The Market Rasen Canal, 1801-1980

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In June 1980 it was announced that the Rase-Anholme Navigation Trust wanted to link the river Anholme and the river Witham and to make the river Rase, a tributary of the Anholme, navigable up to Market Rasen. These schemes would necessitate an Act of Parliament and the river Rase project alone would cost half a million pounds. These schemes are not new. By 1830 most Lincolnshire market towns were served by navigable water and several attempts had been made to make Market Rasen part of this network.

In 1801 Market Rasen was a small town of 131 houses and 774 people engaged mainly in farming and related activities such as brewing, cornmilling and dealing. From the Wolds to the east, it collected and sent out the growing quantities of grain produced by the upland agricultural revolution and obtained coal, stone, lime and groceries from the west. Market Rasen was an open parish of about eighty proprietors in 1803 and thirty-eight freeholders voted in the county by-election of 1823. On the edge of the Wolds lay the estates of Julius Angerstein (Walesby and Stanton le Vale), George Tennyson (Teabyl), Ayscough Boucherett (North Willingham) and George Henage (Hainton); to the north of the town lay William Dixon’s Holton le Moor estate adjoining the lands of the Skipworth family at South Kelsey and Moortown; to the west, Middle Rasen was an open parish with no fewer than eighty-two proprietors in 1803 and thirty-four freeholders polling in 1823. West Rasen was owned entirely by Marmaduke Constable Maxwell, an absentee landowner whose stewards were drawn from the Young family of West Rasen and Kingerby.

Running through Market Rasen was the turnpike road of 1765 from Bawtry and Gainsborough to Willingham, Sixhills and Hainton, connecting the town to Bishopbridge in the parish of Glentham, six miles to the west. This small settlement was most important to the town for it was the southern terminus of the Anholme Navigation, an almost straight cut northwards through Brigg to the Humber, a total of nineteen miles. This great engineering project had been financed by those landowners of the Vale of Anholme who had raised the value of their lower and often-flooded lands by means of an Act of 1767 which allowed them to establish a Commission to collect an acre tax from over 17,000 of the worst affected acres and to mortgage the toll receipts from river traffic. In 1778 the Commissioners had taken land on either side of their new cut at Bishopbridge and had constructed a wharf and a warehouse only a few yards from the turnpike into Market Rasen. Bulk transport to and from Yorkshire and North Lincolnshire was now possible. What had not been overcome, however, was the high cost of road transport between the town and Bishopbridge. Moreover the lack of significant gradient on the bed of the New Anholme between Brigg and Bishopbridge meant considerable shoaling through sand deposits and many years would pass before this upper level of the river could maintain its intended four foot draught.

The canal mania of the early 1790s saw the launching of the Caistor, Grantham, Horncastle and Sleaford canals, each financed by the selling of shares of a limited company incorporated by Act of Parliament. All grew out of local meetings of landowners, occupiers and other interested parties who subscribed to the cost of an engineer’s survey. At this early stage, local solicitors were the key administrators, arranging meetings and framing any necessary Bill. For these short canals terminating in small rural towns, capital tended to come from local sources, though not necessarily from those who attended initial meetings. These attracted many who were not able or prepared to take the risk of investing for income or capital appreciation, for increased business turnover or a raising of land and property values. In displaying the altruism of civic pride, these initial supporters often gave the venture the aspect of a public service undertaking, thereby reducing the chance of obtaining significant non-local risk capital. The Sleaford and Horncastle Navigation Acts limited dividends to 8 per cent and ensured a reduction of tolls if there was surplus revenue beyond this figure. For the construction of east midlands canals in the period 1780-1815, tradesmen, yeomen, farm tenants and graziers provided under one quarter of the initial capital, while landed proprietors supplied up to half, the former probably being discouraged by the high share denomination (£100—£150) in this period.

The only new development of the 1790s capable of easing Market Rasen’s transport problem was the Caistor canal planned in 1792 by the famous Derbyshire engineer, William Jessop, to progress eastwards from the river Anholme ‘to or near Caistor parish’ on the Common or the Ings with the aim of benefiting landowners and traders in both Caistor and Market Rasen. A sum of £15,000 was to be raised, with up to £10,000 in addition if needed. Having climbed through locks from about eight feet to about fifty feet above Mean Sea Level (MSL), the canal terminated in 1800 at Moortown, three miles short of Caistor. Nevertheless, it did show ‘that the public begin to know that water-carriage is more advantageous than land carriage.’

In May 1801 at their annual general meeting, the proprietors of the Caistor Canal Company determined to press ahead with what might have been their intention nine years earlier, viz. to build ‘a barge navigation, leading from the Caistor canal head, by the foot of the Wolds to the turnpike road between North Willingham and Market Rasen’ at Hambleton Hill in Teaby parish. William Dixon, a leading shareholder and squire of Holton, having had the line surveyed, estimated that £6,500 would be needed, though £10,000 would be collected to cover any extra costs. Local gentlemen were invited by the Company to meet at the White Hart Inn in Market Rasen where the plan and estimate were accepted by the twenty-six in attendance. This group included two Duxons, three Turners (related to the Duxons and Tennysons), several Teaby tenants and two of the Young family. The town’s business interests supplied only William Rawson, miller and trader, and Richard Clark, mercer and draper. Subscription lists to pay for the survey were opened at the offices of two solicitors, Turner of Caistor (Clerk or Secretary to the Caistor Canal Company) and Nathaniel Main of Tennyson and Main of Market Rasen, a sub-tenant of the Tennysons at the Stanton estate and representative of George Lister of Gisby House at the White Hart meeting. Although a meeting in July 1801 was agreed upon, no reference to this or any other activity of the group can be found.
Over twenty years were to pass before hope rose again. Far from perfecting the upper level of the Ancholme, the Commissioners working southwards from Brigg in the early 1820s had merely reached the stage of planning widening and deepening operations near Brandy Wharf, three miles from Bishopbridge. This section in Waddingham parish was now seen as the stretch from which a canal direct to Market Rasen could be made via Owersby Beck, Owersby Catchwater and Kingerby Beck, whence it would climb to eighty-five feet above MSL at Usselby Hall. Its final stretch, over two miles in length, would be that planned in 1801. On 15 July 1823 John Vane, a Market Rasen solicitor, called local landowners and occupiers to a meeting at the White Hart Inn to contemplate the wisdom of applying to Parliament for a Bill. However, another anti-climax followed, for in August the Ancholme Commissioners, who had sent William Skipworth and William Dixon's son, Thomas, to the meeting, agreed to convene on 3 September to consider the request of the Market Rasen meeting that they should 'deepen and dress out the river.' This suggests that, far from urging a new canal via Kingerby Beck, the meeting had set its sights upon the eventual improvement of the Ancholm up to Bishopbridge.

In 1825 the Commissioners recognised the need for extra capital to make the final push up to Bishopbridge in accordance with a plan of John Rennie, An Act was secured in 1826 and contractors were recruited for the last stretch—from a new Harlem Hill lock to Bishopbridge, a signal for John Vane to call a meeting for 9 November 1827 at the White Hart Inn to consider applying for leave for a Bill to build a canal from Bishopbridge to Market Rasen. This meeting and a second one produced a resolution to press ahead with the surveying of two routes—one a direct cut to the toll-bar at the west end of Market Rasen parish, the other an indirect one using the Old Ancholme in Toft parish and proceeding only to West Rasen (via Bramer Beck). Both were to begin at Pilford Bridge on the Old Ancholme which would be straightened down to Bishopbridge, where the road bridge would be rebuilt to allow vessels to pass under the turnpike road. A similar operation would be necessary in West Rasen where it was proposed to collect tolls. The direct cut was preferred but very soon abandoned, owing to 'the great fall in the line and the expense', in favour of an imitation of the successful Mansfield to Pinxton (Cromford canal) railroad which had opened in 1819 using bullock, horse and gravity power. This brave new scheme of 22 January 1828 bore the title 'The intended canal and railway from Bishop Briggs in the parish of Glenlatham to near the town of Market Rasen, all in the county of Lincoln'. At the end of a 250 yard extension of the Ancholme south of Bishopbridge, a lock would lift boats eight feet to a quay from which a four mile railroad would cross the Rase, pass through the north, pass through West Rasen and recross the Rase at fifty feet above MSL. After cutting through Middle Rasen, it would terminate a few yards short of the Market Rasen boundary in the garden of George Ward, the occupant of the toll house on the turnpike road, some seventy feet above MSL.12

The scheme's supporters no doubt felt confident that the short extension of 250 yards would be built by the Ancholme Commissioners, as talk of an Ancholme-Witham link from Bishopbridge to Barlings was already in the air.13 In Lincoln, traders were on the verge of enjoying an improved Witham down to Boston thanks to sixteen years' work by the Witham Navigation Company. The city was about to become a seaport with customs facilities,14 and another access to the sea via the Humber would strengthen its position as well as avoid the shoals on the Trent and the expensive and drought-prone Fossdyke navigation. The proposed link would benefit not only Brigg and Bishopbridge but also the cold wet claylands to the south where better drainage could mean greatly improved land values. The surveyor, J. S. Padley, planned a straight cut climbing to forty feet above MSL at Snarford and reaching Bishopbridge at a new double-lock. This bold project would cost £77,365 excluding engineers' and surveyors' fees and parliamentary and legal expenses. From the third lock to the double-lock was to be the highest stretch of water (or 'summit pound') of seven and a half miles fed by a canal extension to West Rasen (fifty feet above MSL).15 Thus Market Rasen, a further thirty feet above MSL, would be only three miles from navigable water—a gap that some townpeople hoped would be closed by a railroad.16

In June 1828 the improved New Ancholme was opened to Bishopbridge, and John Rennie and Edward Banks, the main contractor, proceeded to the terminus from Brigg in a decorated barge which was followed by a coal-laden sea slop. The great men opened "their picnic stores" in the midst of a little community which had not experienced such gaiety and pleasure before. It was hoped that this would give such a boost to the Market Rasen country that a link to the Witham would be speedily constructed.17 Urged on by several Market Rasen canal meetings between January and July, called by John Vane and Marmaduke Dixon, Thomas Dixon's solicitor brother from Caistor and a Caistor Canal Company official, the Ancholme Commissioners met the Witham authorities on several occasions, but neither main link nor spur were proceeded with and clearly the information in a later Directory that a boat went from Brigg 'to Market Rasen' was over-optimistic and misleading.18

Bishopbridge thus continued its entrepôt growth. By 1856 it possessed a chapel, several houses, two inns, a shop,
several coal merchants’ yards, a warehouse, a corn mill, a wharf and a sailing service to Brigg on market days.\textsuperscript{19} Road traffic increased accordingly and toll receipts on the Bishopbridge to Market Rasen stretch of the Bawtry-Hainton Turnpike Trust were extremely buoyant, rising 62 per cent in the five years to 1827 and a further 85 per cent in the next sixteen years. To the east of Market Rasen, however, toll receipts at North Willingham and Sixhills rose by only 41 per cent and 23 per cent.\textsuperscript{20}

Expansion of Market Rasen appears to have been little restricted by the lack of navigable water; the population grew faster than at Sleaford and Horncastle between 1801 and 1841, gasworks were erected in 1837 and brickyards, maltkils and smithies flourished. In December 1848 one-third of the An cholme cargoes came from or to the upper level, over 700 tons of coal passing through Bishopbridge and Brandy Wharf.\textsuperscript{21} Not surprisingly, land values in the town rose sharply.\textsuperscript{22}

Interest in a waterway had not died completely for the An cholme-Witham link idea appeared again in the 1840s, this time with John Rennie’s blessing.\textsuperscript{23} It was hoped that “ere long, the navigation will be extended southward to the Witham which might be done at a trifling expense.”\textsuperscript{24} However, railways in neighbouring counties were already beginning to distort the Lincolnshire economy. The Hull-Selby line, for instance, boosted trans-Humber crossings, drew Lincolnshire travellers northwards to reach London to the south and inflated road gravel prices as far south as Lincoln during its construction.\textsuperscript{25} In 1836 Market Rasen had been excited by the optimistic but ill-fated prospectuses of a proposed Hull, Lincoln and Nottingham Railway Company which almost put the town on route.\textsuperscript{26} Eight years later the Great Grimsby and Sheffield Junction Railway Company planned its line from the Trent at Gainsborough to Grimsby. Its engineer and the majority of its supporters favoured the cheapest route through Brigg and the Barnetby gap. Caistor had a few champions, including Ayscough Boucheret of Willingham House who, like most, had given up the claim of Market Rasen to be on what would be a steep line across the Wolds and tried to settle for a compromise. George Skipworth of Moortown and George Heneage of Hainton who had also preferred Market Rasen were satisfied when it was decided to run a branch line off the main line near Brigg down to Market Rasen and Lincoln. With its opening

![Diagram of the Market Rasen Canal System](image)

Fig. 2 Market Rasen Transport Schemes (1801-28).

- C Caistor
- H Holton
- W Waddingham
- BN Bishop Norton
- B Bishopbridge
- WY Walesby
- WR West Rasen
- MR Market Rasen
- M Moortown
- BW Brandy Wharf
- S Snitterby
- SO South Owersby
- G Glandham
- T Tralby
- MR MIR Middle Rasen
- a 1801 project
- b 1823 project
- c Padley’s project
- d railroad project of 1828
- e canal project of 1828

Figures indicate height in feet above Mean Sea Level.
at the end of 1848 the need for a waterway was finally removed. 27 Why did a Market Rasen canal scheme never reach the parliamentary stage? After all, no proposed system exceeded eight miles in length; none needed to climb more than about 100 feet. The Horncastle canal was eleven miles long and rose through no fewer than eleven locks. The Grantham canal, thirty miles in length, crossed a major watershed between upper Witham and Trent and needed a reservoir at Denton to feed in water. All the Market Rasen schemes could have used to vary extents the existing becks to the west and north of the town. The Horncastle Canal Company aimed at £5,000 for initial capital, the Grantham Company £75,000 and the Sleaford Company £13,500. The first Market Rasen scheme, six miles in length, was estimated to cost a maximum of only £10,000. There seems no doubt that the estates of Angerstein, Henage, Tennyson and Bouchereau would have benefited, judging by the use of the Caistor Canal by the Skipworths and Dixons, one of whom, James, was a middleman for scores of farmers selling grain to Yorkshire. 28 In 1851 there were fewer than twenty-five brick and tile makers in Market Rasen alone; 29 and the movement of bricks and clay as well as stone, coal, malt and grain was particularly advantageous by waterway. It is not surprising that the gap between Brigg and Market Rasen in corn handling widened to such a degree that, on the eve of the railway, the former moved 60,000 quarts a year, four times the volume at Market Rasen. Nor is it hard to see why complaints about the high price of Market Rasen grain were so strong and numerous. 30 If technical requirements and capital needs were not enormous problems, why was a canal not built at the end of the eighteenth century or during the early nineteenth century?

The canal mania of 1791-3 represented for many people a marked conjunction of investors’ faith, traders’ hope and urban charity in the name of civic pride. Horncastle, Sleaford and Grantham were swept along. Their canals were to empty into busy and recently improved navigable rivers. Market Rasen made no move in the period 1791-3 as it depended on the New Anholme of the 1760s which provided only a shallow and unreliable waterway from Brandy Wharf to Bishopbridge. It had to wait for the completion of the Caistor canal in 1800, by which time canal supporters were more discerning, if not cynical, than in 1793. Moreover in 1801 the Anholme Commissioners were drawing up plans to improve the river up to Bishopbridge. A reliance on a six-mile ‘foot-of-the-Wolds’ canal from Moortown on the Caistor canal could not have been a tempting prospect alongside the possibility of a shorter run down to the main river at Bishopbridge. The Kingerby Beck scheme of 1823 recognised lack of progress to Bishopbridge, but was in turn checked by renewed declarations of intent on the part of the Anholme Commissioners to improve up to the terminus. This dependence on the Commissioners was seen yet again in the next few years. A short-lived general investment boom in 1825 helped to establish a later generation of waterway schemes, such as the Alford canal. In turn came a great loss of confidence, a rising number of debtors and a rash of bankruptcies, such as Ingelow’s Bank (Boston), John Parkinson, ‘founder’ of New Bolingbroke and Richard Gibbons, a prominent Lincoln wine merchant and dealer. As early as Summer 1826, canal shares were fetching poor prices at auctions owing to the pressure of the times. 52 A Market Rasen canal scheme missed the boom and a chance of legislation because once again it was forced to wait for the Commissioners to secure yet another Act to raise extra capital to complete their improvements. When both Commissioners and Market Rasen interests were favourably disposed in 1828, the third party, the Witham Navigation Company, could not proceed as its own improvements in and below Lincoln were not completed. By 1830 some improvement to the Fosdyke navigation made a new inland route less imperative. The 1841 and 1844 revivals of the Anholme-Witham link scheme were connected with the completion by Rennie of a new Forest Sliuce on the Humber to keep out the tides. They were the pipe-dreams of an engineer rather than an investor or a trader, for railways were about to enter the county.

Some Anholme Commissioners like the Dixons and Skipworths were sympathetic to a Market Rasen scheme. Others however feared any activity which might upset the drainage system and increase their own outlay. Under the 1802 Anholme Act, assessments on landowners, in addition to the £2,000 per annum acre tax, reached £1,000 by 1805. 33 These assessments increased even more with the 1826 Act and many owners ran up huge interest-bearing debts during the post-1826 depression, a miserable period of animal disease and reduced rental income. 34 Although the greatest single offender was Rowland Winn of Appleby on the lower level of the river, most transgressors were on the upper level, which they claimed was being starved of investment because of the earl of Yarborough’s domination of the Commission and the parishes on the lower level. Winn’s principally against the Commission was a Market Rasen magistrate, the Reverend William Cooper of West Rasen, who far from supporting new schemes in this important area was a leading opponent of the third assessment made in 1828, encouraging others to withhold payments for several years, thus delaying completion of the Anholme improvements and preventing acceptance of any further scheme. 35

Several of the Wold-edge landowners appear to have played very little part in promoting Market Rasen canal schemes. Their counterparts in many other areas promoted projects in order to improve drainage and land values, but a Market Rasen canal to the Anholme would have passed along lands where surface water drainage through streams was inadequate. Such a project played no part in their concern for land improvement—an attitude which is clearly illustrated by their insignificant role in financing non-estate related transport schemes in the pre-railway era. By the 1840s however, railways had been proving their value to original investors for over ten years and local landowners, enjoying a healthier economic climate after 1836 and the railways’ relative freedom from the kind of public utility obligation affecting local canals, drainage schemes and other capital-intensive projects, were quick to invest in the wellest of railway schemes from 1844.

Bouchereau and G. F. Henage invested in the London and York Railway, the former serving on the Provisional Committee. The Great Grimsby and Sheffield Junction Railway Provisional Committee included Bouchereau, Henage, Angerstein, George Skipworth, Thomas Dixon and William Constable Maxwell of West Rasen. 36 Dixon’s final cited paper shows that here was a conjunction of solutions to a variety of problems which no canal could have satisfied. He travelled by train, invested in several companies, moved grain and sheep to Lancashire and Nottingham in days rather than weeks, and gained considerably by holding up construction across his own estate by the GG and SJR (of which he was a Director) until the company agreed to buy his land at uncommonly high prices. 37

Very little drive for a waterway seems to have been generated in the Market Rasen business community and, later, only thirteen of its members subscribed £10 each for GG and SJR shares. 38 Perhaps the proximity to the
Ancholme satisfied them: after all, town growth hardly appeared to be checked. Perhaps, on the other hand, aware of high gas and coal prices and of their decline relative to Brigg, they fretted at the Ancholme Commission's grip on their town. It is also of some significance that whereas in the case of Seaford and Horncastle the important dealers like William Kirk and Thomas Armstrong operated in the towns themselves, much of the bulk movement in and out of Market Rasen was in the hands of Brigg millers running boats to Bishopbridge where, like the Darley brothers, they profited from the entrepot trade. If landed capital was not forthcoming, too great a burden was thrown on tradesmen, farmers and graziers, whose capital tended to be swallowed up by carrying debts, maintaining stocks and improving farming practices. If they provided under a quarter of all east midlands canal capital (1780-1815), it was unlikely that they would provide the bulk of the Market Rasen needs.

The Grantham, Horncastle and Seaford canals had strong parliamentary support from large towns in Nottinghamshire and Yorkshire which stood to gain, while the last two schemes attracted financial support in Boston which could regain its former entrepot status. Their Bills entered Parliament at a time when the prospect of an attractive financial return seemed certain. The Horncastle project was pushed along by Sir Joseph Banks of nearby Revesby, a town landowner and powerful Witham Commissioner; that of Seaford by two more Witham Commissioners, Charles Chaplin of Blankney and Benjamin Handley, a local banker and later first Treasurer of the Canal Company. The Caistor scheme succeeded through the drive of William Dixon and his relatives who owned not only land close to the waterway but also properties in Caistor. Dixon, a great local benefactor, was, in the 1790s, committed to making viable an estate of badly drained stretches of gorse and warrens; the waterway provided answers to several problems.\(^3\) The Horncastle and Seaford Companies in their early years were helped by no fewer than ten bankers—Gee, Clarke, Richard Ellison junior, Barnard, Sheath, Garfit, Clayton, Fyddel, Kirkton, Peacock and Handley—who invested, acted as officials, induced customer investment, gave sureties for loans and involved themselves in management committees.\(^4\) In Market Rasen, however, the prominent Lincolnshire bank of Smith, Ellison of Lincoln was represented only by a non-lending agency. No bank was established there until the 1830s with the appearance of the Lincoln and North Lindsey Banking Company,\(^5\) even then, Thomas Dixon continued to bank at Lincoln and Louth.

While none of the schemes presented construction problems and all only required what seemed to be trifling sums of money, cost should be examined in relation to returns. The 1828 direct cut scheme from Pilford Bridge to the west end of Market Rasen parish, agreed upon and then abandoned on grounds of the great fall and expense, would have necessitated at least six locks in the five mile line—an outlay of some £20,000. Investors would have looked for at least £1,000 per annum in dividends (5 per cent) and the same amount would have been spent on minimal maintenance and repair. To cover these ongoing alone, to say nothing of salaries and contingencies, toll receipts would have had to total at least £2,000 p.a. — yet the total toll receipts of the entire Ancholme river averaged only just over £1,000 p.a. in the period 1821-6.\(^6\) The new canal would have generated extra traffic but not sufficient to boost potential toll receipts to even this conservative requirement. If the Alford canal, through six miles of easy country at an estimated cost of nearly £40,000,\(^7\) may act as a guide, then any Market Rasen canal project must be seen as impracticable from an investment point of view.

Investors in canals paid for their shares in 'calls' of say, £10 each as the work progressed. If economic recession set in, such periodic demands grew increasingly burdensome, especially if they necessitated the selling of other investments, such as government stock. The immediate loss of such interest in order to buy canal scrip which bore little or any immediate interest and stood no chance of capital gain made little sense. Sale of canal shares during construction was a quick way to make a loss. No one, therefore, would be swept thoughtlessly into share purchase in 1801. The 4.8 per cent return on government stock (1800-4) proved too attractive in a period when most of the potentially fruitful canal schemes had already been launched. There were but eight canal Acts in the five year period, contrasting with the fifty-one of 1790-4.\(^8\) Indeed, in 1800 the Horncastle canal was not yet completed, having ground to a halt short of the town and short of funds. Only the issue of new additional shares enabled work to restart. It was 1813 before dividends were paid and then only to the new shareholders. The Grantham canal, at over £18,000, had so exceeded the estimate that much extra capital had to be raised by removing the 8 per cent limit on special loans. The Seaford Canal Company had paid a maximum dividend of only 3 per cent by 1817.\(^9\) Such high risk capital investment contrasts sharply with the funding of drainage schemes with navigational implications as in the case of the Witham and Ancholme where taxes as well as tolls underwrote a steady rate of interest not far removed from that of government stock. Canals had to promise or at least offer the hope of something better, hence the use of equity shares which in Lincolnshire were too risky for the 'widow-and-orphan' insurance type of investment so favoured by clergy and gentlemen. Canals came to be built through the drive of potential investors rather than the enthusiasm of altruistic town meetings.\(^10\)

As a result of the coming of the railway to Market Rasen in 1848, the waterway map began to revert to its eighteenth-century shape. River traffic on the upper Ancholme was put in jeopardy\(^11\) and, in 1877, the Caistor canal closed. At least, Market Rasen was spared the ignominy of a disused waterway.

**FOOTNOTES**
5. L.A.O. 2 Stubbs 1/1.
10. Ibid., 30 May, 18 July, 22 August 1823.
14. Ibid., 29 June 1829.
17. Ibid., 26 June 1828.
26 L. A. O. Lindsey Deposited Plans, No. 25 and Stubbs 1/7/1. The Stubbs papers show two route proposals, one a line through Middle Rasen crossing the Gainsborough road, the west of the village and proceeding to New Holland via Holton, Barnby and Killingholme (almost the route of today's line), and the second a more direct Lincoln-Brigg line further west which would have reached South Ferriby before turning east to Barton and New Holland. The latter line was 'free of gentlemen's seats' and so flat according to Henry Handley MP that 'a Lincolnshire blacksmith and a Lincolnshire ditcher would be almost all that was [sic] necessary'. Lord Yarborough favoured the former route which, however, failed to materialise in the slump of 1838-9.
27 L. A. O. Stubbs 1/7; L. R. S. M. 18 October, 1 November 1844; G. Dow, Great Central, Vol. 1, London, 1959, pp. 84-93.
29 An Early Victorian Market Town... pp. 9-10.
30 L. A. O. Stubbs 1/1/7 and 1/224; An Early Victorian Market Town, p. 57.
31 L. A. O. Stubbs 1/128.
32 L. R. S. M. 11 August 1826.
33 L. A. O. 2 Stubbs 1/1.
34 L. R. S. M. 16 February, 2 March, 30 March, 1 June 1827. This period, following the prolonged drought of 1826, saw some of the lowest livestock and produce prices in the period 1800-80.
35 L. A. O. 2 Stubbs 1/3 and 2/5. Cooper was rector of West Rasen from 1802 until his death in 1856 and was chaplain to Queen Victoria. The Cooper clerical dynasty in the parish spanned 130 years to 1907. L. A. O. List of Incumbents, West Rasen; Lincoln Diocesan Trust VI A/1.
36 L. A. O. Stubbs 1/7 and 9.
37 L. A. O. Dixon 3/4 and 10, 4/15/6, 5/1 and 2, 9/1/43, 18/2.
Dixon moved grain on the railway at 2d. - 2½d. per ton mile. In his first year of railway use, he paid for 4,458 ton miles. Ancolme Commission toll charges and freighting rates amounted to at least 3¾d. per ton mile over a less direct route in most cases. At his death in 1871, Dixon held £2,000 worth of railway shares—10 per cent of his total estate.
40 L. S. Pressnell, Country Banking in the Industrial Revolution, 1956, pp. 392-8; Spalding Gentlemen's Society, Banks Stanhope 14/1, 2. Richard Ellison junior and Anthony Peacock had already helped to organise a Stamford canal survey by John Varley in 1788. Nine years later, Sheath, Peacock, Ellison, Banks and others agreed to commission a survey by Jessop and Hudson.
42 L. A. O. 2 Stubbs 2/16.
47 One authority, viz. Kelly The Post Office Directory of Lincolnshire (1876) stated both that a large trade in coal and coke was conducted from Bishopthorpe and that the Ancolme Navigation terminated at South Kelsey.