summit Level

To be 24 feet wide at bottom, 48 feet wide at top and 6 feet deep			
Cutting from the south end of the Level to the south end of the Tunnel	£	2,355.00	
2100 running yards of Tunnel at 28£ [per yard]	£	58,800.00	
Deep cutting at North end of Do	£	24,892.00	
Cutting to the Turnpike Road near Quendon	£	1,683.00	
Bank and Culvert at Do.	£	1,443.00	
Cutting to the north End of the Level	£	6,548.00	
Lining and puddling the Canal where wanted, trimming and soiling the banks	£	4,480.00	
2 principal Road, 3 lesser Road & 4 Occupation Bridges	£	3,660.00	
Forming, gravelling and fencing the towing paths	£	1,900.00	
Purchase of land	£	4,900.00	
Contingencies [at 2%]	£	<u>22,134.00</u>	
	£	<u>132,803.00</u>	<u>£</u> <u>132,795.00</u>

From the north end of the Summit Level to the End of the level, north of Saffron Walden.

The Canal to be 24 feet wide at bottom, 44 feet wide at top and 5 feet deep			
Cutting to the 4th lock	£	1,386.00	
Bank and Culvert	£	192.00	
Cutting and banking the Canal to Berry Water	£	3,235.00	
Do. To the South end of the Saffron Walden Level	£	1,168.00	
Do. To the Vale at Sparrows End	£	1,518.00	
Bank at the said Vale and 2 Aqueducts	£	5,300.00	
Cutting to the Vale at the new plantation	£	3,273.00	
Bank and Aqueduct at Do.	£	2,998.00	
Cutting to the south end of tunnel	£	5,562.00	
418 running yards of tunnel --26£ [per yard]	£	10,868.00	
Cutting to the vale at Saffron Walden	£	4,770.00	
Bank and Aqueduct at Do.	£	14,170.00	
Cutting to south end of tunnel	£	1,386.00	
704 running yards of tunnel @ 26 £ [per yard]	£	18,304.00	
Cutting at north end of Do	£	6,160.00	
Lining and puddling the Canal where wanted	£	6,800.00	
Trimming and soiling the banks	£	2,150.00	
Forming fencing and gravelling the towing path	£	2,300.00	
3 principal roads, and 10 lesser Road & Occupation Bridges	£	4,700.00	
Purchase of land	£	6,860.00	
Ten Locks	£	10,000.00	
Wharfs extra	£	2,000.00	

Contingencies [@2%]	£ 22,783.00	
	<u>£ 136,694.00</u>	<u>£ 137,883.00</u>

From the north end of the Level at Saffron Walden to the River Cam at Clayhithe

To cutting and banking the Canal to the Vale of the River at Little Chesterford	£ 1,752.00	
Bank and Aqueduct at Do	£ 4,915.00	
Banking and Cutting to near Ickleton	£ 4,154.00	
A new cut for the river at Ickleton & a new Millhead at Dunford and cutting at Do.	£ 1,150.00	
Bank and Culvert at the Common	£ 1,760.00	
Cutting to the River at Pampisford Mill	£ 2,045.00	
Banks and Aqueducts below the Mill	£ 7,850.00	
Cutting to Sawston Brook with Bank and Culvert	£ 4,730.00	
Do to the vale of the Linton Stream	£ 3,777.00	
Banks and Aqueduct at Do	£ 2,226.00	
Cutting and Banking to the Road from Cambridge to Cherryhinton with a Culvert	£ 5,901.00	
Cutting and Banking from Do to the Road from Cambridge to Newmarket including culverts	£ 7,874.00	
Cutting and Banking to the road north of Ditton	£ 9,862.00	
Do to the Cam below Clayhithe including Culverts	£ 4,417.00	
Lining and Puddling the Canal where wanted	£ 10,500.00	
Forming fencing and gravelling the towing path, trimming and soiling the Banks	£ 11,504.00	
7 Turnpike, 11 lesser Road, and 36 Occupation Bridges	£ 19,420.00	
29 Locks	£ 26,900.00	
Purchase of land	£ 12,760.00	
Contingencies [@2%]	£ 28,699.00	
	<u>£ 172,186.00</u>	<u>£ 172,196.00</u>

Reservoirs and Feeders

A Reservoir in Stansted parish of 26 acres.3 roods	£ 5,640.00	
First or lower reservoir in Elsenham 43¾ acres	£ 4,830.00	
Upper Reservoir in Do. of 15 acres	£ 2,063.00	
A small reservoir to receive the water from the above Reservoirs	£ 380.00	
A Reservoir in Henham of 20 acres & ¾	£ 2,620.00	
A Do at Little Walden of 65½ Acres	£ 10,050.00	
A steam engine at Newport to return the water to the Summit Level and also to pump up Water from the Saffron walden Level including Feeders	£ 15,000.00	
	<u>£ 40,583.00</u>	<u>£ 40,583.00</u>

Recapitulation of the probable Expenditure of the proposed London and Cambridge Junction Canal

From the Stort Navigation at Hockerill to the South End of the summit level at Elsenham	£		
	41,572.00	£	41,572.00
Summit Level	£		
	132,803.00	£	132,795.00
From the north end of the Summit Level to the End of the level, north of Saffron Walden.	£		
	136,694.00	£	137,833.00
From the north end of the Level at Saffron Walden to the River Cam at Clayhithe	£		
	172,186.00	£	172,196.00
Steam Engines Reservoirs and Feeders	<u>£</u>		
	<u>40,583.00</u>	£	<u>40,583.00</u>
	<u>£</u>		
	<u>523,838.00</u>	£	<u>524,979.00</u>

(signed) John Rennie

Date of this copy 1812

Prospectus

OF

A PLAN FOR A CANAL

UNITING THE NAVIGATION OF THE RIVERS STORT AND CAM,

TO BE CALLED

The London and Cambridge Junction Canal.

The COMMITTEE for promoting a BILL intended to be brought forward in the ensuing Session of Parliament for making the above Canal;

CONSISTING OF

The Right Hon. The EARL of HARDWICKE,

Lieut-Col. Sir DANIEL WILLIAMS;
SAMPSON HANBURY Esq.
The Rev. WM LEWORTHY

Lieut- Col. DUCKETT, M. P.
The Rev. GEO. JENYNS
JAMES SEARLE, Esq.

HAVE it now in their power to inform the Public, That they have received the Report and Estimate of Mr. RENNIE, by which it appears, That there will be a most ample supply of Water, not only with perfect security, but with positive benefit to the Mill Property which it may concern; and they have the additional satisfaction to state,----That the parks and pleasure grounds upon the line, and the Nine Wells, near *Cambridge*, will be completely avoided by the judicious plan of this experienced Engineer. Thus removing some of the principle objections which have been urged from very respectable quarters, against a navigation, which cannot fail to produce essential advantages to the countries `````` to the district through which it will pass.

The Canal will extend from *Bishop's-Stortford* through *Saffron-Walden* and the parish of *Shelford* and passing from thence through *Cherry-Hinton*, *Fenny-Ditton* and *Horningsea*, will unite with the River Cam at a point near *Clay-hithe Sluice*, the length of which will be thirty-two miles.

It is further intended to have a Western Branch leading from a point in the parish of *Sawston* to *Whaddon*, within a very short distance from the North Road: the length of which Cut will be eight miles, upon a dead level without a single lock.

The estimate for the Canal amounts to £523,000, and for the Branch to *Whaddon* to £44,000. But it is to be observed, that a certain part of this estimate depends upon the adoption of means, for securing a supply of water, which, in the opinion of Mr. RENNIE may possibly not be necessary, in which case the expence will be proportionably diminished.

The next object to which the Committee have directed their attention, is the amount of Toll from whence the return of profit on so large a Capital is to be derived, and the Committee recommend that the maximum of Toll to be taken upon the Canal should not exceed 3d. per ton per. mile.

A Barge of 40 tons, such as will pass upon the Canal, with the tackle, sacks, &c. costs at the utmost £300. whilst the expence of eight waggons and sixty-four horses, which will be required to convey an equal quantity of tonnage, cannot be less than £4000.

The length of detail to which an enumeration of the different articles that will pass upon the Canal, would lead the Committee, induces them to abstain from a more specific and particular statement. But in referring to the known tonnage of the *Cam* and the *Stort*, and to the land-carriage actually ascertained by the accounts of toll-collectors, the least upon which they can calculate to form a source of supply and revenue, from the first opening of the Navigation, is from 120,000 to 150,000 tons per annum.

When the Committee reflect upon the character and capability of this line, through an important and productive country where the advantages of inland navigation have hitherto been totally unknown, - upon the produce which will be largely drawn from the rich, improving and extensive districts of the *Fens*, they conceive they have adduced sufficient grounds for every calculating mind to shew that there is no Canal which promises to be more useful and productive, and none which can be more wanted; for let any one only calculate upon the immense traffic which is now in existence; - upon that which passing along the *Cam* and the *Ouse* finds its vent and supply at *Wisbech* and at *Lynn* and from thence by a precarious and circuitous voyage to *London*, - upon that which is conveyed from the eastward of *Cambridge*, partly by land-carriage, partly by the Rivers *Lea* and *Stort*, - upon the immense quantities of grain of every description; the seeds, butter, chalk, lime-stone, oziars, billet-wood, sedge, wares, groceries, fruits, vegetables, cattle, timber, deals, planks, coals, &c. &c. which are all in constant land circulation, - upon the present dearness and scarcity of fuel, - upon the lucrative connection which this Canal will inevitably produce, not only with *Cambridgeshire*, but with the counties of *Norfolk*, *Suffolk*, *Essex*, *Herts*, and *Huntingdon*; and lastly, upon its leading directly into the best trading quarter of the metropolis, uniting the Ports of *Lynn* and *London*, by a Cut of 32 miles conveying goods above 100; and thus opening the fairest prospect for Baltic produce, there can be but little doubt that a Canal of this nature will amply remunerate the Subscribers and prove highly beneficial to the Public.

This Undertaking is intended to be carried on under the sanction of Parliament, for obtaining which, a Bill is intended to be presented in the next session; and so confident are the Committee in the value of the undertaking, that they propose to insert a clause in the Bill, compelling the promoters to have three-fourths of the capital actually subscribed before the powers of the Act are carried into execution.

The necessary Capital is intended to be raised in transferrable Shares of £ 100. each, for which purpose the Committee have caused Subscription Books to be opened
IN LONDON,

At the Banking House of Messrs. EVERETT, WALKER, MALTBY, & Co. and at the several Banking Houses in the TOWNS OF CAMBRIDGE, LYNN, WISBECH, ELY, NEWMARKET, DOWNHAM, BURY, BISHOP STORTFORD, THETFORD, ROYSTON, SAFFRON-WALDEN, HUNTINGDON, HERTFORD, ST. IVES, and BALDOCK,

where the Subscribers will be required to pay £1 per Share at the time of entering their Subscriptions.

Prospectuses may be had at the several Bankers, and at the Office of Messrs. WRIGHT, PICKERING, and YATMAN, the Solicitors, No. 1, *Tanfield Court, Temple*.

T. BAYLEY, Printer, Devonshire Street, Bishopsgate.

Google Books

The Monthly Magazine or British Register, Volume XXXII, Part II for 1811

The above document is paraphrased as follows on pp 510-511

“The committee for promoting a bill intended to be brought forward in the ensuing Session of Parliament for making a London and Cambridge junction canal; consisting of the earl of Hardwicke, Sir Daniel Williams, and Messrs Hanbury, Leeworthy, Duckett, Jenyns and Searle inform the public that they have received the report and estimate of Mr. Rennie, by which it appears that there will be a most ample supply of water, and the parks and pleasure grounds upon the line, and the Nine Wells, near Cambridge, will be completely avoided by the plan of the engineer. The canal will extend from Bishop's Stortford through Saffron-Walden and the parish of Shelford and, passing from thence through Cherry-Hinton, Fenny-Ditton and Horningsea, will unite with the River Cam at a point near Clay-hithe Sluice, the length of which will be 32 miles. It is further intended to have a western branch leading from a point in the parish of Sawston to Whaddon, within a very short distance from the North Road: the length of which cut will be eight miles, upon a dead level without a single lock. The estimate for the canal amounts to £523,000, and for the Branch to Whaddon to £44,000. The maximum of Toll to be taken upon the Canal will not exceed 3d. per ton per. mile. A Barge of 40 tons, such as will pass upon the Canal, with the tackle, sacks, &c. costs at the utmost £300. whilst the expence of eight waggons and 64 horses, which will be required to convey an equal quantity of tonnage, cannot be less than £4000. Let any one only calculate upon the immense traffic which is now in existence; - upon that which passing along the Cam and the Ouse finds its vent and supply at Wisbech and at Lynn and from thence by a precarious and circuitous voyage to London; upon that which is conveyed from the eastward of Cambridge, partly by land-carriage, partly by the Rivers Lea and Stort upon the immense quantities of grain of every description; the seeds, butter, chalk, lime-stone, oziars, billet-wood, sedge, wares, groceries, fruits, vegetables, cattle, timber, deals, planks, coals, &c. &c. which are all in constant land circulation; upon the present dearness and scarcity of fuel; upon the lucrative connection which this Canal will inevitably produce, not only with Cambridgeshire, but with the counties of Norfolk, Suffolk, Essex, Herts, and Huntingdon; and lastly, upon its leading directly into the best trading quarter of the metropolis, uniting the Ports of Lynn and London, by a Cut of 32 miles conveying goods above 100 and thus opening the fairest prospect for Baltic produce, there can be but little doubt that a Canal of this nature will amply remunerate the Subscribers and prove highly beneficial to the Public.”

Herts Record Office
61705/12

OBSERVATIONS
ON A
PROSPECTUS

Delivered by Sir. Daniel Williams at a meeting at Chesterford, January 11, to redeem his pledge given at Cambridge to produce further information on the great and important advantages of the

PROPOSED CANAL

From CAMBRIDGE to STORTFORD.

GENTLEMEN,

-

Assuming that you have copies of this prospectus I proceed to remark: The statement of the estimated costs of this Canal, amounts to £350,896..16s, the interest of which, with the annual expences, comes to £28,294. 16s. 9½d.

The enormous and exaggerated statements of the present amount of land carriage £56,745 are produced, by dividing which the former expences are to be paid, and a balance is managed of £77. 13s. 2½d profit, to be shared amongst the numerous proprietors. But this calculation, Gentlemen, is at the rate of 7½d per ton per mile all of which is carried to the credit of the Canal, Now, if this is for tolls only, you must add as much more for barge carriage and expences, which makes it equal to the costs by land. If 7½d includes all, you must then deduct two-thirds for barge carriage, &c. which will leave only £9457. 10s. to pay £28,294. 16s. 9½d; so that which ever of these extremes is adopted, (and they must take one,) it proves the fallacy of this most candid statement.

1st. The expences by Canal will be as high as those by land, or the proprietors cannot obtain 2 per cent for their capital.

2dly. It will not be so safe, so quick, nor so certain, as by land; for when either of these conveniences is particularly required, land carriage is resorted to in preference.

3dly. As to the encouragement of the farmer, &c. The farmer will keep his number of horses for the cultivation of his land, nor will he send by barge even if it should be cheaper, for the delivery of corn is a considerable part of their earnings when not employed in agriculture; and were the farmers on the line to consider a little, I think they would not require telling that the navigation will not improve their situations. Only the horses regularly employed for carting can be fairly taken into the saving.

4thly. The chafage of malt is no loss to the public, as it is only the useless parts that chafe.

5thly. The additional cultivation of waste lands has present incitements far more powerful than this Canal can produce; nor must we forget that 428 acres of land will be taken up by it, now producing either corn or grass.

6thly. I cannot allow any alleviation of the hardships of the poor until a saving is proved:

7thly- The local trade will be revolutionized, many individuals will be ruined, and some whole towns will be materially injured. The millers on the Stort and Lee will greatly suffer by the much larger quantity of water that will be used by the increased number of barges, and by the new ones requiring as much water to convey 35 tons as the old ones to carry 45.

8thly. There is not in this cumbrous statement of expences any provision made for excavating and altering the Cam for the new barges, which expence must be enormous. The only specific benefit I have yet heard adduced is the expediency of getting corn to the upper markets at the exact time it may be required, which is said cannot now be done for want of horses and waggons; but this will experience as much uncertainty by Canal in summer for want of water, and in winter from frost; not forgetting that the same pressure may make barge carriage scarce.

The opposers of this Canal are still open to conviction; and when these statements can be refuted, and it is proved that the public gain will be superior to private loss, we shall be happy to lay aside our opposition.

I have the honour to be,
Gentlemen,
Your obedient servant,
JUSTITIA.

Eastwick, January 15, 1811

F. Hodson, Printer, Cambridge.

Herts Record Office
D/P 21 29/32 (undated)

THE
NEW CANAL.

(The Anacreontic tune *.)

TO Plutus, resplendent, all glitt'ring with gold,
A few scheming heroes sent up a petition;
That he would assist them to gull young and old,
When this answer arriv'd with most rare expedition.
'My brave honor'd fellows,
'So worthy and zealous,

'I'll make you right cunning let who will be jealous,
'Sons, on to your labors; fear not; cut a dash!
'The Flats you shall humbug and pocket the cash! !'

Enraptur'd their knowing ring-leader exclaim'd,
'Our plan we'll put forth for a new navigation,
'The CAM and the STORT, noble rivers far fam'd,
'We'll propose shall be join'd *for the good of the nation*.
 'Our plausible story
 'Will bring wealth and glory,
'Subscriptions will come from e'en Lords, Whig, and Tory.
'*Rare jobs* will we get, soon our shares we'll sell out;
'A premium they'll bear and bamboozle each Lout.'

Beneath the Stort stream in her palace so vast
Her Genius recumbent, knew (sic) all, nor was idle,
Cry'd, rising terrific, while Nymphs stood aghast,
 'This *pro bono publico* Junta I'll bridle!
 'These daring marauders
 'I'll drive from my borders,
'Nor shall they commit their intended disorders.
'I swear by old Stort I'll defend her good town,
'And long shall she flourish in well earn'd renown.'

The fresh-water beauties betray'd in each face
Mix'd feelings of wild satisfaction and wonder,
Applause murmur'd forth; music fill'd all the place,
Their Monarch resum'd in a voice loud as thunder:
 'These heroes so flighty
 'I'll watch with a keen eye,
'I'll raise them a foe who shall prove himself mighty
'Their champion, this worthy prime son of the church,
'Shall quickly be answer'd and left in the lurch.'

Ceas'd the Genius, when lo! quick obey'd her command
 Justitia, bold scribe, right determin'd and able;
 The subtle Projectors did nobly withstand,
 Their *statement so candid* prov'd all a mere fable.
 This artifice clever
 Succeed could it ever,
 The public would not gain a sous by the river;
 While towns would be ruin'd and much people hurt,
 Whate'er this high parson might boldly assert.

Now the mists of delusion began to dispel,
Yet still cry'd, undaunted, their captain so scheming;
'The dupes will bite freely, the cash tell up well,

‘Our bill we shall get, our opponents are dreaming.
‘Come, come my brave cronies,
‘We've handled the monies,
‘Let the bill pass or not, we are clearly no honies
‘But should the *wise* Commons our courage befriend
‘Complete is our triumph, gain'd bravely our end.’

Ascended the Genius; her transcendent court
On the stream all around her majestic were seated,
And swore as she rul'd o'er the great river Stort,
These sly canal-mongers should there be defeated.
Now applause rent the air;
Cried the Genius- ‘I swear
This day shall be kept as a jubilee rare.’
In chorus responsive was heard as one voice,--
The People of Stortford, the town of her choice,

- *The Anacreontic tune is that of “The Star-spangled Banner”*

Essex Herald – 22nd January 1811

Report: The meeting was held, presided over by Earl of Hardwicke and it was resolved that steps should be taken to make the canal.

Herts Record Office

D/P 21 29/32 (undated)

OBSERVATIONS

ON

THE PROSPECTUS

OF THE INTENDED

LONDON & CAMBRIDGE JUNCTION CANAL

A PETITION having been presented to the House of Commons and leave given to bring in a Bill for this intended Canal, the Prospectus of which has been circulated, the

following observations are submitted on the conduct of the projectors, and on the fallacy of their statements and calculations.

The manner in which this undertaking originated does not entitle it to public confidence; it did not spring from the landed or mercantile interest on the line, the source from whence it might naturally be expected to proceed if necessary or beneficial; but the plan was prepared, a committee formed, officers appointed, and the subscription list nearly filled in London by gentlemen who have not a foot of land contiguous, before it was thought proper even to consult those most materially interested; and when a communication was made by a deputation from their committee, it was done in a manner not the most gracious, as the country were told in terms too plain to be misunderstood, that the work would be proceeded in, although it should not meet their approbation.

The exaggerated statements of the quantity of tonnage to be conveyed on the line, are brought forward to induce a belief in the important advantages of this new cut. The present amount of land carriage is stated as 56745£ at 1s. 3d. per ton per mile: the projectors deserve credit for their ingenuity in managing this sum, as they have only to halve the amount, and it happily produces their annual expenditure with an overplus of 77£ 13s. 2½d almost four-pence per cent per annum on their capital; *certainly a most splendid bonus ! !*

The quantity of flour sent to London from the north of Walden is calculated at 8750 tons, which is one twelfth part of the consumption of London and its vicinity; this must be very fallacious from the slightest observation on the number of mills and their powers.

The malt brought from the north of Saffron Walden is calculated to pay 22 miles tonnage on the Canal, whereas it cannot be fairly estimated at more than 16, as the greater part will be loaded at Chesterford, the quantity made between there and Cambridge being very inconsiderable: here then is a reduction of more than a fourth of the calculated receipts from this source; and upwards of 1,700£ deducted from a concern where its most sanguine advocates state the profits at only 77£ 13s 2½d *deserves consideration*. But what reason is there to conclude that the malt will be conveyed on this Canal as it can be sent at as little expence by land :- the tolls will be 7½d and the barge carriage 4½d together 1s per mile per ton of six quarters; this will amount at least to 13s. per ton, or 2s 2d per quarter from Walden to Stortford, and

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the present charge by land is 2s. only; besides, many of the maltsters must necessarily keep teams and they will most probably employ them, when not otherwise wanted, in this business. The malt from what is called the north of Walden comes principally from the country lying between Chesterford and Newmarket and the neighbourhood of the latter place, and must, even after this Canal is made, be brought by land to Chesterford, and as the expence of water carriage from that place (where shops must be built), will be quite as great as land carriage, it is most probable that they will continue their journey through to Stortford.

With regard to the article of coals it appears from the Prospectus that they are not (in consequence it is supposed of the interference of the *city of London*) to be conveyed on the intended navigation farther than Stansted, which will confine them to a country now almost exclusively supplied from Cambridge. The quantity of coals brought to Cambridge on an average of the last three years is 15,010 chaldrons only; can it therefore

be reasonable to calculate that half that quantity will pass on this navigation to Stansted? A considerable diminution must consequently be made on this article of the Prospectus. The 100,000 quarters of oats which it is supposed will be sent by the Canal to London can be conveyed cheaper, quicker, and better by Lynn, after paying insurance against sea and enemy. The average freight from Lynn to London, including insurance, is 3s. per quarter only; on this Canal it will cost 1s. 10½d for tolls, and 1s. 3d for barge carriage, per quarter, to which must be added 1s. 6d. per quarter from Stortford to London, making the freight 4s. 7½d. being 1s. 7½d. per quarter more than by sea; this is supposing the corn to lay as conveniently for Lynn as Cambridge, which will not of course be questioned.

The coasting trade from Lynn to London deserves some attention too, in a national point of view, as it is *a considerable nursery for seamen*.

The saving which it is stated will be made by preventing the chafeage of malt is highly exaggerated, and totally unimportant to the public, as it is only the useless parts that chafe, but to prevent that, the trade send their malt in the dust, which is also necessary to preserve the bloom.

From a consideration of all these circumstances this Canal seems to presage the same effects as many others, *originating in speculation alone*, have already produced, viz. great loss to the subscribers, great injury to many individuals, a considerable waste of very valuable land (522 acres), and no benefit to the public.

Would not an iron-railway answer every necessary purpose, and at once obviate those apparently insurmountable obstacles - the obtaining so much water on the summit level of the country, the immense expence of cutting tunnels, and the waste of so many acres of now highly cultivated land.

It is worthy of remark, in conclusion, that there is to be a permanent charge of the enormous sum of 5,500£ for offices, management, and superintendence; and that when this measure was proposed, twenty years ago, 8,500£. was considered as sufficient to pay the interest of the then required capital, and every attendant expence of management &c.

[B. Flower, Printer, Harlow]

Herts Record Office

61705/12

(Cover)

OBSERVATIONS

ON THE

Annexed PROSPECTUS of the Projected

London and Cambridge Junction Canal

February 1811

(22) Printed by Luke Hansard & Sons,
Near Lincoln's-Inn Fields, London - 1811

OBSERVATIONS
ON THE
Annexed PROSPECTUS of the Projected
London and Cambridge Junction Canal.

IS there any example of a Proposal to raise so large a Sum with the prospect of so trifling a Profit? - The least failure in any one of the articles included in the speculation, would convert the expected annual Profit of £77..13s..2½d. into an extensive Loss.

First - If for instance, the number of tons of Flour from the Mills North of Saffron Walden was to be reduced from 8,750 tons (or 70,000 sacks) to 6,250 tons, or 50,000 sacks (a very ample allowance) the expected Profit on that single article would be reduced from £10, 937..10s. to £7, 812. 10s. - The annual difference is £3,125.

Secondly.-If the Malt from the North of Saffron Walden be taken at 6,090 tons or 36,540 quarters, instead of 9,135 tons or 54,810 quarters, the calculated Profit sinks from £12,560 12s. 6d. to £8,373. 15s. - the annual difference being; £4186. 17s. 6d.

Thirdly.-The projected amount of Profit for the carriage of Paper and Rags, is too trifling to deserve particular notice.

Fourthly.-If the amount of Rape Seed and Oil be taken at 2,000 tons, instead of 3,000 tons, the difference of annual amount is no less than £.1,120.

Fifthly.-The supposed quantity of Malt from Saffron Walden is probably correct.

Sixthly.-It may also be admitted, that 7,500 chaldrons of Coals would be conveyed from Cambridge to Walden and the neighbourhood, though certainly the whole of that quantity would not find its way to Stansted.

The two last-mentioned Items may afford an argument that Walden would derive considerable benefit from the Projected Canal; but how do they shew that it would be advantageous to Cambridge or Stortford, to the Public, or to the Speculators themselves?

Seventhly.-In the important article of Oats from the South and Middle Levels in the Isle of Ely, it might be sufficient to observe, that the probable average is at least doubled, 60,000 quarters being notoriously the greatest quantity that ever came up to Cambridge; and consequently, from the stated amount on this item, £8,125. should be at once struck off:- but we are enabled to go much farther, and may assert with confidence, that the rate of carriage pointed out in the Prospectus actually exceeds (merely from Cambridge to Stortford) that which is now paid for a similar conveyance by sea from the Ports of Lynn and Wisbeach to London. From the Prospectus, it appears that the Speculators require a Toll of 1s..9d. per quarter on Oats from Cambridge to Stortford. To this must be added the Barge Freight; amounting to at least the same sum, and the further expence of

conveyance from Stortford to London 1s. 6d. per quarter; the whole amount, therefore, will be 5s. per quarter, according to their own system.

Oats are regularly conveyed from Lynn or Wisbeach to London at the rate of 3s. per quarter, including Insurance against all risks ; the rate per quarter, when it is conveyed by land from Cambridge to Stortford, is no more than 3s. 3d.

What Corn Grower or Merchant will adopt this new mode of conveyance, when his Oats may be sent at a smaller expence not only by Ships, but even by Land Carriage? This most important fact demonstrates that the speculation must fail to the Projectors, because it cannot be beneficial to the Publick.

This single and certain deduction is fatal to the concern; but if the probable ones before enumerated should happen to concur with it (which no man acquainted with the merchandize of these parts will pronounce improbable), no less a sum than £8,278. 8s. 9d. will be subtracted from their imaginary savings

On the other hand, is there a single instance of a Canal Estimate, which has not very materially fallen short of the actual Expence; how often has it been necessary to add to the sum &c. raised, one-third, one-half, or even a sum equal to the whole of the intended Capital?

Is there any thing in the precision of these Calculations, or the clearness of the data on which they proceed, to inspire peculiar confidence in their correctness?

If

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(2)

If, then, we add one third to the Capital required to be laid out, the additional Expence would exceed £116,965..12s; if we add one-fourth only to that Estimate, it will then be £87,724..4s.; to this the Interest for two years should be added, which would amount to £8,772.. 8s.. 9½d.

So much for the original Expenditure.

In examining the Annual Out-goings , it is curious to observe that an advance of five shillings a chaldron in the single article of Coals (an advance in the highest degree probable, if not already effected) according to the expected consumption, would raise that item of Expence from £1,250 to £1,375 and more than exhaust the profit of £77..13s. 2½d. Of the other items, it is enough to observe in general terms, that the calculations do not appear to be founded on any data whatever.

Let any impartial person look seriously over the above deductions and say, if he can, that they are at all extravagant or improbable, or unwarranted by the most ample experience.

If it is even possible for them to be realized, the Speculators will do wisely to pause before they enter into a legal engagement to pay their Subscription Money*.

From the Profit side of these Accounts, they shew the great probability, of its being necessary to make a deduction of £8278..8s..9d; and to the losing side they may add £96,621..12s..9½d. .

What then becomes of the temptation held out to the Speculators, of dividing among them £ 77..13s. 2½d.? or rather, what becomes of their Interest? –What of their Capital itself?

Before discussing the advantages held out to the *Land-owner*, it may be right to remark, that if this Speculation fails (which the above Remarks prove the great probability of) after it has once commenced, the mischief to the land is irreparable. The counties of Essex and Cambridge will be deprived of at least 520 acres of their finest pasture and arable land, and some of the best Farms will be materially injured.

To the Occupiers of Land, however, the fallacious hope of reduced rates of carriage can be no object as it is well known that the teams necessary for the cultivation of kind are occasionally employed in carrying produce to market, and bringing Coals from the nearest wharfs. The saving of Horses and of provender is the extinction of a bounty on the cultivation of land, which, equal to the production of other Grain, would never have been given up to Oats.

The presumed advantage to Turnpike Roads appears to answer itself; for if no Tolls are taken, how can they be supported, or how pay interest upon a borrowed capital? The promised prevention of the waste of Malt by Chafage, shews this scheme to have originated with those who do not hesitate to support the delusion their project holds forth by the most absurd and unfounded statement.

As to the two advantages last proposed, it is enough to ask what motive can exist for the *additional cultivation of waste lands*, if *the price of the necessaries of life is to be reduced?*- What are the *manufactures and works of art* proposed to be conveyed by this Navigation, upon which any hopes of profit can be built?

But in truth, the most striking feature in the progress of this Undertaking has been the total neglect of the Land Owners, Merchants, and other Individuals, whose interests were to be affected by it in the counties of Essex and Cambridge – which of them was consulted before the Scheme was set on foot?, How many of them have countenanced the measure by their assistance. What names are to be found in the List of Subscribers who are most immediately interested in the Undertaking, except the Town of Saffron Walden ; and is it not a fact that the declared wishes of these parties have been in numerous instances treated with contempt, their threatened opposition set at defiance?

On the motives of the wealthy individuals who in ‘Change Alley projected this adventure, it would be improper to animadvert with harshness; it is rather to be hoped that they may discover there is no prospect whatever of success, and that they will yet desist from proceeding with a Scheme so lightly taken up, and so ill digested.

The

**It should be remembered, that in all modern Canal Acts, a Clause is introduced agreeable to the Standing Orders of the House of Commons, which makes the original Subscriber liable, in every event, for the amount of his subscription and it is also to be observed, that the Promoters of this measure have taken care to indemnify themselves from all expences which may be incurred in their attempt to obtain the Act, by having already called upon the Subscribers for one per cent upon their subscriptions*

The PROSPECTUS of the Promoters of the Measures; referred to by the foregoing Observations.

THE great and important advantages of Inland Navigation are now so generally known, that it seems only necessary to point out a few of those which may be particularly derived from the present Undertaking, to shew the utility, and even necessity of such an additional convenience; and which are as follows:

The *reduced rates* at which the *Land Owner, Merchant and Manufacturer*, may thereby convey the produce of the country, and every sort of merchandize and work of art, to and from the Metropolis, and the many considerable towns within and adjacent to the Line of Navigation, which will thereby be completed.

The *safety and facility* with which such produce, merchandize, and works, may be. Conveyed to the *most advantageous markets*.

The *encouragement* to the *Farmer*, whose exertions are now crippled by the enormous *expencc* of *land carriage*.

The saving of *horses*, and their *expensive provender*.

The employment of lands in the growth of food for *men instead of horses*.

The saving of expense in the *repairs* of the *turnpike roads*.

The prevention of the *waste* of *malt, &c.* by *chafage*.

The *additional cultivation* of *waste lands*.

And, the *alleviation of the hardships of the poor*, by reducing the price of the necessaries of life.

THE annexed Statement will shew some of the pecuniary advantages which may be derived to the Public, and of the means the Promoters of the Undertaking have of reimbursing themselves.

S T A T E M E N T of the estimated Amount of Land-Carriage to *Bishop Stortford* from places adjacent to the Line of the intended Canal*.

Flour from the <i>Mills north of Saffron Walden</i> , 8,750 tons – Average distance to Bishop Stortford 20 miles, at per ton per mile, 1s. 3d.	£	s.	d.
	10,937	10	0
Malt from the <i>north of Saffron Walden</i> 9,135 tons –Average distance 22 miles, at per ton per mile, 1s. 3d.	-	-	-
	12,560	12	6
From the <i>Paper Mills</i> including Paper, Rags, and Ropes, 150 Tons – Average distance 18 miles, at per ton per mile, 1s. 3d.		163	15
		0	0
From the <i>Oil Mills</i> , including Rape Seed, Flax, and Clover Seeds, 3,000 tons-Average distance 18 miles, at per ton per mile, 1s. 3d.		3,375	0
		0	0
Malt from <i>Saffron Walden</i> to Bishop Stortford, 8,250 tons-Distance 13 miles, at per ton per mile, 1s. 3d.		6,703	2
			6
Coals from <i>Cambridge</i> , part to be carried as far as <i>Stanstead</i> – say 7,500 chaldrons, at per bushel on the average diftance, 6d.		6,750	0
			0
Oats from the South and Middle Fens-suppose one-fifth part of the produce equal to 100,000 quarters, to be sent to the London market by way of Cambridge to Stortford, 26 miles, at per quarter per mile,			

1½d. - - - - -	16,250 0 0
Total of the above by Land Carriage -	£56,745 0 0
By Canal – say one-half - - -	<u>£28,372 10 0</u>

STATEMENT of the estimated amount of expenditure of the intended
London and Cambridge Junction Canal.

EXPENDITURE FOR COMPLETING THE WORKS.

Amount of Estimate for executing the Works of the Canal from Cambridge to Bishop Stortford	£	s	d..
Expence of obtaining the Act of Parliament, Surveys, Plans Estimates, Law, and other incidental expences, say	300,088	0	0
Amount of estimate on passing the Act	- 8,000	0	0
	<u>£308,088</u>	<u>0</u>	<u>0</u>

*The Chafage of Malt, &c. by Land Carriage, may fairly be taken to produce an annual saving to the public of £5,000 and upwards, and which, if added to the above Statement, will shew an annual saving of £33,000 and upwards, to a small part only of the counties of Cambridge and Essex.

N. B. In the above Statement, no account has been taken of Back Carriage which, it is presumed, will be adequate to the expence of keeping the Canal in repair.

Interest

(4)

Brought forward	£308,088	0	0
Interest on £308,088. for two years, being the one-half of the estimated time for completing the Works, at £5. percent.	- 30.808	16	0
Office, management, and superintendence, during the execution of the Works, for four years	- 12,000	0	0
Capital at the time of the Works being completed	<u>350,896</u>	<u>16</u>	<u>0</u>

ANNUAL EXPENDITURE.

Annual Interest on the above capital at £ 5. per cent. -	17,544	16	9½
Five hundred chaldrons of coals for steam engine, at 50s. -	1,250	0	0
Annual expence for engine workers, and materials for keeping same in repair -	500	0	0
Annual amount of barge hire, say -	3,500	0	0
Annual expence of offices, management, and superintendence -	<u>5,500</u>	<u>0</u>	<u>0</u>
Annual Expence of Canal -	£28,294	0	9½
Annual amount of Rates by Canal	<u>£28,372</u>	<u>10</u>	<u>0</u>
Rates exceeding Annual Expenditure .,	<u>£77</u>	<u>13</u>	<u>2½</u>

Essex Record Office

D/DBe E19

Letter from Montague Burgoyne of Mark Hall, 15th March 1811 to Richard Benyon M.P.

My dear sir, I shall feel myself particularly obliged to you if you will have the goodness to attend second reading of the Cambridge Canal Bill on Monday next. The benefit which my estate is likely to receive from this canal as well as my persuasion that it will be a considerable public advantage, will I hope plead as an apology for my giving you the trouble.

I remain, sir, your faithful and humble servant,
Montague Burgoyne

Herts Record Office

D/P 21 29/32

Unsigned and handwritten on the back of a card advertising the “Essex Independent Freeholders Anniversary on Friday June 15th 1810 at Chelmsford, when the Company of the Independent Freeholders and Inhabitants who are friendly to the Cause is requested”

(N.B. This may be a different cause)

“Cambridge & London Junction Canal

Your vote & interest is most particularly requested to oppose this Bill

1st on Acct of the public opinion so clearly demonstrated by the want of subscribers, altho Mr Renie is engineer & every accommodation & temptation is offered

2nd On acct of the Majority of Landowners being adverse.

3rd From the great inconvenience Trade will suffer, & the Public Good with additional accommodation being completely obtained by a Cut from the bridge at Bedford to the Grand Junction Canal; facilitating the exchange between the corn & the manufacturing counties with or without a communication with London.”

Coopers Annals of Cambridge 1811

At N.A.

Bill introduced to House of Commons. Opposed by Corporation of Cambridge and many of the inhabitants. Read for second time on **18th March 1811** by 90 against 34 but on **9th April 1811** it was thrown out in Committee

Herts Record Office

D/P 21 29/32

Benjamin Bevan’s survey, dated 4th April 1811

The survey made by Mr Benjamin Bevan of the Line of the proposed Lincoln (sic) and Cambridge Canal.

“Nearly the whole of the canal (being 28½ miles in length) will pass over an open porous gravelly soil, 18 miles of which must on that account be lined, an operation of very great expence and even then much water will ooze through the banks to the injury of the adjoining lands. The expence of the lining in this instance will be much higher than it is in general because of the want of proper materials in the neighbourhood for the purpose.

There is no water within the limits of the proposed canal but what is essential to the supply of the present rivers and streams and therefore whatever clauses may be introduced into the Bill with a view to their protection will be nugatory, as it cannot be denied that the sources of those rivers and streams arise from the Hill out of which the reservoirs are to be supplied with water, but from what particular quarter the water is to be procured I am not yet able to learn by the plan. It is certain that it must be from some of the sources of the present streams.

The nature of the earth in the situation of the proposed reservoirs at a few feet beneath the surface is of an open porous quality and although a numbers of bogs and springs break out in the meadows comprehended within the plan of such reservoirs, it is highly probable that the water upon being penned up by the new bank may escape through the porous chalk in other directions and therefore require to be puddled to make then retain its water which must be raised into them [by] Stream (sic) Engines.

The chalky soil of the hills through which the tunnels are to pass is of the worst description for holding water and it will be necessary on that account in the greater part of the tunnelling to use ceament (sic) to the brickwork which will materially enchanche (sic) the expence.

The tunnels must unavoidably intercept much of the water which now supplies the streams forming the Stort and the Granta, if the tunnels are made on a higher level than the waters within the Hills the quantity intercepted will not be so considerable as if made upon a lower level but the expence of making the tunnels hold water would in that case be much greater. If they are made upon a lower level than the water it will be impossible to prevent intercepting the principal parts of the supplies of those streams to the irreparable injury of all the mills between Stortford and Cambridge.

From the difficulty of carrying extensive subterraneous passages through Chalk soil without frequent air shafts I much doubt the possibility of executing the tunnels intended under Lord Braybrook’s Park in the manner now proposed; the Company of Proprietors being restrained by a clause in the Bill from sinking shafts within the Park.

The estimates signed by Mr Walker seems to have been hastily made. A number of very expensive articles are entirely omitted and others estimated greatly below the present known expenses.

There does not appear in the estimate any provision for the expensive deep cuttings at the ends of the tunnels or for those in the parishes of Sawston, Pampisford, Saffron Walden and Newport.

The embankments necessary to pass the present rivers in eight different places seem altogether to be forgotten.

The necessary buildings for residence of Lock keepers, etc., and with another number of smaller articles do not appear in the estimate.

These together with the extra length of lyming (sic) beyond what was intended will at least add to the amount of the estimate £127,000 and this will be independent of any particular difficulties respecting the Walden tunnels which will probably add a sum nearly equal to the above if it should be possible to execute them under the proposed restrictions.

Not having seen a section of the line describing the relative height of the different parts to each other and to the adjoining brooks and streams it is impossible for me to say in what degree these may be affected by the canal and particularly in the present channel from the nine wells to the Town of Cambridge as it depends upon the elevation of the canal and the manner of executing the line through that district whether that supply is partially or totally diverted.

B Bevan

4 Apl 1811

P.S. No supply for the reservoirs can be expected from floods as the tenant of the mill at Elsenham informed me that floods upon that stream are seldom known to happen.”