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Title Telford Report on Canal to Knaresborough

Date 1818

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Telford Report on Canal to Knaresborough
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Folio Note 186: Telford's Report as to a Canal to Knaresbro.

Transcribed by Mr Atkinson on 26 August 1925

The original of which this is a copy is written on folded sheets of essay paper or old fashioned letter paper. It is among the Slingsby Muniments now at Farnham. Sir Thomas Slingsby may have been one of the promoters of the scheme for a canal; but I think it is more likely that a copy of the Report was sent to him because he had certain rights and interests in the river, as, for instance, in regard to the soke mill of which he was lessee, though this seems to have fallen into disuse before this time.

The Report is neatly written in the form of a letter, and does not seem to have been accompanied by any plans or sketches.

Endorsement:-

1818

Mr Telford's Report as to Canal to Knaresbro'

Addressed:-

To

Sir Thomas Slingsby Bart.

Scriven Park

Red Seal with initials – T ff

Copy of Letter

Sir

Mr Telford of London an eminent Engineer, having made his report of a running survey of the Country adjacent to Knaresbro relative to the formation of a Canal, I lose no time in furnishing you with a Copy thereof, and am Sir

Your ob(edient) humble Serv(ant)

John Foster

To

Sir Tho. Slingsby Baronet

Knaresbro 25 May 1818

REPORT

KNARESBOROUGH CANAL

Having agreeably to the Committee's Instructions, perambulated and taken Levels through the Country adjacent to Knaresborough, in two very distinct directions the following are the results of the observations I have made –

1. From the surface of the Fields on the Eastern Side of Knaresbro', adjacent to St Robert's Well, I carried the level through a favourable Country by Allerton New Inn, to about half a mile north East of Providence Green, a distance of about Seven Miles. –

Thence the Country begins to fall pretty rapidly, and a Canal Line would conveniently pass, by Lockage, along the North Side of Green Hammerton, and, after crossing a rich flat Country, would fall into the River Ouse about one Mile below Linton Lock –

Both Ground and direction are, in general, favourable to this Line, and the distance by it from Knaresbro to the Ouse would, I expect, not exceed 10 Miles. –

2. The other Line which I examined, would commence on the South Bank of the River Nidd, immediately below Grimble Bridge, and nearly upon the same level as the former Line; it would pass along the South Bank of the River, sufficiently high to avoid the rugged Precipices, and this level may be continued to the Village of Ribston, where it would descend by Locks to the level of the Green or Common Moor –

The Line would cross this level Green about 100 yards West of the public Road Bridge and from thence would pass over favourable Ground to the South side of the Drover's Inn, where it would cross the great North Road at the Four Lane Ends; from thence the Line would most conveniently pass along the low Ground to the North East of the Seat of Richard Fountayne Wilson Esquire, and also to the North East of the Village of Walton; From Ribston Green to this place, the Line is upon one level. – Near Walton the Lockage would commence for which there is a particularly favourable Line of Country down to the River Wharfe at about a Mile above Tadcaster, where the Canal would join the river, in a very suitable Pond formed by an excellent Weir constructed near the Town at Mills belonging to Lord Egremont; at this Weir there should be a Lock, and a short Cut to enable the Navigation to fall into the Tadcaster Pond or leve, and I understand, that to render this part of the Navigation perfect, there would be another Lock constructed upon the River about two Miles below the Town. –

From Knaresbro' to the before-mentioned Junction with the River Wharf, the distance would be about 11 Miles. –

From the foregoing general description, it will be evident, that by either of these Lines, a commodious Water communication may be obtained, and each of them has

advantages peculiar to itself. – The Northern Lien being the shortest, its having the least Lockage, and, upon the whole passing over most favourable Ground, would be the least expensive. – But, the other being in a better direction for Hull and other Navigations, and enjoying sundry other advantages as to the localities of the Country, appears to me to be upon the whole preferable; - but this will in a great measure depend upon the encouragement given by the principal Land Owners, and the aid afforded by Tadcaster and its vicinity. –

From the Main Line, near Walton, a level Branch may be carried to near the town of Wetherby which would greatly accommodate that quarter. –

Until more accurate Surveys and trials have been made, I cannot pretend to give any Estimate of the Expenche of either Line. –

In order to secure a permanent supply of Water upon the summit Level, without which Canal Operations cannot be carried on, I conceive it absolutely necessary to have recourse to the River Nidd, and I have no doubt but such arrangements may be made as to ensure the necessary supply, without interfering with the present interests in that River. – Other collateral aids may be acquired in the course of the Canal Line, but the Nidd seems the only plentiful and unfailing source –

Knarebro

19 May 1818

Thos. Telford