

Observations upon the Utility of the Stort Navigation.

The River Stort runs through the Town of Bishop Stortford, and empties into the Lee, which is navigable to the City of London.

Distance by Land from B. Stortford	miles
To Ware	is 13 $\frac{1}{2}$
Stanstead 13
into the Lee by the proposed navigation, under	14

The Town of Bishop Stortford by its advantageous situation in the middle of a very plentifull Corn Country, is the principal Mart of Trade for vending the Corn & Grain of all the adjacent Towns for several Miles round.

The method of conveyance, made use of for conveyance to the London Market is by Land to Ware & Stanstead, both laying upon the River Lee: Ware at about 5 Miles, and Stanstead 2, above the place where the Stort empties itself.

It is presumed that, among many Instances, one will suffice to shew the utility of the intended navigation downwards: Malt, as an Article of consequence, is therefore made choice of for the purpose.

The Land Carriage of that Article from Bishop Stortford to Ware or Stanstead by the Quarter, is 1. 0.
The Charge by the intended navigation, including } 0. 8.
Tolls & Freight, at the utmost will be 0. 4.

Which leaves the difference one third in favour of the public.

The Malt produced in these neighbourhoods centers in very few hands, the Maltsters being obliged

to employ Factors to dispose of their Malt, to the —
discouragement of that branch of Trade, and in case
of agreeing for the sale of any large Quantity for the London
Market, such Contract cannot at present be completed
in any reasonable time, for by Land Carriage a Waggon
will only carry from 10 to 20 Quarters. Two Men, and
four or five Horses must necessarily be employed:
Journey out & home again requires 14 to 16 Hours
and when the Malt gets to either of those places, it is
deposited in Warehouses, till Barges offer to carry it
forward. It frequently lays many days before that
happens. Besides these heavy inconveniences, the
waste arising from so many different operations of
Land Carriage, delivery, and loading again into Barge
must appear an object requiring a remedy: Wherefore
by the proposed Navigation, a Vessel will take in from
the place of Mart, from 250 to 300 Quarters, and —
proceed, without breaking Bulk, directly to London.

And as the Start is proposed to be in the nature
of a canal navigation, the passage down will be
performed in less time than going to Wan or Stanstead
by Land.

It may likewise be urged that from the uncertainty
of procuring Carriage at all times from Startford to
Wan or Stanstead, and from thence to London, the
Country is deprived of the very considerable benefits
arising from supplying the London Market upon
the frequent and extraordinary demands made from
thence: and from which the public loses the
advantage that these parts would otherwise
contribute to the general supply; a prejudice which
would be totally removed by means of the intended
navigation.

Having shown the advantages that will
result to the public from this navigation downwar —
we will shew further, the advantages that will also
arise by carriage upon the return — And to this end
it may be sufficient to confine observation to the

— Article

Article of Coals; for whatever Facts are deduced from one instance in Trade, the Argument will hold equally strong with respect to all other Articles in which the Circumstances are similar.

At the time of passing the Act (1750) for rendering the Stort navigable, the great charge of Fuel was highly complained of. The price of Wood (which till late years was their only Fuel) was then 18 a Load, and was considered a proof of the necessity of introducing Coals in large quantities. Fire Wood from that time has been gradually increasing, and it is now 27 a Load.

The Coals furnished to Bishop Stortford and the adjacent Country, are from Ware, Stanstead, Maldon, & Cambridge, but all these supplies are very insufficient. The charge attending from one place or other is nearly the same: from none of them at less than 19 a Chaldron. But to be more particular with respect to Ware or Stanstead. A Waggon will carry two Chaldron: the charge is at the rate of 3^d a Bushel, or 9 a Chaldron. Now it is computed that by means of the intended navigation, Coals will pass upon the Stort, including all expences, for 5 a Chaldron, which is a saving to the Publick of eighty ^{per cent.}

The usual quantity that a Barge returns with from London, is about 15 Chaldron: This small quantity is owing to the difficulties that attend on the Lee navigation. If that should be improved to be equally usefull with the Stort navigation, Barges would carry from 30 to 40 Chaldron.

It may be said that Coals are sent from Ware Stanstead by returned Waggons for a penny a Bushel less than is here calculated upon: and this makes it necessary to explain on what that observation is founded.

It has been mentioned that a Waggon

going loaded from Bishop Stortford to either place does not return in less than 14 to 16 hours - If loaded on the return it could not arrive on the same day. The general means of supply by choice is by Waggons sent empty on purpose to Cambridge.

It is admitted that Corn Waggons upon the return do sometimes take in loads; but in these cases the quantity seldom exceeds ten or twelve Bushels: and the advantage of carriage is afraid upon, or is given by the Farmer as a perquisite to the Servant. It will not be requisite to draw any inferences from a calculation thus founded. Under such circumstances, and the fact may be relied upon, it is not to be imagined that the Master often admits of such returns: nor are these small supplies to be reckoned upon in aid of the demands of a country whose wants are so exceedingly great. D

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The Town of Bishop Stortford by its advantageous situation in the middle of a very plentifull Corn Country, is the principal Mart of Trade for vending the Corn & Grain of all the adjacent Towns for several miles around.

The method, of necessity, made use of for conveyance to the London Market is by land to Ware & Stanstead, both laying upon the River Lee: Ware at about 5 Miles, and Stanstead 2, above the place where the Stort empties itself.

It is presumed that, among many Instances, one will suffice to show the utility of the intended navigation downwards. Malt, as an Article of consequence, is therefore made choice of for the purpose.

The Land Carriage of that Article from Bishop Stortford to Ware or Stanstead by the Quarter*, is1s 0d *Quarter of malt = 336lbs

The charge by the intended navigation, including

Tolls & Freight, at the utmost will be.....0s 8d

0s 4d

Which leaves the difference one third in favour
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of a canal navigation, the passage down will be
performed in less time than going to Ware or Stanstead

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It may likewise be urged that from the uncertainty of procuring Carriage at all times from Stortford to Ware or Stanstead, and from thence to London, the Country is deprived of the very considerable benefits arising from supplying the London Market upon the frequent and extraordinary demands made from thence: and from which the public loses the advantage that these parts would otherwise contribute to the general supply; a prejudice which would be totally removed by means of the intended navigation.

Having shown the advantages that will result to the public from this navigation downward, we all shew further, the advantages that will also arise by carriage upon the return – and to this end it may be sufficient to confine observation to the

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Article of Coals; for whatever facts are deduced from one instance in Trade, the argument will hold equally strong with respect to all other Articles in which the Circumstances are similar.

At the time of passing the Act (1758) (*23rd March 1759*) for rendering the Stort navigable, the great charge of Fuel was highly complained of. The price of Wood (which till late years was their only Fuel) was then 18s a Load, and was considered a proof of the necessity of introducing Coals in large quantities. Firewood

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The usual quantity that a Barge returns with from London, is about 15 Chaldron: this small quantity is owing to the difficulties that attend on the Lee Navigation. If that should be improved to be equally usefull with the Stort Navigation, Barges would carry from 30 to 40 Chaldron.

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* Chaldron = 25½ cwt

*36 bushels = 1 Chaldron

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