

Extracted from the book "Priestley's Navigable Rivers and Canals" by Joseph Priestley which was originally published in April 1831. NOTE: The book was originally called "Historical Account of the Navigable Rivers, Canals, and Railways, of Great Britain".

## ITCHIN NAVIGATION.

16 & 17 Char. II. C. - R. A. - - - 1662.

7 Geo. III. C. 87, R. A. 15th Apr. 1767.

35 Geo. III. C. 86, R. A. 2nd June, 1795.

42 Geo. III. C. 111, R. A. 26th June, 1802.

51 Geo. III. C. 202, R. A. 26th June, 1811.

1 Geo. IV. C. 75, R. A. 15th July, 1820.

THE first attempt towards the formation of this navigation was a clause in the general act of the 16th and 17th of King Charles II. wherein Sir Humphrey Bennet, Knight, and others, were authorized to make the Itchin navigable for boats and barges; the goods conveyed by which were declared to be liable to carriage rates not exceeding one half of the expense of conveying the same by land, and they executed the powers entrusted to them; but in lapse of time, by purchase, transfer and other means, the whole property of the navigation became vested in one individual, who of course demanded the rates he thought fit; in consequence of this, the inhabitants of Winchester applied to parliament for an act, whereby, in pursuance of the provisions of the first act, commissioners might be appointed to determine the rates he should in future charge for carriage on this navigation. The Mayor, Recorder, and Aldermen of the city of Winchester, the Dean of the same, the Warden of Winchester College, together with the Justices of the Peace for the county of Southampton, all for the time being, were accordingly appointed commissioners for regulating the rates, under an act bearing for its title, *'An Act to explain, amend, and render more effectual an Act made in the Sixteenth and Seventeenth Years of King Charles the Second, entitled, An Act for making divers Rivers navigable, or otherwise passable for Boats, Barges, and other Vessels, so far as the same relates to the River Itchin, running from Alresford through Winchester to the Sea, near Southampton, and for better regulating the said Navigation.'* By this act the extent of the navigation is declared to be from Black Bridge, near the city of Winchester, to Northam, in the parish of St. Mary's, near the town of Southampton; and the commissioners apportioned the rates of carriage on the canal so much to the satisfaction of the parties concerned, that when, on account of making further improvements, and concluding certain agreements with Mr. James D'Arcy and his tenant, Mr. Edward Knapp, a third act, which is entitled, *'An Act to explain, amend, and render more effectual the several Acts of the Sixteenth and Seventeenth of King Charles the Second, and of the Seventh of his present Majesty, relating to the Navigation of the River Itchin, in the county of Southampton, and for improving the Navigation thereof, and for ascertaining the Rates of Carriage, Riverage, and Wharfage payable thereon,'* was obtained in 1795, these rates were adopted as approved of by the proprietor and the inhabitants of Winchester. By this act also, Mr. D'Arcy engaged to make the river navigable from Woodmill to the Roman Ditch, by widening the same, and also to render the same ditch navigable by diverting the river from its old bed into the Roman Ditch aforesaid; the navigation was also vested in Mr. D'Arcy, and he was authorized to demand the following

### TONNAGE RATES.

For all Coals brought from Northam to the Wharf near Winchester, or from thence to Northam, and in Proportion for intermediate Distances	3s 0d per Chaldron.
For all Culm, Stone, Coal, Scotch Coal, and all other Weighable Goods and Corn, except Oats, and so on, rateably	3s 9d per Ton.
For Oats brought the same Distance, and so on, rateably	0s 6d per Quarter.

By this act also the navigation is declared to consist of one hundred and sixty equal shares or parts, any or

all of which the said Mr. D'Arcy, his heirs or assigns, may dispose of. Persons purchasing the same are entitled to proportional shares of the rents and profits, deducting annuities and various other incumbrances on the same, which Mr. D'Arcy undertakes to liquidate. By this and the former acts, the proprietors of the river were also appointed sole carriers thereon; but, in the year 1801, when the property fell into the hands of Mr. George Hollis of Winchester, and Mr. Harry Baker of Westminster, these gentlemen consented to relinquish the power thus vested in them; and accordingly a fourth act was obtained in 1802, which is styled, *'An Act for explaining, amending, and rendering more effectual several Acts of the Sixteenth and Seventeenth of Charles the Second, and of the Seventh and Thirty-fifth of his present Majesty, relating to the Navigation of the River Itchin, in the county of Southampton.'* By this act the river is declared navigable by all persons; and the wharf at Northam is free to the public for taking in lading or to land the same, and the commissioners therein named, are empowered to direct new wharfs and storehouses, if necessary, to be made at Northam by the said Messrs. Hollis and Baker, their heirs and assigns. For the surrender of their privileges, these gentlemen are empowered to collect the following

### **TONNAGE RATES.**

For all Culm, Coals, Corn, Iron, Stone, Timber, and all other Goods,  
Wares, Merchandize, or Things whatsoever, except Chalk carried down  
the River, in Boats or Vessels going for Freight to be carried on the said  $\frac{1}{2}$ d per Ton, per Mile.  
River, and which shall be free of Tonnage

And so on in Proportion for a greater or less Quantity than a Ton, and a greater or less Distance  
than a Mile.

### **WHARFAGE RATES.**

For Coals at the Wharf near Winchester 2d per Chaldron.

For all other Goods, Wares and Merchandize 2d per Ton.

Additional Charges, after the Space of Ten Days, to be made, with the Consent of the  
Commissioners, by the said Proprietors.

The owners of boats and vessels navigating on this river are authorized, by this act, to take, in addition to  
the before-mentioned rates payable to the proprietors, the following

### **RIVERAGE RATES.**

For Coal, carried or conveyed from Northam to Mansbridge or West  
End Mills 1s 3d per Chaldron.

For ditto ditto from Northam to Bishops Stoke 2s 0d ditto.

For ditto ditto from Northam to Shawford 2s 9d ditto.

For ditto ditto from Northam to Winchester 3s 0d ditto.

For Corn or other Goods carried or conveyed from Northam to  
Mansbridge or West End Mills 1s 3d per Ton.

For ditto ditto from Northam to Bishops Stoke 1s 9d ditto.

For ditto ditto from Northam to Winchester 2s 3d ditto.

For ditto ditto from Winchester to Bishops Stoke 1s 6d ditto.

For ditto ditto from Winchester to Mansbridge or West End Mills 2s 0d ditto.

For ditto ditto from Winchester to Northam 2s 3d ditto.

For ditto ditto from Mansbridge or West End Mills to Northam 1s 0d ditto.

For ditto ditto from Bishops Stoke to Northam 1s 6d ditto.

For ditto ditto from Shawford to Northam 2s 0d ditto.

Exclusive of Tonnage, Wharfage, Portorage, Cranage, Weighing, and such like Extra Charges.

And all Packages or Light Articles shall be estimated and paid for, at and after the Rate of Thirty Tons for each Barge Load of Thirty Tons Burthen, and so in Proportion for the Space that such Light Goods shall occupy in the Stowage Room thereof.

The river being made navigable, and the rates settled as above, the undertaking went forward with considerable success till the year 1810, when the two proprietors, in whom the work was now vested, petitioned parliament for an additional rate on coals; an act was accordingly passed in the following year, entitled, '*An Act for increasing the Rates on Coals conveyed on the River Itchin, in the county of Southampton, and for amending and rendering more effectual the several Acts relating thereto.*'

By this act the proprietors were empowered to take an additional toll of one halfpenny per chaldron per mile on all coal navigated on the river, over and above their former rates.

In 1820 Mr. Hollis, who had now become sole proprietor of the work, obtained a further advance by an act, entitled, '*An Act for increasing the Rates on Goods and Commodities conveyed on the River Itchin, in the county of Southampton.*' Under which act the following, over and above all former tolls, are directed to be paid as

### **TONNAGE RATES.**

For all Coals navigated on the said River	½d per Chaldron, per Mile.
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For all Corn, Salt Iron, Timber, and all other Commodities or Things whatsoever	½d per Ton, ditto.
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And so on in Proportion for a greater or less Quantity than a Chaldron or a Ton, and for a longer or shorter Distance than a Mile.

The advantages attendant upon this navigation, which is fourteen miles long, in a northerly direction from the tideway in Southampton Water to Winchester, at a small elevation above the sea, are the facility wherewith Winchester is supplied with deals, coal, timber, &c.; and the furnishing Southampton in return with flour, corn, and agricultural produce.