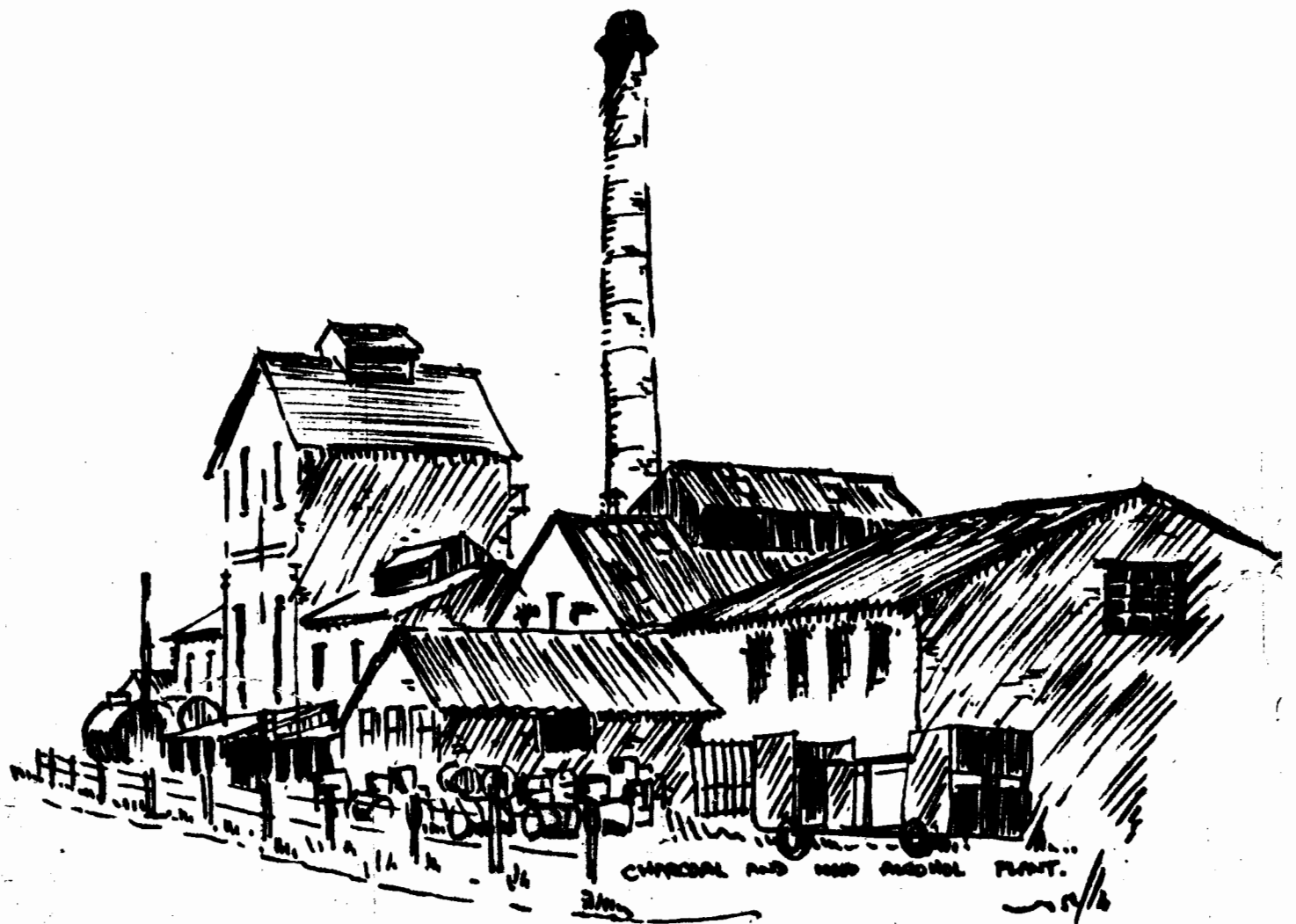


# GSIA



JOURNAL 1971

G.S.I.A. Journal 1971

Contents :

The Northgate Turnpike

N Spry 1

Power at Lower Redbrook-on-Wye in the Early Nineteenth Century

D G Tucker 59

Darkhill Ironworks and the Mushets

D Bick 67

Turnpike Roads from Gloucester to Cheltenham and Tewkesbury

J F Bayes and J Roberts 74

Old Industrial Tewkesbury

A Chatwin 85

Cycle Industry in Cheltenham

89

Research Material

93

Correspondence

97

The G.S.I.A. Journal is the official Journal of the Gloucestershire Society for Industrial Archaeology. Articles and correspondence should be sent to :

The Editor M.J. Savory

Opinions expressed in the Journal are not necessarily those of the Society.

# Research Material

---

I am currently doing as much research as possible on Tewkesbury manufactures, and while going through old newspapers have seen various reports of Industrial Archaeological interest.

There has not been time to do more than note dates and subject matters, these however, are listed below in case any G.S.I.A. members should wish to pursue the reports further.

Amina Chatwin

Gloucester Journal      Gloucester Reference Library.

- 1825    Feb 14th      Fire at Messers Smiths, Walbridge, Stroud.  
Cloth Factory.
- May 16th      Strike of cloth weavers. 3000 weavers met at  
Break Heart and Stinchcomb, no less than  
600 at Selsey.
- June 13th      Riots in Stroud clothing districts. Hussars  
called out at Chalford.
- Dec 3rd      Strikes among weavers at Wootten-under-Edge  
(See also below).
- Nov 7th, 21st and March 20th      Old Passage Ferry across the  
Severn.

- 1826    Feb 28th      Fire at Vatch Mills, Nr. Stroud.
- May 29th      Suffering weavers in Gloucester

Cheltenham Chronicle and Gloucestershire Advertiser

(Cheltenham Reference Library)

- 1825    Dec 8th      Weavers rioting in Wootten-under-edge.  
Also Cocks Johnson's novel carriage - no  
horse or steam. (!)

Cheltenham Journal and Gloucestershire Gazette

(Cheltenham Reference Library).

- 1857 July 25th Steam cultivation scarifier - engine by Clayton and Shuttleworth, 7 h.p. and windlass by Messrs Humphries of Pershore.
- 1858 Jan 9th Man beheaded by iron rods connecting water wheel to boiler at Aberayron, Cardiganshire.  
 .... "It put a full stop to the work, and it was not until the people left the barn to know the cause that his headless body was discovered."
- 1858 May 1st Fatal accident at Stroud Brewery. Malt house falls down, man killed.
- 1860 Sept. 22nd Beaching of the Great Eastern.
- 1868 Jan 4th Fatal explosion at the Faversham Powder-mills. A long report on the wrecking of the gunpowder works belonging to Messrs Hall. (small section of one of the Faversham powder mills is in process of restoration by an I.A. Group).

ROYAL COMMISSION ON CANALS AND WATERWAYS. Report.Vol.1 part 2	Cmd.3184
2 part 2.	Cmd.3717
3	Cmd.3718
4	Cmd.3719
10	Cmd.5447
HMSO 1906 - 11	11 Cmd.5626

ACT for making ..... a navigable canal from .... Coombe Hill ..... to join the river Severn. Geo III 1790:83.

ACT... for making a navigable cut .... from Market Weighton to the river Humber. Geo.III 1768:37

ACT... to make a navigable canal .... on the South side of Horecastle to Froghill. Geo.III 1774:32

ACT... to make a navigable cut .. from ,..The Spring ... nr. Skipton Cas Castle ... to join ..with the ... canal from Leeds to Liverpool. Geo.III 1768:47

BOARD OF TRADE. Handbook on Canals. 2nd ed. HMSO 1918.

BONTHRON P. My holidays on inland waterways. Murby. no date.

BRINDLEY J. History of inland navigations... in Staffordshire,Cheshire and Derbyshire. Part 1 2nd.ed.,part 2 1st edition. T.Lowmdes, 1769

CADBURY, G. and DOBBS, S.P. Canals and inland waterways. Pitman 1929.

CONGREVE, T. A Scheme... for making a navigable communication between.. Trent and Severn in the County of Stafford. E.Curll, 1717.

DE SALIS H.R. Hbk of inland navigation. Blacklock, 1901.

HIBBARD J. Statements on the great utility of a circular and other inland canal navigation and drainage. Kemmish, 1804.

LEECH, Sir B. History of the Manchester Ship Canal. Sherratt and Hughes, 1907, 2 vols.

PHILLIPS J. General History of inland navigation. 5th.ed.Crosby, 1803.

PRIESTLY, J. Historical account of the navigable rivers, canals etc. Longmans 1831.

STEVENSON D. Principles and practice of canal and river engineering. 2nd.ed. Black 1872

SURVEY of ... Lancashire, Cheshire, Derbyshire, West Riding..., and Northern part of Staffordshire.... with a general account.. of canal navigations. Stockdale, 1797.

- THURSTON, E.T. Flower of Gloster. Williams and Norgate 1911
- THURSTON, E.T. Flower of Gloster. Chapman and Hall 1918.
- TRACY, W.B. Port of Manchester: a sketch of the history of the Manchester Ship Canal .... Hind, Hoyle, and Light, 1901.
- VERNON-HARCOURT, L.F. Treatise on rivers and canals. Clarendon Press, 1882. 2 vols.
- VERNON-HARCOURT, L .F. Treatise on rivers and canals. 2nd edition. Clarendon Press 1896.
- UNUSUAL aspect of railway maintenance (unpublished paper on Kennet and Avon canal).

All the above material is available from the Gloucestershire Technical Information Service, Cheltenham.

# Correspondence

---

Dear Editor

The Thames & Severn Canal

If you will be so kind as to allow me the space, I would like the opportunity to answer some of the criticisms of my book on the Thames & Severn Canal which Mr Crawford made in his review.

"It is not true", wrote Mr Crawford "that the (tunnel) construction shafts were filled in." Yet John Taunton, whose intimate knowledge of the canal (and especially of its engineering features) cannot be denied, stated that the shafts were filled in after being closed with brick arches at the bottom; and the truth of this in the majority of cases can be observed today. Of course, some had to be reopened later for work of repair, and Taunton remarked that when he deliberately left one open, he found that it interfered with the natural ventilation of the tunnel and he therefore caused it to be closed again. Others were certainly reopened later still, and one of those, lined with masonry at the top and penetrating bare rock below, was left in an interesting but highly dangerous condition for many years.

"No attempt is made to give the origin of the design" of the round houses or watchmen's cottages (watchman, not the more usual term lengthman, was the designation used in the Company's records.) How dearly I should have liked to prove that origin! How often, and in what obscure places, I hunted for it! Again and again I searched the records hoping to find the name of a mason who built one of them! But I found no clue, and failing that I could do no more than say that there

were "plenty of local examples of circular buildings which would have been known to any Cotswold mason". One such example was brought to my notice by Mr Warren Marsh, the round tower in Cirencester Park, and but for publishers' limitations of space this would have been mentioned in the text.

"Dates when alterations took place are not mentioned". I certainly mentioned a great many - some say too many - but in some cases such dates were not recorded in the archives, and there was nothing I could do about that.

Referring to Brimscombe, Mr Crawford quotes my words, "the port, of which scarcely a trace remains today, fully deserved its name ", and by adding "this is all that is noted" makes it sound as though I had omitted to give a full description of the port's facilities which in fact followed my comment, whereas he is, I suppose, finding fault with me for failing to give details of that little which remains. On this point, my failure to give "information regarding what is left for us to see now", I can only say that I purposely avoided doing so because on the three occasions I have led parties to see those remains, I have each time led the members to some chosen spot only to find that what I wanted to show them was no longer there. I now live too far away to keep in frequent touch, and changes have been so rapid in the last few years that I saw no point in including in a history archaeological information which might well be inaccurate by the time it appeared in print.

In questioning the justice of my introductory comment that the county council's "amateur administrators squandered the ratepayers' money on technical problems they little understood", Mr Crawford has, I feel, missed the point, for in remarking that their "consultant engineer ... no doubt advised the committee", he has overlooked the fact that the County Council's decision to shoulder the whole burden

of restoring and maintaining the canal had been taken before that engineer was appointed and at a time when the councillors had very little information bearing on the condition of the canal. The full report of the proceedings at the meeting when that decision was taken shows clearly their lack of knowledge, their doubts, and how earnestly they looked for a clear exposition of the engineering problems from the one councillor who could have given it but failed to do so. Brome Wilson, appointed subsequently, was therefore never in the position to advise them whether their decision was a wise one. I think that most readers of my book (or of the evidence upon which my statements are based) would agree that as the county council's work of restoration failed to achieve a condition enabling the canal to remain open throughout the year, and was acknowledged by they themselves to have so failed, one may fairly claim that the ratepayers' money had been squandered.

Yours sincerely

Humphrey Household

1 Marten Road  
Folkestone Kent

May 4 1970.