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THE *M*
Intended Navigation

OF THE
RIVER CHELMER,

In the County of *ESSEX,*

Briefly Considered,

AND

Humbly submitted to the Perusal of the
MEMBERS of the Honourable

House of COMMONS;

AND

Particularly the REPRESENTATIVES
of the said COUNTY, and all Gentlemen
Freeholders, &c. in the same. *6*

LONDON:

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T H E
Intended Navigation
 O F T H E
RIVER CHELMER,
 In the County of *ESSEX,*
 Briefly Considered.

Honourable and worthy Gentlemen, &c.

HEARING some time since that a Scheme was put on foot to make the River *Chelmer* navigable from *Malden* to *Chelmsford*, in the County of *Essex*, and that the House of Commons was moved for that Purpose; and, as I have been inform'd, the Matter always seem'd practicable; I was surpriz'd therefore when I heard the Project did not succeed, which would, in the Opinion of all disinterested Persons, be of great Advantage to the County. My Design therefore in this shall be to acquaint you with the Proceedings relating to such Navigation, and explain the late Scheme, so far as at present is necessary; with a short Answer to the Objections which were printed and delivered to the Members of the Committee of Parliament in *February 1730.* And for the bet-

ter understanding the whole, I shall hereunto annex the Scheme and Objections, to which I shall occasionally refer the candid Reader.

In July 1730. Mr. J. Hoar was sent for to take a Survey of the River *Chelmer*, who accordingly viewed the same, and gave his Opinion, That the said River was capable of being made Navigable by two different Methods, *viz.* by making a new Cutt, or by clearing and deepening the River; which last Method I shall endeavour to explain, and not concern myself with the New Cutt, which is, and may be liable to many Objections. The Committee to whom the Petition for the Scheme was referred, met, and made a long Ajournment, in order for a correct Survey, which robbed the Projectors of the Opportunity of bringing it on that Sessions; and some unlucky Accidents have since obstructed a fresh Attempt, tho' according to the Order of the Committee, a correct Survey was immediately taken and plotted by the said Mr. Hoar, who also made the Model of a Lock, to prove that the *Loss of Water would be but a Trifle* in Comparison to what was alledged by the then *Objectors*. A Map of which Survey, together with the said Model, may be (as I am informed) seen at *Chelmsford*, if desired. I shall now prosecute my first Intention (and as clear as I am able) explain the Scheme and answer the Objections.

Upon survey it was found that the Distance from *Malden* to *Chelmsford*, by the said River, was about thirteen Miles, and the Difference of the Level between the said Places was about sixty seven Feet; and the said Mr. Hoar is certain that the said River is capable of being made a very good Navigation, keeping the Old Stream, for the Sum of Ten Thousand Pounds, including all Charges and Damages whatsoever.

There

There are (*as the Objectors assert*) six Corn Mills upon the Stream, which grind at least sixty Loads of Corn *per Week*; that if the Navigation succeeds (according to their Assertion) two Fifths of the Grinding will be lost; so that by their Computation the Mills will grind weekly twenty-four Loads, or thereabouts, less than at present: To which Method of Computation I must own myself a Stranger, and at the same time aver, that it can be incontestably proved, upon an Inspection and Examination of the Model of the Locks, that the Loss of Water by the navigable working the said Stream, shall not hinder the grinding of above half a Load *per Week* at each Mill, and that only in the Summer, when there is some Scarcity of Water, which will be rectify'd by the River's being cleansed under a navigable Direction; and I think the *free Passage for the Stream* will make a sufficient Amends for the *small Loss of Water*, especially when the present Loss is consider'd, which attends the *Growth of Weeds, &c.* which must be more than the *Loss at the Locks*; besides they will have cheaper Carriage for the Meal, as will be shewn hereafter. They lay a proportionable Damage to a Paper-Mill on the same Stream, but that is answer'd as above.

The Objectors likewise say, that by their computed Loss of Water, if the Navigation is effected, the County must suffer in the Damage of 1248 *l. per Annum*, because in such Case the Corn must be carried by Land to *Rumford*, and there sold at a bad Market; to which I answer, that if I can prove as above, the Loss trifling as to Water, and farther, that by making *New Mills* upon the Stream, which in course must be called a saving so much Water, that then instead of the *Damage abovesaid*, the like Sum of 1248 *l. per Annum* must be an *additional Advantage to the County*; and which may be thus effected.

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You'll observe as before, that the Fall is sixty seven Feet; and I must now intimate, that the Pen of the Mills exceeds not forty-four: That then there's a remaining Fall of twenty-three Feet, and that five or six Feet is a sufficient Fall for a tolerable good Mill; that in case the Navigation should succeed, and an Act be granted, which will empower the Undertakers to deepen the River and raise the Banks of it as the Nature of the Case requires, and which cannot otherwise, nor without an Act be done; that then and in such Case *two more Mills may be erected*, which is very likely *the true Reason why the present Millers so strenuously oppose the Scheme*; and I must think this plain to a Demonstration, that in such Case the County must reap the Advantage above-mentioned.

The Objectors urge, That the Meadows will be damaged *3 s. per Acre*; but till they set forth in what Manner, no particular Answer can be given or expected; but I can say in general, that I conceive, that by the Care and Inspection of Commissioners, who, as in the like Cases always settle the Heights of the Pens at the respective Mills, that they'll receive a great Advantage by not being subject to be overflowed by every little Fall of Rain, nor by the Millers upon every covetous Pen of the Water, which in the Spring chills the Plant, and hinders its Growth, and in the Summer spoils the Hay; but in the Winter they'll enjoy the Benefit of great Floods (as at present) and white Waters, which mend and enrich the Ground.

I presume it may be taken for Fact, that 7000 Chaldron of Coals are annually vended at *Malden*, by Reason the Objectors say nothing in Contradiction.

But the Objectors say, that not above 2000 Chaldrons can possibly be carried to *Chelmsford*,
or

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or Places beyond: I don't know what the Projectors or Objectors mean by Places beyond; but had the Objectors set forth the particular Places where the said 7000 Chaldron of Coals, *were, and are consumed*, it would have been easy to have determined what part would have come within the *Limits of the Intended Navigation*; and tho' they have allowed but 2000 *Chaldrons* annually out of 7000, yet in the *rest* of the Trade they have allowed *half*; and I cannot conceive why the *half* of the Coals is not as likely to be navigated as the half of other Goods; and I believe every reasonable unprejudiced Person, who has considered the Situation of the Towns, and the Course of the River in the said County, will allow that at least half the Number of Coals will be navigated by the said River when navigable. And as the Objectors have allowed an *Increase of Trade in Coals* by the Navigation of 520 Tons annually, I will suppose the same to be 520 Chaldrons annually, which Number add to the supposed Coal-Trade, *viz.* 3500, allowing each Chaldron to be one Ton and a Quarter, the Number of Chaldrons will be 4020, in such Case to be navigated: And if *2 s. 6 d. per Chaldron* be laid on such Coals as a Toll or Duty to the Proprietors, it will amount annually to *502 l. 10 s.* which is something more than the Interest of *10,000 l. at 5 l. per Cent.* And if on the rest of the Goods that will be navigated on the said River, a Toll or Duty of *2 s. per Ton* be laid thereon, it will produce an ample Amends to the Proprietors for the short time they will lie out of the Interest of their Money, and give a full Satisfaction for all Damages that may possibly happen, &c.

It is certain that the Carriage of Coals to *Chelmsford* at present is *8 s. per Chaldron* by Land. Now admit the Duty (as before) of *2 s. 6 d. per Chaldron*, and *1 s. 6 d.* for the Use of the Barges
and

and Barge-Masters, viz. one Shilling to the Barge-Masters for working the same, and 6 d. for the Use of the Barges, makes in all 4 s. per Chaldron to the Wharfs at *Chelmsford*. The Coal-Merchants at *Malden* are now obliged to keep Lighters and Lightermen to deliver the Ships, and bring the Coals to the Wharfs at *Malden*, which Charge they compute at about 9 d. per Chaldron, and may be saved by the Barges doing that Office, and bringing them to any part of the River; and allowing the said 9 d. per Chaldron for the Carriage of the said Coals from the Wharfs at *Chelmsford* to the different Parts of the said Town, it is evident, that Coals will be delivered to any particular House in *Chelmsford* for 4 s. per Chaldron Carriage, which is just half the present Charge.

As to the rest of the Goods, no certain Calculation can be made of the Number of Tons that will be navigated on the said River, by reason of the wide Difference between the Scheme and the Answers. I can only say that it manifestly appears, the Objectors have very much underestimated the Number of Chaldrans of Coals that probably will, nay, I presume must certainly be navigated on the said River when navigable; but as the Objectors have made the Number of Tons (beside Coals) to amount to annually 3200; therefore I think, by a moderate Computation, such Number may be reasonably set at 4000 Tons at least.

If it is evident, as above, that Coals cost 8 s. per Chaldron Land-Carriage to *Chelmsford*, and suppose each Chaldron to weigh one Ton and a Quarter, then the Carriage of other Goods, according to that Proportion, costs 6 s. 5 d. per Ton. Now if 2 s. per Ton, as before mention'd, be laid for a Duty to the Proprietors, and 18 d. for Barge-Masters and the Use of the Barges, and 9 d. per

per Ton from the Wharfs at *Chelmsford* to the Places of Delivery in the said Parish, which makes in all 4 s. 3 d. per Ton; there remains then a clear Profit to the Country of 2 s. 2 d. per Ton.

The Objectors assert, that no Chalk-Rubbish will be carried for the Amendment of the Land, by Reason of the Number of Tons required to mend an Acre of Ground, viz. thirty; and that therefore no Person will go to the Expence. This is wild Reasoning, especially when it is to be brought up the Stream Duty free; and that the Expence of Carriage will not be more than 18 d. per Ton, and 3 d. per Ton unloading from the Hoy into the Barge, by which Calculation it will appear, that Chalk-Rubbish at *Chelmsford* will be but 1 s. 9 d. dearer there then at *Malden*; and as it cannot be deny'd but that Chalk-Rubbish is now carried ten or fifteen Miles by Land, so I think it plainly proves, that it is esteemed an Improvement; and if it is thought worth while to carry it so great a Distance at the Expence of Land-Carriage, it must be thought that the bringing it by Water into the middle of the County at so reasonable a Rate, must and will be of a considerable Advantage.

They are pleas'd to say farther, that Lime may be carried from *Malden* and *Stifford*, within two Miles of *Chelmsford*, for half the Expence of Chalk-Rubbish; why then does the Farmers chuse the latter? because the former (as I suppose) is not so useful nor proper; but I must own that 'tis very merry in the Objectors to mention this Particular, when 'tis well known that no Persons use more Chalk-Rubbish than those in and about *Malden*, tho' they have a Lime-Kiln upon the Spot.

Thus far I have endeavour'd to explain the Scheme and the Objections, and have given an Account of nothing but what upon a fair En-

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quiry will be found to be fact; and that it manifestly appears, that the Inhabitants of *Chelmsford*, and Towns adjacent, will be great Gainers by the INTENDED NAVIGATION, and so proportionably all other Places within any reasonable Distance, and that the Land-Owners and Occupiers will reap a very particular Advantage, not only from the Improvement above-mentioned, but likewise from being rid of the expensive Load of Commissions of Sewers, which must happen once in a Number of Years, and has now been attempted for some Years last past; but the Expence is so great, that the Parties concerned are loth to set about it, and will amount, as the Persons that oppose the Navigation allow, to 640 l.

The Objectors urge, that great Inconveniences will arise, as appears by a Neighbouring Navigation. If they mean the River *Stour*, running from *Sudbury* to *Maningtree*, it is easily answer'd; the ill Success of which may be thus accounted for.

The Distance of those Places by Land is sixteen Miles, by the River-side twenty-two; and the Fall, as I have been informed, upwards of One Hundred Feet; that the Charge of that Navigation was but 9 or 10,000 l. by which small Expence it was impracticable to make it lasting or useful; and as the Work was never complete, so it is continually expensive, and therefore meets with Difficulties: Besides, *Nayland*, a large Town, lies just half-way upon the Stream, and within four Miles of *Colchester*, a very large Town, to which there is a good Navigation. *These Difficulties can never attend the INTENDED NAVIGATION of the CHELMER.*

As for the first Objection made by the Borough of *Malden*, of their supposed Loss in not taking 190 l. per Annum in the Ale-Houses, 'tis so

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so truly impertinent, and in some measure false, that 'tis not worth answering.

But as to the legal Tolls, Customs or Duties to which the Borough or its Members may have a prescriptive or other legal Right, I have not the least to urge, but in their Favour, being always of opinion, that nothing is, or ought to be more dear and sacred to an *Englishman*, than his Property, either under a publick or a private Character, which ought always to be inviolably maintained; and as the Legislators in *England* have always, and with Justice as well as Success, opposed even their Princes who have at any time struck at any of the Rights of their Corporations, so I presume should an Attempt be made to the Prejudice of the Borough and Corporation of *Malden*, their own Representatives, and others the Members of the Honourable House, would take the strictest Care of them, and pay their Interests the justest Regard, even tho' the Corporation should neglect that Article themselves.

I shall now conclude with mentioning, that as nothing has been materially objected against the Scheme, but what I have answer'd, so I hope that in whose Hands soever this may happen, that it may be candidly and impartially consider'd; and if the Scheme should ever come before the Honourable House again, that this may in some measure pave a Way for its Reception, if not point out a Path for some worthy Gentlemen to step into, which may not only do Honour to themselves, but Service likewise, as well as to an injured County, which are the hearty Wishes of

Yours, &c.

The

The PROPOSALS for making the River CHELMER navigable, from Malden to Chelmsford, are as follow.

No 1. UPON an actual Survey taken on the 13th and 14th Days of July last, by Mr. J. Hoar, it was found practicable to make the River *Chelmer* navigable from *Malden* to *Chelmsford*, respectively, in the County of *Essex*. THAT the same could be effected by two Methods, either by making the present Stream navigable, or by cutting thro' the higher Grounds, which will be of less Disservice to the Land-Holders, and making an entire new navigable Canal.

The Charge of making the old Stream useful will amount to about — —	}	9355
Of the entire new Canal—		
Difference		<u>3515</u>

THAT notwithstanding the Difference as above, the said Mr. Hoar, for many Reasons which he hath sug-

gested

OBJECTIONS against these Proposals.

No 1. IF the River be made navigable, the following Inconveniencies will ensue. THERE being six Corn-Mills now upon the Stream, they one Week with another grind 60 Loads of Wheat per Week. By the Navigation it is computed so much Water will be taken away as will hinder the said Mills the grinding of 24 Loads per Week, which at 10 s. per Load, the usual Hire of grinding, amounts to per Week 12 l. The Amount of that Loss for a Year is — — — — —

624

There is likewise a Paper-Mill, which probably will be as much prejudiced as one of the other Mills, which amounts to per Ann. — — — — —

104

The Charge of carrying this Wheat to the same Market it was sold at before the Opening this Trade by improving the Mills is at least 20 s. per Load, viz. to *Rumford*; or if sent to *London* will be sold at equal Loss; which Damage to the Country amounts to annually — — — — —

1248

The

14 PROPOSALS.

gested and is ready to prove, thinks the new Cut more adviseable, not only for the more easy and quiet working, but also for the Interest of Land-Holders and Millers.

N^o 2.

The Computation of the Profits that will arise from the Navigation, are as follows, viz.

7000 Chaldron of Coals, or thereabouts, are vended annually at *Malden*. 4000 of the above Number are brought to *Chelmsford* and the Towns beyond.

AND upon the Difference between Land and Water-Carriage, the clear Profits annually to the Country will be ———— 600

N^o 3.

BESIDES Coals, there will be navigated up the said River, Fir, Timber, Liquors, Chalk for Lime, &c. &c. &c. at least 2500 Tons, which, at 8s. per Ton Land-Carriage, amounts to ———— 1000

ADMIT the Water-Carriage, all Expences included, comes to ———— 500

There will be then annually sav'd to the Country ———— 500

Nine

OBJECTIONS.

The Meadows from *Malden* to *Chelmsford*, supposed to contain 3200 Acres, will be damaged 3s. per Acre more than the Allowance propos'd for the Damage by cutting, &c. which amounts to per Ann. ———— 480

Annual Loss to the Country ———— 2456

N^o 2.

Not above 2000 Chaldrons of Coals can possibly by this Navigation be carried to *Chelmsford*, and Places beyond, which will save the Country no more than 200l. per Ann. ———— 200

N^o 3.

The Quantities of Goods of these kinds to be navigated on the River (in a common Course of Trade, without any extraordinary Building) will not amount to more than 300 Tons annually, which at 8s. per Ton amounts to 120l. But these Goods are and will be carried by Land-Carriage at 6s. per Ton to the Houses; So that no more can be sav'd by Water-Carriage than 1s. per Ton, allowing 1s. per Ton for Carriage from the

15

Barges

N^o 4. Nine Hoys are now employed in the home Trade, and by their constant Employ, and frequent Voyages, certainly carry 7200 Tons; AND suppose but half of such a Number will go from *Chelmsford*, and its Neighbourhood, considering the Difference of Land and Water-Carriage, allowing at the Rate of 2*s.* 6*d.* only, will be a clear Profit to the Country ———— } 450

N^o 5. Exported also from *Malden*, Timber for Shipping, Rye, &c. which may easily be computed at 500 Tons, suppose half such a Quantity may come from *Chelmsford*, &c. and allow the difference of Carriage at 3*s.* per Ton, the Amount for the Good of the Country will be ———— } 37 10

N^o 6. THE *Malden* Hoys bring back Carriage, consisting of Grocery, &c. &c. &c. which admit, according to the Account of their Voyages, amount to 3600 Tons; And } some

Barges to the Houses, the Amount of which is of Benefit to the Country ————

N^o 4. If the Projectors mean annually 7200 Ton carried out, it can be evidently proved, that these nine Hoys do not carry out above 5000 Tons, and admitting one half, viz. 2500 Tons to be brought by the Navigation, And that there is no more than 1*s.* per Ton difference between Land-Carriage, and Water-Carriage, as appears by the above Article, including the Carriage to the Barge, the Profit to the Country will be no more than 125%. which is not an Equivalent for the Risque by Water, and Delay of Time ———— } 125

N^o 5. There is not above 100 Ton of these Goods that can be brought by this Navigation to *Malden*, and the Situation of the Places from whence the same are such, that it will evidently appear the Carriage by Water, will be as much as the Carriage by Land; but supposing the Difference to be 1*s.* per Ton, the Profit to the Country will be Annually ———— } 5

N^o 6. There are not above 300 Tons of all sorts of Goods brought by the *Malden* Hoys, that are carried to *Chelmsford*, and Places beyond, and admitting 1*s.* per Ton may } 15
C

PROPOSALS.

some of the Chalk-Rubbish so brought is carried by Land, ten or fifteen Miles: Now suppose (which is very reasonable) that such a Quantity be carried up the River, when navigable, and the difference of Carriage 3 s. per Ton, the serviceable Amount to the Country will be ———— } 540

N^o 7. ACCORDING to the foregoing Computation, the present annual Trade is 10350 Tons, and doubtless such Trade would be encreased at least one Fifth, the Amount of which, for the Service of the Country would be annually ———— } 310 10

Clear annual Profit to the Country ———— } 2438

N^o 8. By the foregoing Estimate there will be navigated on the said intended River 12420 Tons annually, which if 2 s. per Ton Duty be laid, the Amount will be ———— } 1242

AND

OBJECTIONS.

Note. be saved by Water-Carriage, the Profit to the Country will be ————
 No Chalk-Rubbish will be carried by the Navigation for the following Reasons, (viz.) 30 Tons of Chalk-Rubbish is usually laid upon every Acre of Land for Improvement, which carried two Miles from *Chelmsford*, will cost 11 l. 10 s. at which Rate it cannot be presumed any Person will make use of Chalk, when Lime from *Malden* or *Stilford* can be had at half the Charge for the same Purpose. Neither will any Chalk be carried to burn into Lime at *Chelmsford*, for that there will be (if burnt at *Chelmsford*) 3 d. per Bushel loss, as will appear by Evidence.

N^o 7. There is no Possibility of an Increase of Trade, excepting in Coals and Goods that are supposed to be carried up to *Chelmsford*, And allowing the same to be a fifth Part of the present Trade, (viz.) 2600 Tons going up the River, the Amount will be 520 Tons; which at 1 s. per Ton, amount to Profit to the Country ———— } 26

The annual Profit to the Country } 386

N^o 8. Thus it appears that 5720 Tons may be navigated upon the intended River; on which if a Duty of 2 s. per Ton be laid according to the Proposals, the Sum will amount to 572 l. per Ann } 572

PROPOSALS.

N^o 9. AND further, if 6 d. per Ton Duty be laid on the afore-mentioned Chalk-Rubbish, allowing 3600 Tons, such Annual Duty will be _____ } 90

N^o 10. Annual Duty clear for the Undertakers _____ } 1332

N^o 11. Suppose the whole Charge of the Work amount to, which it wont if the old Stream serves, _____ } 13000

N^o 12. Interest of such Sums at 5 l. per Cent. is _____ } 650

N^o 13. Expence of Toll-Gatherers, &c. 300

N^o 14. Remainder in such Case for the Encouragement of Proprietors will be _____ } 382

N^o 15. The Conveniencies which will accrue to the Country are innumerable, and particularly in regard to the Improvement of Lands; and if continued in the old Stream, will save the Expence of executing the Commission of Sewers, long since taken out for cleaning of the same.

OBJECTIONS.

N^o 9. No Duty can be laid on Chalk-Rubbish, for Reasons above.

N^o 10. Annual Duty for the Undertakers _____ } 572

N^o 11. Suppose the whole Charge amounts to _____ } 13000

The Work three Years in finishing. Interest for the Money to be advanced in that time _____ } 1050

The Expence of completing the Work _____ } 14050

N^o 12. INTEREST of this Money at 5 l. per Cent. _____ } 702 10

N^o 13. Expence for Toll-Gatherers, &c. 300
Annual Charge _____ } 1002 10

N^o 14. { Duty on Goods navigated as above _____ } 572
{ Loss to the Proprietors per Ann. 430 10

N^o 15. If this Navigation be performed by a new Canal, that cannot prevent a Commission of Sewers; for the old River, by want of so much Water, will grow fouler; it may be cleaned by a Commission of Sewers, at the Expence

of

OBJECTIONS.

of 4 s. per Acre. But there is no Commission now in being. The Inconveniencies which arise to the Country, by this Navigation, are inexpressible; as appears from a neighbouring Navigation of this sort; and that it cannot tend to the Improvement of Lands, is fully evidenced above.

The OBJECTIONS made by the Borough of MALDEN, against the proposed Navigation, are as follow.

IT manifestly appears, that 2000 Chaldrons of Coals are annually fetched from Malden to Chelmsford, and Places beyond; by 1500 Waggons, allowing every Waggon to carry more than one Chaldron and Quarter, and the Expence of every such Waggon at Malden to be 1 s. which certainly is if not more. The Amount of that Expence in the Borough, is annually _____ } 75

THAT there are 600 Tons of other Goods annually fetched from Malden to Chelmsford, &c. by 400 Waggons, expending 1 s. per Waggon. The Expence in the Borough amounts to _____ } 20

THAT there are 2600 Tons of Meal, &c. &c. &c. annually brought by the like number of Waggons, viz. 1900, at 1 s. per Waggon. The Expence amounts to, in the Borough _____ } 95

190

BESIDES many other Advantages that arise to the Tradesmen in the Borough, from the Persons who attend these Waggons buying Goods there; all or the greatest Part of which will, by the intended Navigation, be taken away. For it is presumed, that the Bargemen who are to be employ'd in it, will of course bring all

their

The

O B J E C T I O N S.

their Provisions with them sufficient for each Voyage.

THAT the Borough has time out of Mind been intituled to, and still enjoys divers Tolls, Customs, and Duties for all Goods and Merchandizes, brought to, or carried from the same, either by Water or Land, the annual Amount of which, including the Charge of Collecting the same, is one Year with another 110 *l.* a great Part of which, will, by the intended Navigation, be taken away, especially in regard to the Wharfage. For it must be presumed, that all Goods brought to, or carried from the Borough by the Navigation, will not be landed there, but will be by the Barges put on Board, *And* taken from on Board the Hoys, and other Vessels, which bring or carry those Goods, to or from the Borough.

There are also many Wharfs, Warehouses, and Graneries belonging to private Persons, the Rents whereof, by the above means, will be very much lessened.