

DOCUMENTS RELATING TO THE PROGRESS OF THE LONDON to CAMBRIDGE CANAL

Part 2

NOTE: In 1788, the 4th Lord Howard de Walden became 1st Lord Braybrooke

Ipswich Journal

30th August 1788

Cambridgeshire, Isle of Ely, Huntingdonshire, Norfolk, Suffolk, and Essex Navigation.

Notice is hereby given that a Meeting will be held at Mr Gardiner's at Great Chesterford at 12 on Friday, 5th September next to take into consideration the expediency of extending the Stort Navigation so as to communicate with the Granta or Cambridge River when the noblemen, gentlemen and others interested are desired to attend

The Committee for Thames and Canal Navigation of the City of London having requested that I would attend the future meetings to be held for that purpose I do hereby signify that in compliance with the said request I will attend the said meeting.

R. Clark

London, August 23rd 1788

Coopers Annals of Cambridge 1788

At N.A. p432

On 5th September 1788 a meeting of the nobility, gentry and freeholders of Herts, Essex, Cambs, Hunts and the Isle of Ely was held at the Crown at Great Chesterford. Richard Clark Alderman of London in the chair. Resolutions were passed by a great majority in favour of a canal.

Earl of Sandwich, Lords Howard de Walden and Carysfoot, Hon Phillip Yorke, Hon Percy Wyndham and M.P.s for Cambridge were present. Charles Nalson Cole announced that the Bedford Level Corporation would oppose the scheme which was promoted by the navigation committee of the City of London (Reports between August and November 1788 in Cambridge Chronicle)

There had been a previous meeting on 25th July but nothing had been done. (Cambridge Chronicle 26th July 1788)

Newspaper Cuttings from Collection of Lord Howard de Walden

At Essex Record Office Ref D/DBY E33

Cover page

R.H. XVI

relating to the
Essex Navigation
1788 - 1790

Undated

“Lord Howard quietly contemplates the beauties of *Audley End*; of the *still* beauties of Nature few are more deserving of contemplation”

6th September 1788

The ADVANTAGES and UTILITY of the NAVIGATION to LONDON, proposed to be extended from STORTFORD to CAMBRIDGE, &c. considered

AT the NAVIGATION MEETING at *CHESTERFORD*, held Yesterday, to consider of the junction of Water Carriage from Huntingdonshire, by way of Cambridge, and Saffron Walden, by the short (sic) Navigation to London, the question of public advantage and general utility was not expected to have been brought forward, but was in great measure trusted to, as a self-evident proposition. But as it did come forward in the shape of a doubt, though carried by a great majority, the following facts are stated, as well to repel every idea of doubt, as to set the matter in a clear point of light.

A country of above 60 miles in extent, through all the counties named in the proposal, lying Eastward of Huntingdon to the town of Sudbury, in Suffolk, has no internal navigation whatever through it, further from London than to Ware and Stortford in Herts, otherwise than by the circuitous navigation from Cambridge by Lynn. And the only inland navigation (such as it is) from Sudbury, is found by Harwich, and through the Channel to London. Such are also all the sea-port towns on the whole Norfolk, Suffolk, and Essex coasts.

An Inland Navigation for 30 miles from London, down to Stortford, having been formed, and found to be of some utility to the country, as far as it has gone, is however left extremely imperfect and of small public utility, in comparison to what it is capable of, was it extended according to the proposal. In adopting this proposal, the large and opulent market of Saffron-Walden, of very considerable importance, in itself, from the great trade there carried on, seems formed for a central markt in the middle of the above extent of country; to the east of which, towards the Sudbury navigation, in a line of extent of 30 miles; and from the north to the south to the extent of above 20 miles, is a large populous inclosed country, as well cultivated, and as profusely rich in its produce of corn, grain, butter, cheese, &c as any country of the same extent is to be found in England. It is however much cramped in getting its abundant productions to the London markets, by any other way than by land carriage, except by the tedious, as well as dangerous circuit of the sea, in the small degrees mentioned as above, by Sudbury. This country lies under the additional disadvantage of the want of that great necessary article of life, “Coals and firing,” and indeed of every other article which their own soil does not produce; and it is rendered altogether incapable of obtaining them, but at the very heavy expence of a land carriage, and is without the power of sending their corn to any market from whence they can have any present hopes of using any back-carriage whatever - An article which every landlord and tenant well knows the advantage of.

All this fertile country, so lying to the east of Saffron-Walden to the navigation of Sudbury, (round by Harwich) is therefore capable of being benefitted to an immense degree, by the proposed extension of this navigation, in having the market of Saffron-Walden to deliver their corn at, for the great market of the city of London. And to Walden this country will doubtless be highly encouraged to go, from the certainty of a back-carriage of coals, and every other utensil and commodity there to be had, through the means of this extension; so that the navigation, extended according to the proposal, may be said to flow by the door of every individual of this large country.

Of this benefit every part of the country, lying west and north-west of Saffron-Walden, must also be great sharers; and a land-carriage, rendered heavy and expensive from the consideration of having no one article of back-carriage, to take off its weight, will be made easy and convenient to it by this measure.

From these considerations only, all the pretended doubt raised against the general utility of the measure, must vanish. And to what an amazing extent it may be beneficial to the local situation of Walden, and to all the Country about it (for whom this consideration of the matter is chiefly adduced) it is beyond the power of any certain calculation to shew; and it is better submitted to the judgment of every individual of the country to measure it in his own way, rather than by giving him any uncertain one, to make him liable to fallacy.

But to this consideration is to be added, that of a new and extensive beneficial trade, reasonably expected to be established from the proposed extension of this navigation. To what extent it may, in every view of it, be carried, in all human probability, it is as much beyond the power of any present calculation to limit, as it is to set bounds to the above consideration

It is worth notice that the very trifling objections which the small villagers living near to Cambridge brought against this measure serve as strong proofs of its great utility to the more populous counties above-mentioned, as they will receive that benefit from it, which the others have already in possession, and do not stand in need of, viz. a back-carriage from the market, where their corn is delivered at Cambridge; exclusive of every consideration of a new trade to be established by it.

It can be no matter of wonder then, that a noble spirit is raised through all the country above-mentioned, to hope for, and to promote so laudable an undertaking, in conjunction with the very benevolent wish which has inspired the city of London to bring it forward at this time, so much to the advantage of the city in general, especially to the whole brewery business there carried on, as the rest of the community

Sept. 6, 1788.

7th September 1788

For the ENGLISH CHRONICLE.

A VERY partial account of the meeting at Chesterford, the 5th instant, having appeared in one of the morning papers, respecting the intended union of the rivers STORT and CAM, a more particular and circumstantial relation of that day's transaction is now laid before the public.

The meeting was honoured with the attendance of the Earl of Sandwich, Lords Howard and Carysfort, the Hon. Philip Yorke, the Hon Percy Wyndham, the Members for Cambridge and a great many Gentlemen of the neighbourhood.

Previously to a Chairman being chosen, the Advocate for the Navigation was asked in what mode the business was that day to be brought forward, who answered, that he wished the Gentlemen present would desire Mr Clark to take the Chair, that they would appoint a committee, and that they would also solicit the City of London to interest themselves in a measure of such general utility. He was answered, that its great utility had never yet been acknowledged, but on the contrary, had hitherto been disputed, and disproved; that there was great impropriety in his calling the nobility and gentry of the neighbourhood together, without being *himself* prepared to state the business, regularly, and point out its particular advantages.

It was now thought that this meeting, like the two former, would end without the promoters of the scheme being able to give their business even a feeble introduction. The mountain was again in labour, and the public likely to be again amused by its pygmy production.

By desire of a part of the company, Mr Clark took the chair and opened the business, by saying, he came down that day by desire of the Committee for Thames and Canal Navigation of the City of London, who desired to know the sense of the Country on this occasion.

He was replied to by Mr Cole, who first informed the meeting, he was instructed by the Hon. Corporation of Bedford Level, to oppose this intended Canal Navigation, as promising no public good, but threatening much injury to the Fen-country, by which that Hon. Body had drained at a very great expence, and the preservation of which tended to the emolument of the kingdom; he could not help observing, the meeting was irregularly called. The City of London had interfered where they had no property, where they had no concern (at least a very distant one), where such interference must be looked upon as a troublesome intrusion.

Mr Clark apologised for the City of London, by observing, they were ever ready to unite in the service of general advantage.

Lord Sandwich spoke in favour of the Canal, from the idea of inland Navigations being generally esteemed beneficial. His Lordship was followed by Lord Carysfort on the same ground.

But the arguments on the other side pointed out particularly and obviously, that the business commenced in error and weakness, that the making of a Canal Navigation from Stortford to Cambridge, even if practicable, would be attended with extreme difficulty, that it would be a work very injurious to the principal proprietors of lands, and that the calculations distributed abroad, setting forth the advantages likely to arise from it, were extravagant and fallacious.

The question, however, was put, whether this intended Navigation promised benefit to commerce and to the proprietors of land, through which it was to pass?

I must here beg leave to mention a circumstance not much to the honour of Saffron Walden, who had collected a number of inferior people, some of whom were crowded into a waggon and sent to Chesterford, in aid of the business.

These men constituted the great and boasted majority, and *these* men carried the question. A gentleman present, from the dark complexion of their hands, could not resist observing, that some of them appeared as if it was not the first time they had been held up.

This conduct was really indefensible on the part of the inhabitants of Walden; it was an insult to their noble neighbour, who in the improvement of his estate had expended one hundred thousand pounds, had, during a long series of years, employed and fed a numerous part of their poor, nay, had frequently fed them when they had no employ. How unkind! how unfeeling! to bring these men forward to vote the destruction of the very pleasure grounds, from the improvement of which they had received innumerable benefits.

This mode of proceeding was an insult also to all the noble personages present, whose opinions ought not to have been so rudely anticipated. The sentiments of the Nobility and Gentlemen were given with a precision and politeness peculiar to their rank. The Chairman deserved, and received the thanks of the meeting, for the propriety of his conduct; the business should have ended with the same good order; and whether the expenditure of an hundred thousand pounds (which this navigation would probably require) was deserving further consideration, should have been left to the determination of those, who, having the abilities to decide, property to defend, and a knowledge of the commercial interests of the neighbourhood, would have been competent judges of the expediency of so important a concern.

A FRIEND TO PROPRIETY

Undated

LONDON *and* CAMBRIDGE.

NEW NAVIGATION

THE CHESTERFORD MEETING on this subject, was such as its importance demanded. More than 500 persons present – and from the very small opposition given to any of the resolutions, they might be said to be carried unanimously – Literally, not 20 people were at all dissentient.

Mr Alderman CLARK from London was called to the Chair. He conducted the Meeting with much address, and perfect knowledge of the subject.

Lord CARYSPORT opened the Meeting, and recommended the support of it on the sure and solid ground of PUBLIC GOOD.

Lord SANDWICH seconded him.

The Resolutions in favour of the work thus carried, the Meeting ended.

The Public Dinner which followed, was so crowded, that *Gardiner's* house, large as it is, would not hold them – Above fifty persons of the first consequence dined in a tent in the adjoining field.

Undated

LORD HOWARD, at the Meeting on the subject of the Cambridge Canal, stated, he had at different times laid out nearly £100,000 in the improvement of his grounds, and for the beauty and improvement of the country, which would be nearly destroyed, should the intended navigation take place.

LORD SANDWICH has been very active on the above subject, and in favour of the Canal; but on what grounds, or from what cause, no one can find out. What goods he means to carry from HINCHINGBROKE by water carriage, is yet a secret.

Undated

London and Cambridge New Navigation

Fresh Information from the CHESTERFORD MEETING.

The Propriety of asserting the Utility of the intended Navigation from Stortford to Cambridge was strongly opposed by argument above three Hours, on the Principle of having no Matter laid before the Meeting, in any Shape, to justify such an Opinion; nor was any plan produced, or any line drawn, to show what Course the Navigation was intended to take. Nevertheless the Advocates for the Navigation having brought together a numerous Body that had neither Land, Property, or Interest in the Business, one Way or the other, but to hold up their Hands as directed by their Leaders, it is no Wonder that the Question was carried in Favour of a Navigation. It is true, indeed, that on Lord Howard's representing his particular Situation, great Attention was paid to him by Lords Sandwich and Carysfort, and all the Gentlemen and others of the Meeting. Mr Wyndham also represented his Situation at Short-Grove, and it was unanimously agreed, by an amendment to the Resolution, for carrying the Navigation through Walden, that it would be necessary to form a fresh Survey, and to take such a Line as would neither injure the Estates, Grounds, or Waters of Lord Howard, or Mr Wyndham.

A great Number of Gentlemen and Proprietors of rich Meadows, and of several Mills lieing on the River between Littlebury and Cambridge, were eager and anxious to express their Apprehensions of the imminent Danger that their several Estates and Properties would be exposed to, but were prevented by the noble Earl (possessed of such a majority as described) moving to adjourn.

Undated

Answer to some of the QUERIES, respecting the proposed Navigation from Stortford to Cambridge by Saffron Walden

A Writer, under the signature of "a Minority Man" having submitted some *queries*, on the above subject, to those *gentlemen* who voted with the majority on the 5th September; as one of that majority, I think myself entitled to make a reply.

He will excuse me, if I do not reply to each of his 22 Queries, having modesty towards the Editor of the Cambridge Chronicle, and a degree of respect to my own understanding.

He says 1st, "Before a vote passed, that a canal would be of great public utility, &c. should it not have been proved practicable?" – I answer, surely he must suppose the movers in this undertaking, to be little better than Ideots; do he think that point is not ascertained? It was (as I apprehend) because this question was *preposterous*, that it was passed by in silence at the meeting; and for the same reason I do so now.

2d. "Was it not necessary, proof should have been given of its great public utility, &c.?" I answer, Proof was given. – He says "unless the *Ipse Dixit*¹ of Mr Jackson, is to be considered as conclusive evidence." Did not his *Ipse Dixit* consist of *depositions of facts*? important facts to this navigation? Was there not a *fair opportunity* to subvert them, if fallacious? Did they not stand *irrefragable* before us, maugre (sic) the attempts of the opposition? He complains there was no "statement of the expence of the canal, its tolls

and trade calculated, its freight settled and contrasted with land-carriage.” Had this been done, the main question would *still* have rested on the facts adverted to, that day. *On the trade rationally to be expected.* This is certainly the criterion of the whole system. The truth of the matter is, the ball was fairly before them, whether the defect was in their cause, or want of information, I shall not determine; but this I say, in *will* it was not, and they could not make anything of the game.

3d. “Was it the unanimous opinion of the meeting, that it would tend more to promote public utility &c. to carry the canal to Saffron Walden?” I shall only say respecting the word *unanimous*, which he repeats so often, that after the alteration in the third resolution, to satisfy Lord Howard, it was to *appearance* carried *unanimously*; and I know of no way a chairman can judge in such a case but by *appearance*. I now come to the most unwarrantable part, and which in my judgement affects both his veracity and capacity. He says “The mover and seconder of that resolution respecting Walden, it should seem, *thought there was no argument for it*, for they wisely gave it to the meeting without one argument in its favour. Can any of you gentlemen give us one?” It must immediately appear, without comment, that this part of his queries is such an indecent attack upon the two respectable persons alluded to (with whom I have no connection) and upon the common sense of his readers, as to deserve the chastisement of reproof. What! will any man believe him when he says “the mover and seconder of that resolution respecting Walden, *thought there was no argument in its favour*, because they gave it to the meeting without any?” In proportion to the *evidence* of a proposition, decreases the necessity of proof. This axiom is peculiarly applicable to the point in hand. For I dare appeal to every person, present on that occasion, do you not in your consciences believe (if there is a navigation from Stortford to Cambridge) it will be greatly to the advantage of such navigation to have the town of Saffron Walden upon it? If I am asked for my reason, I reply, *Is not population an object? Is it not the greatest source of success a navigation has?* In truth, it is the pillar on which it depends. Then I say the town of Saffron Walden is supposed to contain more than 3000 inhabitants - that a considerable trade is carried on there, - that it has a large and opulent market of importance in itself – and that upwards of £4000 per ann. is now paid for land-carriage. And yet the “Minority Man” unaccountably puts this Query “Can any of you gentlemen give us *one* reason, why it should come by Saffron Walden?” Here I might safely leave him, but shall not. To compleat the dose “*lienes refellens*”² having shown of what consequence Walden is at *present* to this navigation, I shall explain of how much more it *may be*. I suppose the inhabitants of Walden, have a rational and well-grounded expectation, that the proposed navigation will greatly increase their trade in a variety of respects, and enlarge their market. For a connection being opened with the London market, to a large tract of country, at present debarred, there is no doubt but Saffron Walden will be made the mart for its produce, both on account of its situation, and as being a storehouse of the necessaries of life.

The 4th Section is beneath by notice, carrying in it a resentful remembrance of the 5th September.

The 5th, being only a recapitulation, needs no comment. Having gone through the chief objections, before I leave the subject, I would remark, it is surprizing to observe the peculiar shyness of Cambridge to this matter. *It is certain it will open to them new channels of trade in the country; and the advantage of a navigable INLAND communication with the Metropolis, must be of no small importance.* However time will

gradually bring them to approve it, and it shall be said on all sides, It is an undertaking of public utility diffusive of general good.

A MAJORITY MAN.

¹ *Ipse Dixit* Latin phrase meaning “he himself said it”

² “*lienes refellens*” Latin, literally “refuting the spleen”

11th September 1788

GUILDHALL, LONDON

Thursday, September 11th, 1788

Committee for improving the Navigation of the River Thames, and for preventing encroachments on the said River,

Mr ALDERMAN CROSBY in the Chair

Mr Alderman Clark reported, that, he had, pursuant to the request of this Committee attended a very numerous and respectable meeting of the Noblemen, Gentlemen and other freeholders of the Counties of Herts, Essex, Cambridge and Huntingdon and Isle of Ely at Great Chesterford, in the County of Essex, on 5th instant, and delivered to this Committee the several Resolutions of that meeting, which were read as follow:

At a numerous and respectable Meeting of the Noblemen, Gentlemen other Freeholders of the Counties of Herts, Essex, Cambridge and Huntingdon and Isle of Ely at Mr Gardiner’s, at Chesterford, in the County of Essex, on 5th of September, to consider of extending the canal from Stortford , already navigable, to join the River Cam or Cambridge River.

Mr ALDERMAN CLARK in the Chair

Resolved by a great Majority

That it is the opinion of this meeting that an extension of the navigation already open to Bishop Stortford into the Cambridge River, thereby to gain a communication by water from the City of London to the several towns in and bordering upon the Counties of Herts, Essex, Cambridge, Suffolk and Norfolk, will be of great public utility, and generally beneficial in point of trade, to the estates lying contiguous thereto.

Resolved by a great Majority

That such extension will be beneficial to a still greater degree, both to the public and to individuals, as it will lead into various parts of the Counties of Huntingdon and Bedford, by means of a water-carriage already opened and intended to be opened, by empowering certain Commissioners to cause the Old Ouze otherwise known by the name of the West River to be effectually scowered and rendered navigable as heretofore from the Heritage Sluice to the junction of the Granta or Cambridge River, thereby giving opportunity for circulating between different and distant markets, the produce, goods, and manufacture of all those counties, to a very large extent; the encouragement of agriculture and industry, by offering to the inhabitants a mode of conveyance at an immense saving of expence, and in many parts where the present methods of carriage cannot be performed without the greatest difficulties.

Resolved unanimously

That it is the opinion of this meeting, that it will tend more to promote public utility, of in the execution of the plan the navigation is carried to the town of Saffron Walden, a place of considerable traffick, than if carried west of Audley End House, as proposed by the plan taken by order of the Committee for Thames and Canal Navigation of the City of

London: And that, as the said Committee, from motives of benefit as well to the metropolis as the country at large, first directed the survey to be taken, to prove the practicability of extending the navigation, they be requested to order a fresh survey of that part of Essex, necessary to explain the line in which it may be most advisable for carrying it to the said town, without injuring the estates, grounds or waters of Lord Hoard and the Honourable Percy Wyndham, and from thence to the place of junction with the Cambridge River.

Resolved unanimously

That Mr Alderman Clark be requested to declare to the Committee for Thames and Canal Navigation, the high sense which the Noblemen and Gentlemen at this meeting have of the public spirit, which they have shewn in their endeavour to promote this great and useful undertaking; and to express their thanks for the same

R. CLARK

Resolved unanimously

That the thanks of this Meeting be given to Mr Alderman Clark, for the trouble he has had on the occasion.

And this the Committee having considered the same,

Resolved unanimously

That the said resolutions be signed by the Chairman, and published once in each of the Daily Papers, and three times in each of the Evening Papers in London, and in the several papers published in Cambridge, Chelmsford, Ipswich, and Bury.

Signed by Order of the said Committee,

BRASS CROSBY, *Chairman.*

Attributed to 25th September 1788

In consequence of the Navigation near *Walden*, a dispute has taken place between Lord HOWARD and the Inhabitants of Walden. On the part of the Inhabitants, there is much to answer for, on the score of ingratitude – as his Lordship has annually expended large sums of money – and in truth, been a great protector of the Town.

His Lordship has taken away the liberty of sporting on all those parts of his Manor, which he had before kindly allotted for the amusement of the Walden people – and served them with proper notices, not to trespass on his manors. Thus they have to thank themselves for their own folly, and which will prove its own punishment

September 28th 1788

To the EDITOR of the COUNTY CHRONICLE.

SIR

THE paragraph in the WORLD of the 25th inst. respecting Lord Howard's having withdrawn his indulgence of sporting on his manor, from the inhabitants of Walden, is erroneous and unjust, as the caution was liberally given to put the unqualified only on their guard. In justice therefore to this Lordship for the amusement, which I and several others receive through his favour. I desire you will (with this) insert the following in your next County Chronicle. I am, &c

A QUALIFIED MAN

Walden, Sept. 28

CAUTION
To UNQUALIFIED PERSONS

“YOU will be pleased to take notice, That it is not in my power to protect or countenance
“any person not qualified, in any acts of sporting or killing Game, contrary to the
“established laws of the country; and that if any such should be informed against, they
“must expect the laws to be put in execution against them.

(Signed) “HOWARD”

Undated

The *Walden Navigation* goes on very far from prosperously. The evident injury it would do to the grounds of Lord HOWARD and other Gentlemen, may be fairly said, “to have thrown cold water upon it.”

Undated

NEW NAVIGATIONS. – Surveys and consultations are as busy as they ought to be about the ESSEX CANAL – the objections of Lord HOWARD and Mr WYNDHAM, certainly in part reasonable, are now thought removeable. The LEICESTERSHIRE Gentlemen are planning a Canal from LOUGHBOROUGH to the River SOAR.

City of London Records
Journal 71 folio124 - 125

29th October 1788

Summary of proceedings

16th November 1779 Whitworth instructed

6th December 1780 Whitworth reported – Report printed

22nd November 1781 Meeting held at Chesterford in Essex, previous to which report had been circulated and it was suggested some member of the Committee should have attended. No authority to do this but Alderman Townshend requested to attend future meetings to explain City of London’s motives. Proceedings to be published in the Chelmsford, Cambridge and Norwich newspapers.

1st May 1788 George Jackson MP and proprietor of Bishop Stortford Canal who suggested it was possible to carry the canal behind Lord Howard’s Estate to Saffron Walden where it would be of essential service as great quantities of corn and other grain are sent from thence. Jackson also asked that a Mr Weston (ex Oxford Canal) should act for Whitworth as the latter was engaged in Canal Service in Scotland and survey the spot and consider the practicality of carrying the Canal behind Lord Howard’s estate instead of in front of Audley Park.

25th July 1788 Meeting at Chesterford considered canal highly beneficial. As no one from City present they asked that someone could attend at future meetings. Alderman Clark agreed to attend. The committee also asked for further cash as they had spent the last £200.

To Mr Whitworth for his trouble in surveying and preparing his plan and profile of the intended canal £150..15..0

To Mr Faden for engraving two plates of the above plan also a section thereof upon two other plates and printing off 400 of each £45..19..0

To Mr Charles Truss on account of expenses in advertisement £3..6..0

Another £200 authorised

Newspaper Cuttings from Collection of Lord Howard de Walden
At Essex Record Office Ref D/DBy E33

Undated

A Report from the Committee of Thames Navigation, relative to their proceedings on the intended Canal' from Bishop Stortford to Cambridge, was read; and the Committee empowered to draw on the chamber a further sum to assist in the undertaking.

Undated

The ESSEX NAVIGATION proceeds with much spirit, notwithstanding the opposition at Audley-End and Newport

Undated

WALDEN – ESSEX

...The NAVIGATION PROJECTORS are going on, in taking surveys, levels, calculations, &c. &c. No calculation, however, has given a probability of Lord HOWARD yet acceding to the plan.

The *Walden* people, notwithstanding have entered their Protest, that they will not agree to the scheme, should the Navigation interfere with the property, grounds, or water of Lord HOWARD.

Perhaps it might be an act of wise popularity, should his Lordship condescend to the execution of the plan: and in all probability, his game would suffer less from it.

Undated

The strange perseverance for a Canal Navigation from Stortford to Cambridge, through Walden, appears to be absurd beyond all measure, since there is no other possible means of rising such a channel, but through a very considerable part of Lord HOWARD'S Estates; the whole of which stands expressly guarded against by an amendment, proposed and unanimously adopted for that very purpose, to the third Resolution made at the late Meeting at Chesterford, Mr CLARKE in the Chair.

Undated

Lord HOWARD and Mr WYNDHAM have not yet made any definitive overtures on the Essex Canal. The Landholders and Farmers are peremptory in their purpose.

Undated

The ESSEX NAVIGATION is a present question, and interesting differently, and will of course differently agitate.- Lord HOWARD and Mr WYNDHAM may be, no doubt they are, amiable men: their grounds, their game, what they see, nay what they wish, cannot fail of full regard, from the equity of ENGLISH LAW, and the generosity of ENGLISH GENTLEMEN. Yet PUBLIC UTILITY must be an object no less than private expedience. Where these considerations contend, a fair balance must settle the contest,

and determine which is to preponderate! And in this case, thus they are balanced – the Game and Pleasure Ground of these TWO GENTLEMEN, *against* the obvious leading interest of every GENTLEMAN and PEASANT from LYNN to LONDON – in AGRICULTURE, HABITATION, and TRADE.

Undated

For the CAMBRIDGE CHRONICLE

Friend Hodson,¹

In several of thy papers thou hast admitted the fermentation of the head or heart, of some of thy correspondents, in respect to an intended water course, for the purpose of conveying articles of merchandize for general convenience. Allow a well-wisher to *all* men the privilege of expressing his thoughts, in a corner of thy paper. The friends of this projected river are many – the foes, from appearances, are few. I have heard the conversation of some of my neighbours, and read the opinions of others, and after revolving in my mind, the substance of what I have heard and read upon this subject, I am constrained to enrol myself amongst the number of its friends.

From the imbecility of man, when reflection is absent, some irregularities of temper, and eccentricities of deportment, in his intercourse with the world, (sic) are pardonable, or for which the rod of correction should be sparingly used; but when the ebullitions of unprovoked anger flow through the medium of pen, ink and paper, to the breach of the ninth commandment, “*thou shall not bear false witness against thy neighbour,*” he merits a more severe chastisement than I am able to give him.

From the effusions of two writers in thy Chronicle, these thoughts have arisen, whose illiberal language and ill-founded charges, against the inhabitants of Saffron Walden, have exhibited a petulance of temper, and crookedness of mind, for which they ought to be ashamed; and it would become them to acknowledge the ignominy of their offences in as public a manner as they were committed. To soil the paper, by a detail of their offences, I cannot descend; but shall proceed to a subject more worthy of my pen – only observing, that “*he whom the cap fits, let him wear it.*”

Without attempting calculations, which may be a ground of controversy, are liable to error, and for which business I confess my incapacity, I beg leave to ask – has not the navigable river to Cambridge been highly beneficial to that town, and the country adjacent? Can even *one* instance be produced, within the boundaries of this kingdom, of a navigable canal having proved generally injurious, allowing a reasonable time for trial? Does not the whole system of British Navigation operate in producing advantages, of such magnitude and extent and extent, as to exceed all computation? What reason can then be alleged why the navigation in question will not be productive of its share of public benefit? Can partial inconvenience be fairly allowed to outweigh public utility? Or will a small local injury be admitted to preponderate, when weighed, in the balance of reason, against a most extensive advantage?

I am told, that the majority of the inhabitants of Cambridge approve of the measure – that the opposition there is principally supported by the mercantile interest, from an apprehension *that their craft is in danger* – Here again I must confess my inability to ascertain a matter which, if controverted, would probably afford the combatants sufficient scope to handle their weapons, with dexterity, without coming to a decision. But for a moment I will suppose that their apprehensions are well-founded – that the projected

scheme being carried into effect will *partially* deprive them of a trade which from long possession they would seem to claim a right to. But will any man, in his sober senses – permit me to repeat – will any man in his senses undertake to prove, in this enlightened age, that his neighbours have not an equal right with himself, to share in a trade which is free and open to all? If they have not, I am justified in saying that the gentlemen of the opposition are shamefully deficient in the practice of a rule of equity, universally acknowledged – “do as you would be done by” – If they cannot retain the monopoly, by honourable means, for shame let them, at least, with *seeming* content, divide the trade with their neighbours, and not disgrace themselves by an opposition, to a great measure of undoubted utility.

Farewell.

A Lover of Justice.

P.S. A pamphlet having come under my notice, upon the subject of the navigation, I was surprised to observe the same, or similar *particular* expressions in that publication which I have employed above. Should any reader remark this circumstance, he may be assured that not *any* part of that work was known to me, till after the preceding letter was written.

¹ *Francis Hodson, the editor of the Cambridge Chronicle, who died in 1812.*

Undated

For the CAMBRIDGE CHRONICLE

To the writer who signs himself A FRIEND TO JUSTICE respecting the projected Navigation from Stortford to Cambridge.

BEING one of the people called Quakers, it seems necessary to say, that though I doubt not the many inconsistencies and foolish remarks, in the piece printed last week, satisfied most readers it was a *spurious* production; yet should that not be the case altogether, I can assure the public, it was *not* written by one of the people called Quakers, but is such an attempt to deceive, that were the name mentioned, it would *stigmatize* the author.

A Real Friend to Justice.

To the printer of the Cambridge Chronicle.

S I R,

A Writer, in your last paper, adopted an unusual *style*, from motives which it is needless to trouble the reader with, and which he had an indisputable *right* to adopt; yet as certain persons, of nice perception, may feel themselves hurt by it, he publicly declares, that he did not mean to give the least offence to any individual of a very respectable body of people, for whom he has a cordial esteem, altho' unconnected with them. He wishes to *be* just as well as

A lover of Justice.

Undated

For the CAMBRIDGE CHRONICLE

IN my address last week to the writer who signed himself *a Friend to Justice*, I made use of the word *stigmatize*, which I find is understood in a much harsher sense than I intended, or apprehended it meant, therefore may say, as I only meant it for a gentle

rebuke, perhaps another word less ambiguous might have been preferable: indeed when I observed the very candid acknowledgement of the person alluded to, I wished the *whole* of what I wrote had not been printed; it being *fully satisfactory*, and to the purpose. After such conduct, which I cannot but approve, and have an esteem for the writer, I should be wanting in the requisites of an ingenuous mind, which must ever rejoice at the re-establishment of amity, did I not endeavour to remove every unpleasant suggestion.

A Real Friend to Justice.

Undated

The ESSEX NAVIGATION, on the strong and obvious plea of public accommodation, comes before Parliament with the support of much Landed Property, and all the Trading influence of that County, Cambridge, Huntingdon, and Norfolk.

As Lord HOWARD and Mr WYNDHAM are circumstanced with the Essex Navigation, so was Sir RICHARD BROOKE with the Duke of BRIDGEWATER – the Navigation formed by the Duke, by far the most magnificent work ever done by one man, was for a long time obstructed by Sir RICHARD; and it was not till it was settled by the final appellate jurisdiction of the kingdom, that such Commercial communities as LIVERPOOL and MANCHESTER, could assert their claims, and prove that private indulgence should yield to the benefit of the public.

Undated

Lord HOWARD's objections to the Essex Navigation, are now before the Projecting Committee; and with their opinion upon them, the question goes to Parliament

Undated

The ESSEX NAVIGATION still stands about Newport and Walden – and probably nothing but the Legislature will convince the two Opposers, that the Work is of general expedience – and that to what is generally useful, each particular accommodation of individuals must give way.

Undated

The ESSEX NAVIGATION, like all other Works of sure Benefit to the Community, is strenuously supported by Government

Undated

The ESSEX NAVIGATION is certainly to go to Parliament, and as probably from the obvious popular benefits of the plan, will be prosperous.

Undated

Lord Howard's opposition to the Cambridge canal, should not arise from the partial circumstance of passing through his grounds in a right line without locks, but from its gaining a junction with the river Lea, which is choked up with locks and other obstructions.

Institute of Civil Engineers

Rennie Senior Volume 1 Fol 79-99

8th July 1789

To the Worshipful Committee of Thames and Canal Navigation

States he resurveyed Whitworth's line of 1779 and 1780 with a deviation to Saffron Walden without injuring the grounds of Hon Mr Wyndham and Lord Howard

Deviation by Saffron Walden is difficult. To keep clear of Mr Wyndham's grounds it becomes necessary to take the side of the Granta next Newport where the grounds are low and to avoid Lord Howard as much as possible we must continue along the same side of the River to near Fishmore Bottom, cross the Granta by an aqueduct bridge and expensive piece of banking and tunnel through two hills, one to get to Saffron Walden and the other to get away from it. Those hills are the chief obstacles which nature has thrown in the way and are not to be surmounted otherwise than by tunnelling. The passage to Saffron Walden would be made easier if Mr Wyndham shall be prevailed with to permit the Canal to pass through his grounds about 300-400 yards from his house. An alternative would be a branch canal to Saffron Walden.

If Mr Wyndham refuses then Rennie suggested another line "which I was prevented from surveying by the positive orders of Lord Howard and indeed had this not been a lane nearly parallel to the line surveyed I should not have been able to effect what I have done. I cannot therefore say my survey on this spot is precisely accurate although I believe no material error has arose or indeed any that can affect the execution but in the expence."

Institute of Civil Engineers

Rennie Senior Volume 1 Fol 89

Whitworth in 1779-80 recommended 6 ft rise.

Rennie suggested 5ft fall near the summit increasing to 6, 7 and 8ft lower down.

In conclusion Rennie suggests a further survey from the single circumstances of the ground having been covered with snow to a considerable depth; it is possible some things may have escaped my notice such as I should wish to correct and this I guess cannot require much time.

His estimate to Brandon was £168,257..2..6 included reservoirs at Elsenham, Henham and Newport – a total of £5,516..2..6

Estimate to Cambridge £109,611..13..0 including reservoirs

Herts CC (HALS)

Refs AH 1924, 1925 and 1926

Essex Records Office

D/DP P69

Undated map (AH 1925 & 1926) of 1789 – 90

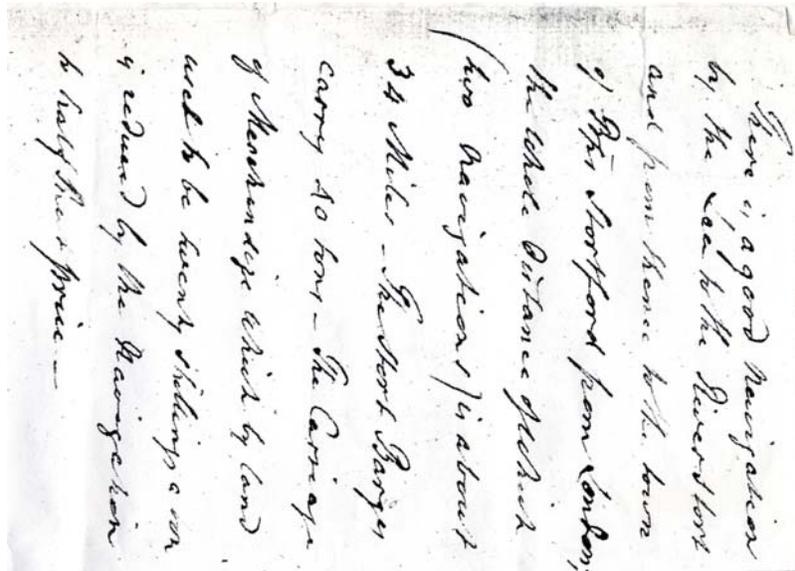
A sketch of the line proposed for carrying the navigation to Saffron Walden in order to avoid the private water and pleasure grounds of Lord Howard of Audley End.

The line of the navigation crosses Cam by an aqueduct south of Sparrows End near the junction with the road to Saffron Walden. North of that is Wenden Mill slightly north of road to Wendens Ambo.

This is part of John Rennie's survey of a plan showing the line of the proposed navigation (AH 1924) from Bishops Stortford through part of Essex, Cambs and Suffolk to the Brandon River on the borders of Norfolk approved by a General Meeting of the Noblemen, Clergy, Gentlemen and Freeholders of the said counties held at Great Chesterford in the year 1789 and engraved by order of the Honourable the City of London. Surveyed by John Rennie Engineer & FRSE. Engraved and published by Wm Faden, Geographer to the King, March 8th 1790.

This is endorsed "There is a good Navigation by the Lea to the R Stort and from thence to the town of Bishops Stortford from London the whole distance of which (two navigations) is about 34 miles. The Stort barges carry 40 tons. The carriage of merchandise which by land used to be twenty shillings a ton is reduced by the navigation to half that price." This is addressed to "J.W. Egerton Esq., Lieut Col etc., etc., Grosvenor Square.

*NB The AH reference is the Ashridge Collection belonging to the Duke of Bridgwater.
NB There is a dotted line from Little Chesterford to Cambridge, but it is not marked with locks, nor are the distances nor levels noted*



*There is a good Navigation
by the Lea to the River Stort
and from thence to the town
of Bishops Stortford from London;
The whole distance of which
(two Navigations) is about
34 Miles - The Stort Barges
carry 40 tons - The Carriage
of Merchandise which by land
used to be twenty shillings a ton
is reduced by the Navigation
to half that price -*

A Plan

SHOWING THE LINE of the PROPOSED NAVIGATION

From BISHOPS STORTFORD,

through part of ESSEX, CAMBRIDGESHIRE and SUFFOLK,

to the BRANDON RIVER, on the borders of NORFOLK;

approved by the General Meeting

of the NOBLEMEN, CLERGY, GENTLEMEN & FREEHOLDERS

of the SAID COUNTIES,

held at Great Chesterford, in the Year 1789,

& Engraved by order of

THE HONOURABLE THE CITY OF LONDON.

Surveyed by John Rennie Engineer & F.R.S.E.

L O N D O N,

Engraved & Published by W^m Faden Geographer to the KING,

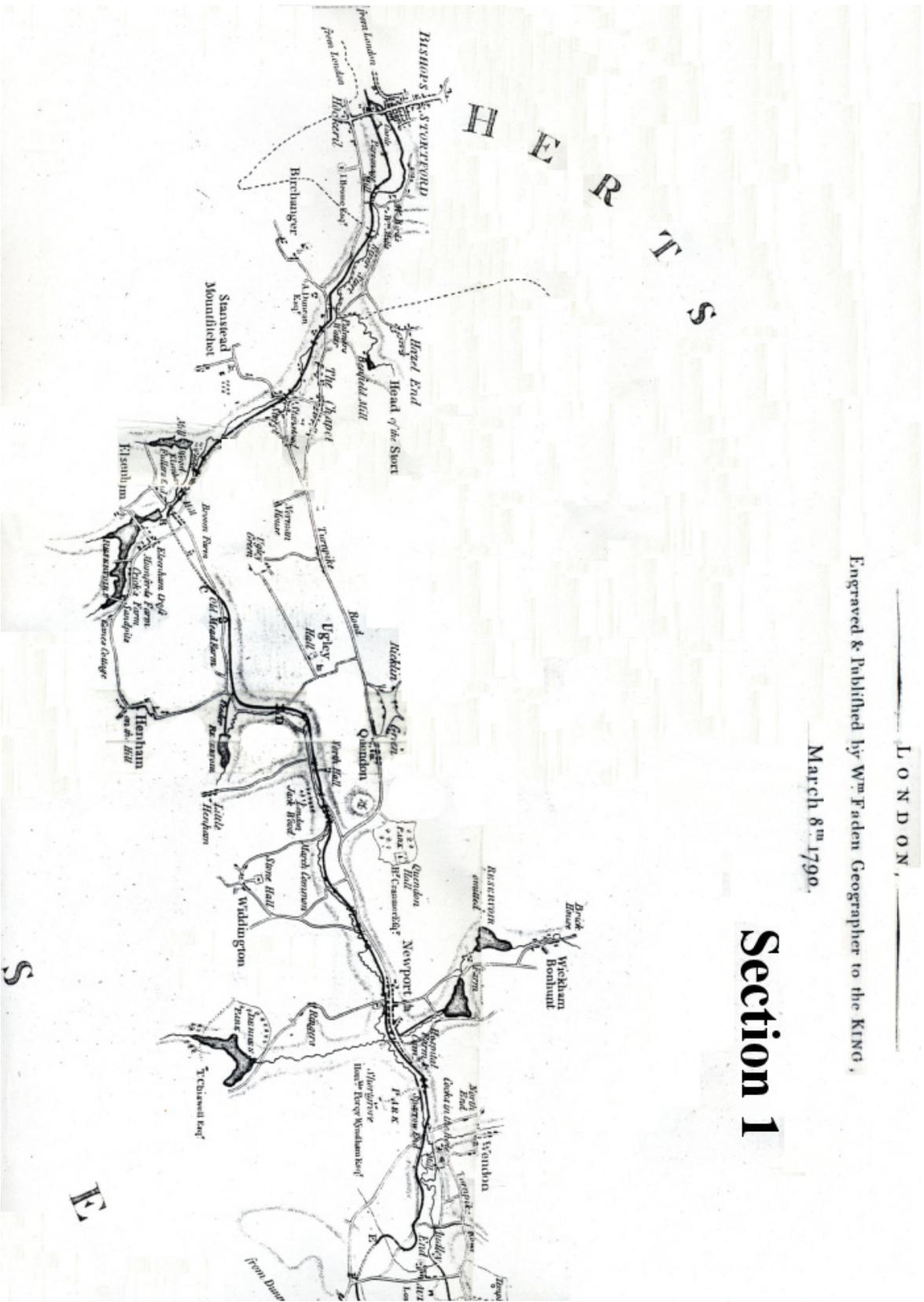
March 8th 1790.

LONDON,

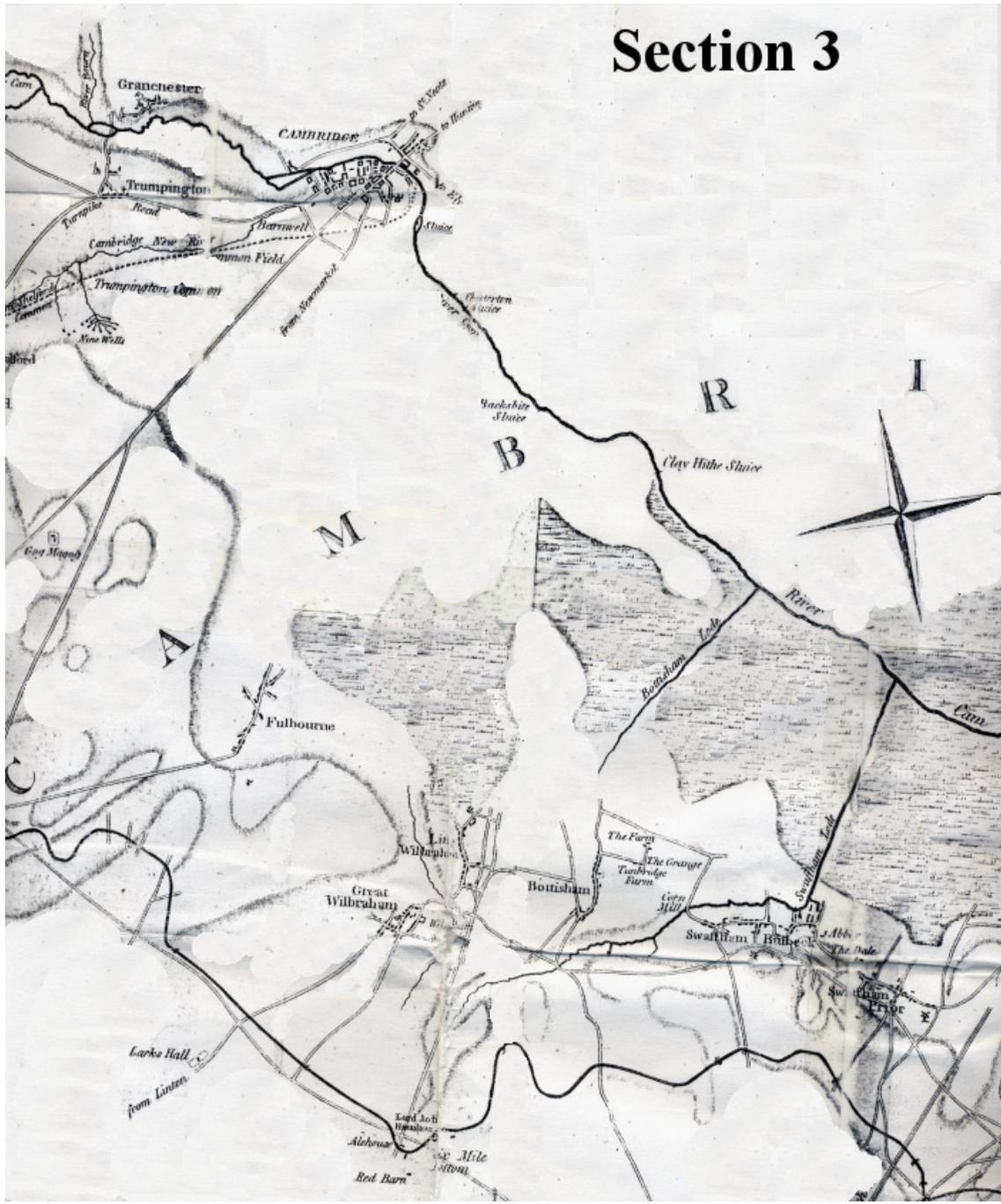
Engraved & Published by W^m. Faden Geographer to the KING,

March 8th 1790.

Section 1



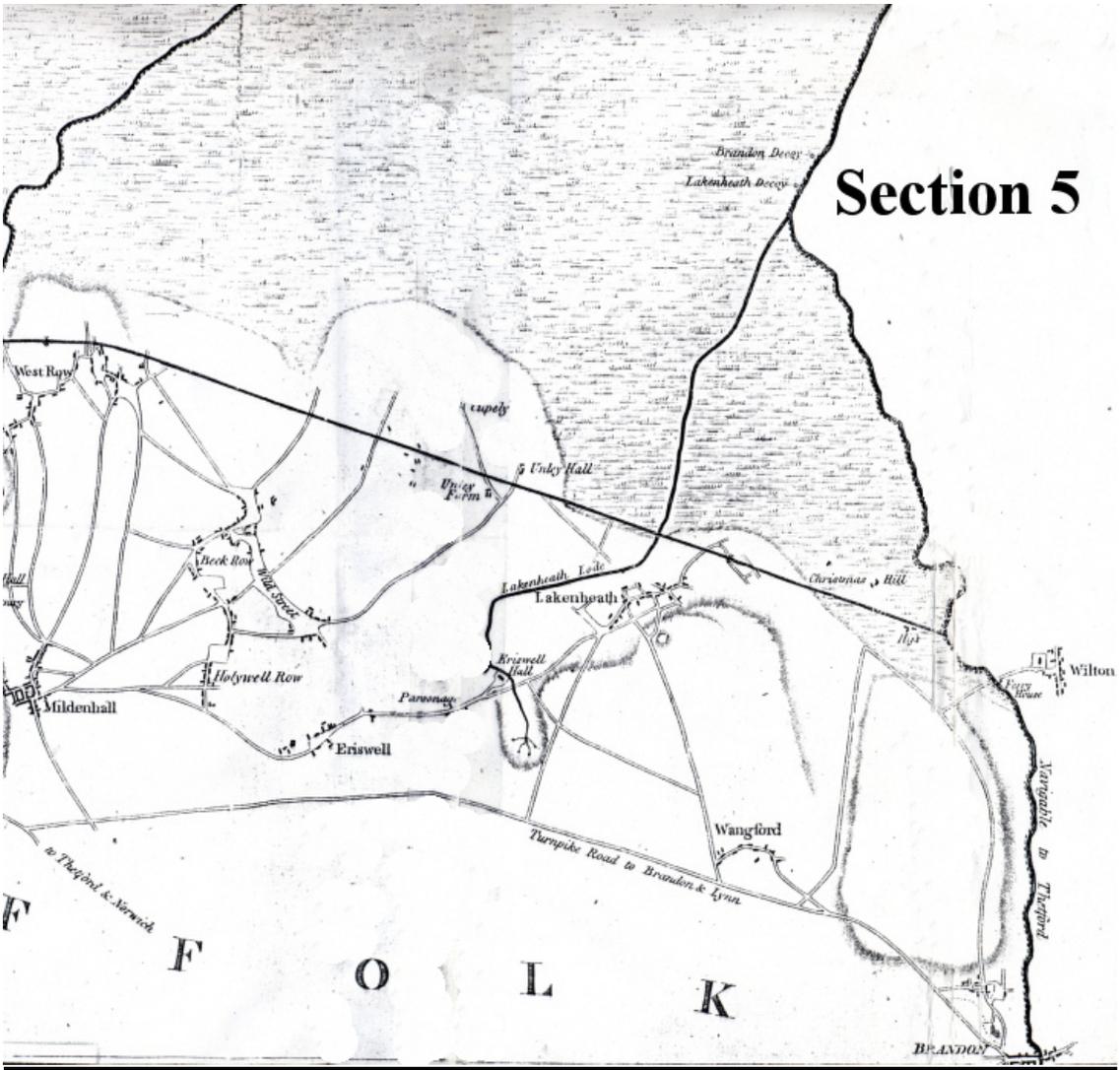
Section 3



Section 4



Section 5



Newspaper Cuttings from Collection of Lord Howard de Walden

At Essex Record Office Ref D/DBy E33

Undated (but date inferred from contents)

By the turn which the projected navigation of the river Stort will now take, we are happy to hear the very fine grounds and Manors of AUDLEY END will not suffer in the least; and thus Lord HOWARD will be no loser by the public advantage.

Undated

NEW NAVIGATION

Of the CAMBRIDGE and STORTFORD RIVERS

As this is a public concern of much moment, it will be a public gratification to hear it is likely to be well settled.

The great point of difficulty to be surmounted, was to reconcile the contradictory claims of private property – and public accommodation to Mr WYNDHAM and Lord HOWARD. Certainly much attention was due on the first plea – whatever might be urged on the latter by the adjoining Counties of Cambridge, Huntingdon, Suffolk, and Norfolk

On this great point, much pains has been taken. – There has been another survey, and there will soon be another General Meeting.

6th August 1789

Cambridgeshire, Isle of Ely, Huntingdonshire, Norfolk, Suffolk, and Essex Navigation. *The Committee for Thames and Canal Navigation of the City of London, having, at the request of the Noblemen, Gentlemen, and others, who attended at Chesterford on the 5th September, 1788, directed a fresh Survey to be taken to explain the line in which the Navigation proposed to be extended from Bishops Stortford into the Cambridge River, may be carried by the Town of Saffron Walden, without injuring the estates, grounds or waters of Lord Howard, and from thence to the place of junction with the said River; and the said survey being completed, I do hereby signify, that I will attend at Mr Gardener's, at Chesterford, in the County of Essex, at twelve o'clock, on Friday the 4th of September next, and submit the same to the consideration of the Noblemen, Gentlemen, Clergy and others, interested in the plan of extension, who shall honour the meeting with their attendance.*

RICHARD CLARK

London, August 6th, 1789

Institute of Civil Engineers

Rennie Senior Volume 1 Fol 81

16th August 1789

Preamble:

“In the course of my report I shall deliver my ideas with all the perspicacity I am master of and to make myself better understood shall in the first place give a separate description of the different lines I have surveyed and afterwards make my comparisons”

He noted that he would follow the Stort Valley to Palmer's Water and then there were to branches – one to Clavering by Wickham Bonhunt and Arkesden and the other up to Elsenham. He rejected the Clavering branch owing to shortage of water. He then recounts the difficulties of Wyndham and Howard.

Beyond Little Chesterford the ground is favourable.

In going through Great Shelford some old houses of little value must be pulled down.

Recommends joining the Cam 250 yards below Common Wharf at the Bridge.

He also examined the route of the Lakenheath or Brandon Course. Swings through Great Chesterford to Bourne Bridge and crosses the River Bourne by an aqueduct to preserve height sufficient to pass the Gog and Magog Hills without tunnelling. Connection via Burwell Lode to the old West River

Mildenhall Navigation is in a very indifferent state

Finally to join Lakenheath Lode.

He noted that in its present state the Cam-Ouse requires 6-14 days from Cambridge to Lynn.

He recommended Brandon Line.

Coopers Annals of Cambridge 1789

At N.A.

Further meeting on 4th September 1789 again at the Crown at Great Chesterford. Richard Clark in the chair. Resolutions passed including application for authorisation to Parliament for an Act to make a canal to Brandon Ferry with branches to Cambridge and Burwell Lode. The scheme was opposed by Lord Howard de Walden and the conservators of the River Cam and supported by the Navigation Committee of the City of London

Newspaper Cuttings from Collection of Lord Howard de Walden

At Essex Record Office Ref D/DBy E33

Reporting on 4th September 1789

WALDEN NAVIGATION

THE Meeting last Friday at CHESTERFORD, to consider on the WALDEN NAVIGATION was well attended, as to number and respectability.

The friends of Lord HOWARD again exerted themselves in Opposition, but without effect – the utility being too well and generally understood, to admit their arguments of any weight.

The Question of going by the town of WALDEN, was carried by a majority of at least fifty to one – The Question of further extension of the Canal by BOURN BRIDGE, BURWELL, (about two miles from Newmarket), FORDHAM, FRICKENHAM, &c. into the Brandon River, was also carried by the same majority. This line admits of a branch to join the Town of Cambridge, and another which will unite the Counties of Huntingdon and Bedford.

A Petition to Parliament having been voted, and the friends in support of the plan being very numerous, it was recommended that one should be immediately prepared, and signed before they separated, which was accordingly done.

Sir CHARLES BUNBURY did not arrive till after the meeting was adjourned, but declared his full approbation, and readily added his name to the numbers of those had before signed the Petition.

A Committee was appointed to carry the resolutions into effect.

Undated

STORT NAVIGATION

CHESTERFORD

THE Cambridge people on this meeting, were totally averse from having the Canal approach their town. They were satisfied with the advantages they already enjoyed, and very kindly wished to keep them to themselves.

Doctor FARMER was the orator of the day – the burden of that oratory was to this effect –
“Sic volo, sic jubeo – stat pro ratione voluntas”

“He would oppose – he would never consent – and he chose to do so”¹

The opposition of all others is the most generous – because it gives no trouble in the answer.

The business of the day, however, passed by a very numerous majority; and the preparing Petition is to reside with a Committee of Gentlemen chosen for the purpose, who are to meet regularly at Hockerell.

Fairly speaking – NATURE and the common difficulties of SOIL and CLIMATE, seem to have thrown sufficient obstacles in the way of every human undertaking; without man conspiring to render fruitless, the works that may be beneficial to the public

¹*A more literal translation might be "I wish to do, so she bids them - stands for a reason"*

Reporting on 4th September 1789

At a Numerous and Respectable Meeting of Noblemen, Gentlemen, Clergy and oher (sic) Freeholders of the counties of Herts, Essex, Cambridge, the Isle of Ely, Huntingdon, and Suffolk, at Mr Gardiner's, at Great Chesterford, on Friday the 4th of September, 1789, for the purpose of further considering the extension of the Navigation from BISHOP STORTFORD into these Counties:

IT was inter alia¹ Resolved, that application should be made to Palliament (sic), for leave to bring in a Bill for making and maintaining such Navigation from the Town of Saffron Walden by Great Chesterford, through part of the counties of Cambridge and Suffolk, viz. through the parishes of Hinkeston, Bournbridge, Burwell, crossing the Exning Brook near Landwade, to or near Fordham, Freckingham, Westrow, and from thence to the Brandon River near Wilton Ferry.

And that a branch or cut might be easily made from the line above described, within the parishes of Abingdons and Baberham, to join and communicate with the town of Cambridge; and that another branch or cut might be made to fall into the Burwell Lode, already navigable, whereby a convenient communication will be opened with the counties of Huntingdon and Bedford.

The Committee appointed to carry the said resolutions into execution, will meet on Monday the 14th of this inst. September, at the Crown at Hockerill, at two o'clock in the afternoon precisely, when they will be ready to receive any observation or information that may be suggested by any Gentleman interested in the proposed navigation.

¹ “among other things,”

4th September 1789

G R E A T C H E S T E R F O R D

September 4, 1789

NOTICE is hereby given , That an application is intended to be made to Parliament in the ensuing Session, for making a CANAL for the purpose of NAVIGATION, from the town of BISHOP STORTFORD, in the County of Herts, through the parishes of Bishop Stortford, Farnham, Birchanger, Stanstead Mount Fitchet, Takeley, Elsenham, Ugley, Great and Little Henham, Broxted, Chickney, Quendon, Ricklin, Widdington, Manudon, Clavering, Wickham, Newport, Debden, Wendon, Fishmore Bottom, Wimbish, Saffron Walden, Littlebury, Great and Little Chesterford, Strethall, Ashdon, Ickleton, Arkesden Berdon, Hinxtone, Duxford Two Parishes, Whittlesford, Pampesford, Sawston, Stapleford, Great and Little Shelford, Baberham, Great and Little Abbingdon, Great and Little Hildersham, Great and Little Linton, Horseheath, Balsham, Hawkstone, Newton, Hairlston, Hazelingfield, Cumberstone, Trumpington, Grantchester, Barton, Coton, and sundry parishes in Cambridge, Cherryhinton, Great and Little Taversham, Fulburn, Great and Little Wilbraham , Barham, West Wickham, West Wrattling, Weston Cabrill, Bottisham, Qui, Barnwell, Chesterton, Willingham, Brinkley, Westley, Dullingham, Stechworth, Wood Ditton, Newmarket, Great and Little Swaffham, Reach, Burwell, Exning, Wicken, Landwade, Snailwell, Sudlingham, Cheveley, Soham, Burrough Green, Fordham, Chippenham, Badlingham, Kennet, Kentford, Isleham, Freckingham, Worlington, Mildenhall, Haringswell, Kirby, Barway, Ely, Cots-Stuntney, Norney, Thorney, Saffe Quaney, Ely Littleshall, Ely Greatshall, Prickwillow, Unleyhards, Barton Mills, Eriswell, Lakenheath, Wangford, Brandon, Hockwold, Wilton, Icklingham, Weeting, Littleport, Churcham, Stackworth, Ditton.....

15th September 1789

A U D L E Y E N D

September 15th, 1789

IT having been industriously circulated by the Friends to an intended Navigation, from Bishop Stortford into Cambridgeshire, that I had given my Consent to have it pass to or through Saffron Walden, makes it incumbent on me to declare that in taking such a Line nothing could possibly be more injurious to my Property and Comfort, the Protection of which, I make no doubt of finding in the Justice of Parliament.

HOWARD

Undated

For the WORLD

The A-DLEY END ADVERTISEMENT Versified

Some rascally dogs having made false report,
That I've Water to spare for the Old River Stort,
Be it known to them all, howe'er they combine,
I'm as greedy of Water as *sparing* of Wine.
Now to Parliament's aid most humbly I fly,

With spleen at my heart, and a tear in my eye:
My ELYSIUM to me will Black *Tartarus* prove -
Thus robb'd of my "*Comforts*" – sweet scenes of fond Love:
For who, in the arms of a fair one repos'd,
Would choose to *Bargees* to lie open expos'd.
Go KN-CK-L's and blast 'em, and bluster and swear,
I'd as soon lose a *Partridge*, a *Pheasant*, or *Hare* –
Go P-N-N soothe 'em, nor see me thus fall –
Go CH-P-N and SHOOT 'em, or poison 'em ALL.
LONG DOG

Handwritten on the cutting "Gardener, Steward, Keeper", presumably identifying the three names, by Howard?

Undated

Lord HOWARD very properly makes public his *dissent* to the WALDEN NAVIGATION. – It had been understood otherwise in the country.

Undated

22nd September 1789

To the CONDUCTOR of the WORLD.

Saffron Walden, Sept 22, 1789

SIR,

IT having been industriously circulated, by the enemies to an intended Navigation from Bishop Stortford into Cambridgeshire, &c. that the consent of the noble Lord, our neighbour, to have it pass to or through this town was necessary; we feel it incumbent on us to make known to the public, that in taking such a line nothing can be more injurious to us than to have it understood, we had any intention to disturb his Lordship's comfort. We are all solicitous for the success of it, from a pure spirit for the freedom of Trade, to take fair advantage of a Navigation, calculated as we think, to do infinite service to the Country, through which it is intended to pass, with a probable hope of making this place a navigable station.

As neighbours, we are no way behind hand with the noble Lord, in any one act of respect or civility; but we do not hold ourselves as any part of his property, or are we dependants on his will.

The truth is, his property here, taking its value from the parish rates, is very little more than 1200£ out of more than 3500£ at which all the landed property of the Town and Parish is assessed.

It is a fact, equally to be depended upon, that not a single Gentleman, Maltster, Tradesman or inhabitant in Trade in the whole town, lives under his Lordship or in one of his houses.

The inhabitants of this place are populous, and as Traders value ourselves up[on means sufficient to act with spirit and credit, to promote our own welfare; is it therefore reasonable for any one single person (let his station be what it may) to act so absolutely, as to deprive us, if he can, from receiving a benefit in common with the Public? Especially as his property will not be touched or cut through, otherwise than in places hardly to be brought within view of his house, park or pleasure grounds; or take any

water from him. As his Lordship's property will not be injured, nor his comfort disturbed, but in his mind's-eye, we shall persist in our endeavours to do good to ourselves, having in view a benefit to the Public, and make no doubt of that protection which is to be expected from the justice of Parliament.

INHABITANTS OF SAFFRON WALDEN.

Undated

A correspondent, who is totally uninterested in the matter, but has, occasionally, heard the sentiments of many Gentlemen, relative to the proposed Canal, from Stortford to Saffron Walden, &c. cannot help observing, respecting Lord HOWARD's Advertisement, in this paper, that he thinks it rather extraordinary, that a Nobleman of such known benevolence and generosity, and who, he understands, has displayed them, with respect to the town of Walden, in recent instances, should be forsaken of them at that particular juncture, *when the essential interests of the town, from which he derives his title, are at stake*; especially, as he is told, that it is the wish of the inhabitants, that the Canal might totally miss his estate, if it were possible; but it being found not practicable, without touching it in some degree – our Correspondent adds that the promoters of the undertaking are studious to have it pass, with as little interference with it as possible.

Undated

*For the WORLD
To LORD HOWARD*

MY LORD,

I AM what the young men of our town call – “a pretty smart lass,” and therefore have no objection to bringing myself into a little notice. It is my hard luck to be obliged to sit at home a good deal with my father; and while his pipe is filling the room with smoke, all the conversation I hear from him, is about “which way *his water* is to come.”

Of late, however, I have heard of a new word, which is something about “your lordship's *comfort*” – and that you say “*his water* will come through *your comfort*.”

Now, my Lord, I am but an ignorant body, as one may say, yet I could not think how that could be; so, I looked in the map, where my father says the *Navigation*, as he calls it, is to go – and I find that his water is to go a long *hugeous* way from you.

Lud! my Lord, what an endless comfort you must have! – Why, I vow and purtest the water of my father is to go round your *Park wall*, and yet your comfort is to reach up to it. As this is the case, pray, my Lord, be so kind as to tell an ignorant body, like me, how far “your comfort” goes; because, as I love walking all alone, thinking by myself, I may happen to tread on it; and as you mean to complain to all the PARLIAMENT, the members may take up your comfort and punish a poor girl that never meant to harm any body.

PATTY of WALDEN.

Undated

*For the WORLD
To LORD HOWARD*

DEAR MY LORD

AND pray what harm have I done? But as I live and breathe, ever since my letter appeared at WALDEN, people have been continually laughing about my FATHER's *Water*, and your "*Comfort*". One *old* LADY that visits at our house, and every body says she understands propriety, and what's what, declares and vows, "she wonders *your Lordship* can talk about *your comfort* being injured so, before people."

I am certain sure, I meant no harm – but people do say, "you are a most *indecentous man* to make such a work." Moreover than that, they add, you are going about the whole COUNTY, to attempt to stop *my* FATHER's *Water*, and that you purtest you will do it, cost what it will.

Now, my LORD, it is not every Girl that dare speak her mind; but I am not one of that sort; so I'll tell you a little of what people do say. First, they all agree, that "*this Navigation*," (that's the word I think) will be a public good – that it will make things cheap, and make us people at WALDEN rich. Now of *your* LORDSHIP they say, that "*your Comfort*" is not of much use to any body but yourself; and that at all events you should keep it at home, where all comforts are. Because, you see, if "*your Comfort*" keeps going about so far everywhere, it may happen to come upon the comfort of somebody else, and thus create a misconception of the thing."

Besides, the *Parson* of a neighbouring parish, who talks very finely, declares, "that a great man always thinks the *public good* the *greatest* COMFORT he can enjoy."

So pray, *my* LORD, let a pretty girl, if I may be so bold to say so, beg of you to let *your Comfort* be quite quiet; and don't think of carrying it before the PARLIAMENT: because I am told as how there are sometimes more than 200 Members all together, and it must be a great thing to make them all take notice of it. Now, you say yours "is quite private," so it can't interest any body else.

I remain, my LORD, in duty bound,

Your's

PATTY *of* WALDEN

Walden.

Undated

Lord Howard certainly petitions Parliament against the Stort Navigation.

Undated

Lord EGREMONT also has endearing fame of the same kind – he gave his brother that beautiful Park and the estate around it, at Newport in Essex.

Lord HOWARD's opposition to the Walden Navigation is to be combated by Lord SANDWICH, Lord CARYSFORT, the CITY of LONDON, the Church of ELY and LONDON.

1st October 1789

GUILDHALL, LONDON

Thursday, the 1st of October, 1789

Committee for improving the NAVIGATION of the RIVER THAMES, and for preventing ENCROACHMENTS on the said River.

Mr ALDERMAN CROSBY *in the Chair*

MR ALDERMAN CLARK reported, that, he had, pursuant to the request of this Committee of the 9th July last, attended a very numerous and respectable Meeting of Noblemen, Gentlemen, Clergy and other freeholders of the Counties of Herts, Essex, Cambridge, the Isle of Ely, Huntingdon and Suffolk at Great Chesterford, in the County of Essex, on Friday the fourth of September last, (having previously appointed the day of meeting, and caused notice of it to be advertised in several public papers) and delivered to this Committee the several Resolutions of that meeting, which were read as follow:
At a numerous and respectable Meeting of the Noblemen, Gentlemen, Clergy and other Freeholders of the Counties of Herts, Essex, Cambridge, the Isle of Ely, Huntingdon and Suffolk at Mr Gardiner's, at Great Chesterford, on Friday the 4th day of September, 1789, for the purpose of further considering the extension of the Navigation from Bishop Stortford into those counties.

Mr ALDERMAN CLARK in the Chair

The Resolutions agreed to on the fifth of September, 1788, were read.

1st, Resolved

That it is the opinion of this meeting, That the Plan for carrying the Navigation to the Town of Saffron Walden, taken by order of the City of London, in consequence of the request made in the third Resolution, and now produced by Mr Alderman Clark, be approved.

2d, Resolved,

That My Alderman Clark be requested to declare to the Corporation of the City of London, and to the Committee of Thames navigation, the high sense which the Noblemen and Gentlemen at this Meeting, have of the public spirit which they have shewn in their endeavour to promote this great and useful undertaking and to convey their thanks for the liberal manner in which they have carried the said resolution into effect; and also to express the wish of this meeting, for their future support and concurrence, in carrying the same into execution.

A survey having been taken, and it appearing by the plan produced, that the Navigation may be carried from the Town of Saffron Walden, by Great Chesterford, through parts of the counties of Cambridge and Suffolk, viz. through the parishes of Hinkeston, Bournbridge, Burwell, crossing the Exning Brook near Landwade, to or near Fordham, Freckingham, Westrow, and from thence to the Brandon River near Wilton Ferry.

And it appearing also, that a Branch or Cut might be easily made from the line above described, within the parishes of Abingdons and Baberham, to join and communicate with the town of Cambridge; and that another Branch or Cut may be made to fall into the Burwell Lode, already navigable; whereby a convenient communication will be opened with the counties of Huntingdon and Bedford.

The carrying of all which into execution, will be productive of great public advantage, as well as particular benefit to the several places through or near which the same shall pass.

3d, Resolved

That application be made to Parliament, for leave to bring in a bill for making and maintaining such Navigation and Cuts, and for laying such Rates and Tolls with such provision in consequence of making the same, as shall be found necessary; and that a Committee be appointed to prosecute the same, in such manner as they shall be advised.

A committee was accordingly appointed for that purpose.

R. CLARK

4th, Resolved unanimously

That the thanks of this Meeting be given to Mr Alderman Clark, for his impartiality and candid attention in this business. he has had on the occasion.

And this Committee having considered the said Resolutions,

Resolved unanimously

That the said resolutions be signed by the Chairman, and published once in each of the Daily Papers, and three times in each of the Evening Papers in London, and in the several Papers published in Cambridge, Chelmsford, Ipswich, and Bury.

Signed, by Order of the said Committee,

BRASS CROSBY, *Chairman.*

October 2d, 1789

Undated

WALDEN

THE STORT NAVIGATION

THE COMMITTEE held their second Meeting at the ROSE and CROWN Inn, on Friday last, when the following gentlemen were present:

Mr Alderman CLARKE in the Chair	
Sir Peter Parker	Captain Topham
Mr Jackson	Mr Wyburt
Dr Boscawen	Mr Woolfe
Mr Burton	Mr Taylor

The City Sollicitor (sic)

And Mr Rix, the Town Clerk

The COMMITTEE were particularly attentive in asking the *Engineer*, whether he thought the course marked out for the *Canal*, would injure the *Water* of Lord HOWARD? When he decidedly declared ---“ *It would NOT*, --- nor take the least from the Springs which supply the *Wells* of *Cambridge*.

A *Plan*, by *Tontine* on Lives, was then proposed to the COMMITTEE, for raising the money necessary for this work --- which was to be considered at the next Meeting, which is to be held at Newmarket.

Undated

The *Walden Navigation* has changed its plan of raising its money by *Tontine* into Subscription.

Coopers Annals of Cambridge 1789

At N.A.

(Lord Howard maintained his opposition and there is in this series (Coopers Annals of Cambridge) a considerable amount of correspondence between his supporters and the townspeople of Cambridge.)

Newspaper Cuttings from Collection of Lord Howard de Walden

At Essex Record Office Ref D/DBY E33

8th November 1789

At a meeting of the CONSERVATORS of the River CAM, held at CAMBRIDGE,
Nov, 8th, 1789

Present, William Vachell, Esq; Richard Greaves Townley, Esq; Richard Farmer, D.D.
John Whittred, Esq; and Alderman, and John Newling, Esq; and Alderman.

NOTICE having been given in the public papers, that an application is intended to be made to Parliament in the ensuing Session, for the purpose of cutting a CXanal from BISHOP-STORTFORD, in Hertfordshire, to the BRANDON RIVER in Norfolk; and there being good reason to believe, that the projectors of such scheme have a plan of forming Reservoirs upon or near the principal springs or sources of the River GRANT, for the supply of the said Canal, - Dr Farmer, Mr Townley, Mr Vachell, and Mr Newling, did on Thursday the 3rd of this month take a view of the said springs in the neighbourhood of NEWPORT in Essex, attended by a Surveyor; and they have reported to this meeting, that those springs are essentially necessary to the Navigation of the River Cam; It was therefore unanimously resolved, to oppose any attempt that may be made to divert the said springs from their present course.

HENRY GEE, Clerk.

26th November 1789

NAVIGATION.

NOTICE having been given in the public papers (pursuant to the resolution of a Meeting held at Great Chesterford, in Essex, on the 4th of September last) that an application is intended to be made to Parliament in the ensuing Session, for making a Canal from Bishops Stortford, through several Parishes in the Counties of Essex, Cambridge, and Suffolk, under pretence that a Navigation, by such means, will be of great public utility, and generally beneficial, in point of trade, to the Estates lying contiguous thereto. WE, Proprietors of such Estates in the County of Cambridge, having taken the said Resolution into our consideration, are of opinion, that there has not appeared any sufficient reason whereon to conclude that the Public would derive any advantage whatever from such a Navigation; but that it would operate greatly to the detriment of the general Trade of this County, and be particularly injurious to those Estates through which it may pass. WE DO THEREFORE RESOLVE, that we will oppose any attempt that may be made in Parliament, towards carrying the above-mentioned Scheme into execution.

Resolved, That Sir John Hynde Cotton, Bart. the Rev. Jeremy Pemberton, the Rev. George Jenyns, Wm. Vachell, Richard Greaves Townley, Ebenezer Hollick jun. William Hollick, and Robert Jones Adeane, Esquires, or any three of them, be a Committee for the purpose of carrying on the said opposition, and report their proceedings at the next meeting.

Resolved, that the next meeting be held at the Rose Tavern in Cambridge, on Saturday January 2d, 1790. for the purpose of appointing a Solicitor, retaining Counsel, and entering into a Subscription for opposing any application that may be made to Parliament to obtain a Bill to carry the said Canal into execution; when all persons who have any property thro' which the same is likely to pass, are earnestly requested to attend.

J. Hynde Cotton
Jer. Pemberton
Eben. Hollick jun.
Edmund Fisher

Assented to by their Agents.
Lady Hatton
Benj. Keene
Richard Crop

R. Greaves Townley
Ferdinand Huddleston
Robert Jones Adeane
George Jenyns
William Vachell
Andrew Pern
Thomas Wale
William Bening
William Hollick
Jeremiah Lagden
Benj. Barker
Thomas Hancock
Edward Gillam
John Haggerston
William Fisher

William Finch Finch
Sarah Lonsdale
Charles Marshall
John Vowell
Robert Stevenson
Richard Robinson
John Haylock
Sim. Brown
Wm. Parker Hamond
James Salt
James Pierson
John Drage

Rose Tavern, Cambridge
Nov. 26th, 1789

Undated

The STORTFORD Navigation is now opposed, not only by Lord HOWARD – but by some other persons of property –

Lady Hatton
Mr. Keene
Mr. Finch
Mr. Jenyns

Sir J. H. Cotton
Gen. Adeane
Mr. Vachell
Mr. Pemberton

Undated

A subscription is now opened, and fills very rapidly, for carrying on the *Stort Navigation*, which promises to prove of great advantage to the adventurers. Among those who will be most benefited by this undertaking is GEORGE JACKSON, Esq. who will gain at least 2000£ per annum.

2nd December 1789

ESSEX, CAMBRIDGESHIRE, AND SUFFOLK NAVIGATION

AT a Meeting of the Committee appointed to carry into Execution the Resolutions of the General Meeting of the Noblemen, Gentlemen and other Freeholders of the Counties of Herts, Essex, Cambridge, Huntingdon, and Isle of Ely, held at Great Chesterford, on Wednesday the 2d of December, 1789, for the Purpose of further considering the Extension of the Navigation from Bishops Stortford into those Counties, - it was ordered, That the following Proposals should be signed by the Chairman, and published in the Daily and County Papers:

It is intended to apply to Parliament, in the ensuing Session, for Leave to bring in a Bill for extending the Navigation from the town of Bishops Stortford, in the County of Herts, through the Northern Parts of the County of Essex, to the Town of Saffron Walden, and from thence through the Counties of Cambridge and Suffolk, to join the Brandon River; whereby Communication will be opened to the County of Norfolk; and also for making a Cut from the said Navigation into the Burwell, or Reach-Lode near Newmarket; by which

last-mentioned Cut a convenient Communication will be made with the Isle of Ely, the Counties of Huntingdon, Bedford, Northampton, and Lincoln.

The Sum proposed for this Undertaking is 175,000£ which, it is expected, will be fully sufficient for the Purpose, as, in the Estimate, very particular Care has been taken, to charge each Article of Expenditure at the highest Rates.

The above Sum will be divided into 1750 Shares, of One Hundred Pounds each; and the several Persons who subscribe will be constituted and united into one Body, Politic and Corporate, by the name of The Company of Proprietors of the Essex Cambridgeshire, and Suffolk Navigation; with the same Powers as are usually granted by Parliament in similar Undertakings.

The Subscriptions to be paid in upon Calls, in consequence of Notice to be given, by Order of a Committee to be named at a General Meeting of Proprietors. No Call to be for less than 5£ or more than 10£ per Cent. nor any Call to be made but at the Distance of Three Months, at least, from the Time of a former Call. An Interest of 5£ per Cent. will be allowed on each Share, or for such Sum as shall, from Time to Time, be paid in, in respect thereof, until the Work shall be completed.

As it will require Four or Five Years to finish the whole Length of the Navigation, the full Sum for the Shares subscribed, will not be called for in less than that Time.

Provision will be made in the Bill, to allow the Proprietors to sell and dispose of their Shares, provided the Calls thereon have been paid; and if any Owner or Owners of a Share or Shares, shall happen to die before all the Calls have been paid, the Executors, &c. will stand in the Place of original Subscribers.

The Tolls and Wharfage to be taken for the Traffic which will be carried upon or through the Navigation, will be vested in the Proprietors for ever, and accounted for to them, according to the Methods laid down in various Acts of Parliament for other Navigations, in different Parts of England; so that each Subscriber will have, for his own Use and Benefit, such Share thereof as his Subscription or Number of Shares will entitle him to.

It is expected, that the Benefit to arise to the Proprietors will be considerable, as, by Means of the proposed Undertaking, a most extensive Traffic passing to and from the Metropolis, besides the immense Increase it must occasion to the Port of Lynn, in the Articles of Coals and East Country Timber and Deals; also in the Supplies of Corn, Grain of all Sorts, Malt, Flour, and all other Necessaries wanted for the Consumption of London, by an easy, cheap, and certain Conveyance from those plentiful Sources, furnished in the greatest Abundance by the Counties of Essex, Cambridge, Suffolk, Norfolk, the Isle of Ely, Bedford, Huntingdon, Northampton and Lincoln.

The Committee appointed to conduct the aforementioned Application to Parliament, are of Opinion from Information and Facts laid before them, that not less than 100,000 Tons will annually pass upon the proposed Navigation, which, upon a Calculation of One third less than is usually paid upon other Navigations, and is a Saving of, at least, 60£ per Cent, upon the Price of Land Carriage, will produce a Nett Income of upwards of 20,000£ per Annum.

R. CLARK, Chairman

SUBSCRIPTIONS will be received at the following Bankers', viz.

Messrs Ladbroke and Co. Messrs Newnham and Co. Messrs Martin, Stone and Co. Messrs Pybus, Call and Co. Messrs Mildred and Co. Messrs Biddulph, Cox and Co, London.

Mr John Taylor, Bishops Stortford
Messrs J. G. Searle and Son, Saffron Walden.
Charles Hammond, Esq, Newmarket.
Messrs Spinks and Co. Messrs. Oakes and Co. Bury
Thomas Buck, Merchant, Worlington,
James Denton, Esq; Brandon
Shelford Bidwell, Esq; Thetford
Messrs Audley and Fidell, Lynn.
Messrs Kerrison and Co. Norwich
Mr John Lindsell, St Ives.
Mr John Bidon, Houghton, near Huntingdon.
Mr William Shrieve, Clare.
Mr William Whittingstall, Hoddesdon.
Any further Information will be communicated upon Application to Mr Crowther,
Solicitor to the Committee appointed to prosecute the Bill in Parliament, at his Chambers,
Guildhall, London.

Undated

Lord HOWARD's Opposition to the Stortford Navigation, strengthened by the Conservators of the CAM, now seems so important, as to make the issue of the contest rather doubtful.

28th December 1789

ESSEX, CAMBRIDGESHIRE and SUFFOLK NAVIGATION

MANY of the FRIENDS to the above Undertaking, having declared their intention to become Proprietors, but are not apprized, That the List of Subscribers for the Money wanted to carry it into execution, must of necessity be laid before the House of Commons, in pursuance of a standing order of that House, at the same time that the Petition is presented –

It is therefore thought proper to give public notice thereof, in order that such persons approving the proposed plan, may give it their support, by subscribing their Names at the places appointed, as early as they conveniently can.

P. W. CROWTHER,

Solicitor to the Committee appointed to prosecute the Bill in Parliament
Guildhall, December 28th, 1789.

Subscriptions are appointed to be received at the following Bankers:

Messrs. Ladbroke and Co.
Messrs. Newnham and Co.
Messrs. Martin, Stone and Co.
Messrs. Pybus, Call and Co.
Messrs. Mildred and Co.
Messrs. Biddulph, Cox and Co.
Messrs. Batson, Stevenson, and Co, London
Mr John Taylor, Bishops Stortford
Messrs J. G. Searle and Son, Saffron Walden.
Charles Hammond, Esq, Newmarket.

Messrs. Spinks and Co.
Messrs. Oakes and Co. Bury
Thomas Buck, Merchant, Worlington,
James Denton, Esq; Brandon
Shelford Bidwell, Esq; Thetford
Messrs Audley and Fidell, Lynn.
Messrs. Kerrison and Co. Norwich
Mr John Lindsell, St Ives.
Mr John Bidon, Houghton, near Huntingdon.
Mr William Shrieve, Clare.
Mr William Whittingstall, Hoddesdon.

Undated

The town of Saffron Walden have already subscribed 9000£ to the Stort Navigation

British Library

ADD 35685 Vol 337 Hardwicke Papers. folio 85

28 December 1789

Dear sir You may probably have forgot that the second meeting on the business of the navigation is to be held at Cambridge on Saturday next for the purpose of entering into a subscription. Ld Howard, Mr Cranmer and the agents of Ld Bristol and Mr Wyndham intend being there to join the Landowners of Cambridgeshire in the opposition to the bill. The conservators of the Cam have likewise resolved to oppose any measure that may at all injure the present navigation and I understand the University mean to do the same, should Mr Jackson persist in his plan of diverting the springs of the Granta from their present course. There seems to be some difficulty with respect to the mode and question of the subscription but as Ld H, Dr Farmer and some others dine with me on Thursday I hope we shall settle those points previous to the meeting. If it should not be convenient to you to attend on Saturday I shall be very happy to meet you there. I dine at Pembroke on Friday and intending staying that night at ye Cap [?]

Mrs Vachell joins me in Compts to you and family with

Yrs most sincerely

Wm Vachell

Newspaper Cuttings from Collection of Lord Howard de Walden

At Essex Record Office Ref D/DBY E33

2nd January 1790

R O S E – T A V E R N, C A M B R I D G E

Saturday, 2nd January, 1790

AT a very respectable Meeting of the PROPRIETORS of ESTATES in the Counties of ESSEX and CAMBRIDGE, held here this day (pursuant to the Resolution of the Meeting held on 26th November last)

THE FOLLOWING RESOLUTIONS WERE UNANIMOUSLY AGREED TO:

- I. That a subscription be immediately entered into, for defraying the Expence attending an Opposition in Parliament, to the proposed Bill for extending the Navigation from

the River Stort, in Hertfordshire, through the above mentioned counties, to the Brandon River in Suffolk. And a considerable Sum was accordingly subscribed by the company present.

- II. That twenty per cent. on such subscription be forthwith paid into the hands of Mr WM. HOLLICK, of Cambridge; and the remainder at the requisition of the Committee appointed for conducting the Opposition
- III. That Mr C. PEMBERTON, of Cambridge, be appointed Solicitor; and that he be desired to retain Counsel on behalf of the Subscribers to the Opposition.
- IV. That this Meeting be adjourned to Saturday 16th of January instant, at 11 o'clock in the Morning, at this house.
- V. That these Resolutions be printed in the Cambridge Paper, The World, and the County Chronicle.

By order of the Meeting,

C. PEMBERTON, Solicitor

All public Bodies and private Persons, interested in the Opposition to the intended Bill, and inclined to join in the Subscription, are requested to apply to Mr Wm. Hollick, the Treasurer, or to the Solicitor, for further information.

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ADD 35685 Vol 337 Hardwicke Papers. folio 94

Cambridge, 2nd January 1790

.....I was called by the company to the Chair – The meeting was very respectable tho not numerous and everything pass'd unanimously. Ld Howard and Mr Cranmer came but no instructions had been rec'd from Ld Egremont, Ld Bristol by their agents. The company present subscribed £360 a fifth part of which was paid down into the hand of Mr Hollick who was appointed treasurer. The remainder to be paid at the requisition of the Committee upon notice given. It was resolved that of the University, the Corpn of the Bedford Level, the Conservators of the Cam, the proprietors of the Mills or the inhabitants of Cambridge find it expedient to join in the subscription each body be requested to appoint a committee to act with that appointed today by the Landowners. And there is no doubt but all or most of those bodies will unite with us. The town have already offered and the Conservators only wait for more positive assurance from the promoter of the scheme respecting the sources of the Granta before they join the other subscribers. Mr Erskine & Mr Partridge were ordered to be retained immediately. Mr C Pemberton Jnr is appointed Solicitor (his agent in London Mr Wildman of Lincoln's Inn) and the meeting stands adjourn'd to Saturday the 16th inst. The Committee appointed at he last meeting with the addition of Ld Howard Mr Cranmer Mr Hammond and Mr Fisher of Duxford – 3 of them a quorum.....All your friends agreed that a subscription from you would have been improper....the mode of opposition was referred to the consideration of the Committee.

By a letter from Mr Jackson to Ld Sandwich it is now clear that he means to persist in the present plan of carrying the canal through the open country to the Brandon River. None or very few of the landowners have yet been consulted agreeable to the orders of the House and it is generally believed that they cannot raise sufficient money to bring forward their petition with any Grace. As to Candour Mr Jackson and his friends have no pretence to avail themselves of such an argument. If the business goes on I shall

certainly be in town at the meetings of Parliamentbut I am at present of opinion that the opposition is too powerful for them to attend. Wm Vachell

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ADD 35685 Vol 337 Hardwicke Papers. folio 113

Cambridge, February 1st 1790

I think it necessary to apprise you of a meeting held this day at the Rose by the principal gentlemen of Lynn and Cam(bridge) who have entered into several resolutions one of which is to petition Parliament for a short Bill to hale on the R Ouse the proprietors of which have put up rails and to exact an exorbitant demand for toll and which has for the present put an end to our navigation

W Foskery

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ADD 35685 Vol 337 Hardwicke Papers. Folio 114

He wrote again on 2nd February referring to the total stoppage on the Ouse to the detriment of Lynn and Cambridge. He also asked for a mail coach London – Lynn via Cambridge.

Saffron Walden Museum

uncatalogued documents

27th February 1790

Document signed by the Mayor, Wm Archer, the Deputy Mayor, John Ruffle and 41 Aldermen and inhabitants of Saffron Walden, appointing Wm. Archer and Francis Gibson to attend a parliamentary committee and speak on behalf of extending the canal from Bishops Stortford to the River Brandon through Saffron Walden and give information of the extent of trade carried on in the town and neighbourhood and of the great advantage of such a canal navigation to the town in preference to land carriage and of the general utility to the town and country in general which will arise from such a canal navigation being extended.

British Library

ADD 35685 folio 133

Old Palace Yard, 3rd March 1790

Sir

When Mr Jobson and I had the honour of meeting you this morning, we understood from you that Lord Hardwicke has no estate that lays on the way of the proposed navigation into Suffolk.

I am requested to inform you that his Lordship about four years ago purchased the whole parish of West Wickham not more than three miles from the line of the navigation and is

in a part of the County to benefit by it, to the full extent that such an improvement can give in any situation. His Lordship's property is also considerable about Hadenham and Littleport where the same benefits will be sensibly felt

I have the honour to be, Sir
Your most obedient and humble servant

Geo. Jackson

To the Hon Philip Yorke (*16th May 1790 he became 3rd Lord Hardwicke*)

British Library

ADD 35685 folio 134

To Hon Philip Yorke from
Saville Row, 3rd March 1790

Dear Sir

The Conservators of the Cam have sent down a surveyor to take a view of the springs of the Granta and the spots where the reservoirs are intended to be made and he has instructions to proceed to Cambridge and lay his observations before the boards and likewise before the heads of the University who have already had a meeting on the subject and resolve to oppose any attempt that may be made to divert the water from its present course. The surveyor has seen the plan and the line of the intended navigation and the letter we received from Wm Crowther from all which he seems perfectly clear that it is the intention of their engineer to avail himself of the water that now supplies the Cam and thereby injure the old navigation. Dr Turner who accompanied me and Pemberton (?) to see the plan at the engravers has laid his observations and Crowther's letter before Mr Pitt. The surveyor will return in a day or two, most probably before the committee sit upon the petition and Pemberton (?) will be back from Cambridge tomorrow. I am going out of town tomorrow and mean to attend the Assizes next week at Cambridge.

If the Bill is moved for I hope you will take notice of the very uncandid manner in which your friends in the county have been treated by the projector and his evasion of the standing order of the house by leaving the line of the canal so uncertain in the notes given in the autumn and in the sessions. The plan is not yet published but we got a sight of it at Faden's the Engravers the corner of St Martins Lane in the Strand.

I am, yours most truly and sincerely
W Vachelle

British Library

ADD 35685 folio 140

Whittlesford 13th March 1790

Sir

-not copied – this letter supports opposition to plan and objects to Whitworth deviating from the line by going to Wallden and into other counties and taking the water from the grounds of Lord Howard, Mr Wyndham, nearly 20 mills and from the Cam Navigation. The mills will be nearly ruined

Ebenezer Hollick, Jnr.

British Library

ADD 35685 folio 142

14th March 1790

University Seal put to petition of 13th March.

.....It appears from the accounts which I have that the price of wheat from January 1789 to January 1790 has been higher in Newmarket than in London and the price of barley the same, which proves that the canal cannot be of any utility in opening a communication with the Metropolis for grain, which is the principal thing on which they found their expectation of tonnage.....I believe there are landowners in favour of it except Dr Frampton and Captain Taylor from Exning to Mr Cranmer a distance of 25 miles.

British Library

ADD 35685 folio 150

Cambridge, 27th March 1790.

We take the liberty to inform you that a Bill is now pending in Parliament respecting the haling way betwixt Lynn and Denver Sluice which should have been a mutual one betwixt Landowners Traders and Navigators instead of which a Bill has been framed (without consulting the navigators) partially and with many inadmissible clauses

[Letter asks for deferment of the Bill to allow time to prepare objections]

We cannot omit this opportunity of acknowledging the great obligation this town and ourselves in particular for your effectual opposition to the Stortford Navigation Bill

John Dowling

Thos Francis

Richd Conings

Thos Clarke

P Beales

Jno Sutton Jnr.

Richd Foster & Son

Jas Cook

Joseph Landly

Ed Gillans

James Birleigh

Jas Nutter

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ADD 35685 folio 160

The above had had a meeting with the landowners and agreed to submit to the bill.

