

was £3,379. This estimate included a short tunnel in the land of Addis Archer, Esq. They have also power to raise £5,000 for making these alterations, by subscription or mortgage. It is provided by this act that the mortgage granted to the Commissioners of Exchequer Bills under the former acts shall not be invalidated, and that the execution of any of the acts obtained shall not extend to the altering of the ancient channel of the leat of water flowing to Plymouth for supplying that town, without the consent of the mayor and aldermen of the said town of Plymouth first obtained.

This useful work has proved of great advantage to the country through which it passes.

POCKLINGTON CANAL.

55 George III. Cap. 55, Royal Assent 26th May, 1815.

THE act for executing this work was granted in 1815, under the title of '*An Act for making and maintaining a navigable Canal from the River Derwent, at East Cottingwith, in the East Riding of the county of York, to the Turnpike Road leading from the city of York to the town of Kingston-upon-Hull, at a certain Place there called Street Bridge, in the township of Pocklington, in the said Riding;*' wherein the proprietors are incorporated as "The Pocklington Canal Company," with powers to execute the proposed work, with all necessary tunnels, feeders, aqueducts and channels for the same; for accomplishing which they have authority to raise £32,000, in shares of £100 each, fractional parts of which shares may also be made; and in like manner they may, if it should be necessary, provide an additional sum of £10,000, either by subscription amongst themselves, or by mortgage of the works. For paying interest and other charges they are to demand the following as tonnage rates.

In the annexed Schedule, the Column A, are the Rates to be taken from East Cottingwith to Street Bridge; B, from Street Bridge to East Cottingwith; C, from East Cottingwith to Storthwaite; D, from East Cottingwith to Melbourn and Thornton; E, from East Cottingwith to Beilby; F, from Storthwaite to Melbourn and Thornton; G, from Storthwaite to Beilby; H, from Storthwaite to Street Bridge; I, from Melbourn and Thornton to Beilby; J, from Melbourn and Thornton to Street Bridge; K, from Beilby to Street Bridge; L, from Street Bridge to Beilby; M, from Street Bridge to Melbourn and Thornton; N, from Street Bridge to Storthwaite; O, from Beilby to Melbourn and Thornton; P, from Beilby to Storthwaite; Q, from Beilby to East Cottingwith; R, from Melbourn and Thornton to Storthwaite; S, from Melbourn and Thornton to East Cottingwith; T, from Storthwaite to East Cottingwith.

TONNAGE RATES.

DESCRIPTION OF GOODS.	(A)	(B)	(C)	(D)	(E)	(F)
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
For every Quarter of Wheat, Barley, Beans, Rye, Mastlin, Peas, Vetches, Linseed, Mustard and Rapeseed	1 2	1 2	0 4	0 8	1 0	0 4
For every Quarter of Oats and Malt	1 0	1 0	0 3	0 6	0 9	0 3
For every Bag of Flour, Shelling, Pearl Barley, Nuts, Clover, and all other heavy Seeds	0 9	0 9	0 4	0 6	0 8	0 4
For every Chaldron of Lime for Manure	1 6	1 6	1 0	1 2	1 4	1 0
For every Waggon of Coals, Slack and Cinders	6 8	6 8	2 0	4 0	6 0	2 0
For every Ton of Household Furniture	9 0	9 0	4 0	6 0	8 0	4 0
For Bacon, Cheese, Hemp, Flax, Lard, Madder and Tow, per Ton	5 6	5 6	3 0	4 0	5 0	3 0
For every Ton of Brass, Copper, Currants, Nails, Pelts wet, Salt, Shot, Pots, Soap, Sugar and Treacle	7 6	7 6	5 0	6 0	7 0	5 0
For every Ton of Iron, Pig and Bar; Lead, Pig and Sheet	5 6	5 6	3 0	4 0	5 0	3 0
For every Ton of Boxes, Cloth, Coffee, Dying Woods, Dry Goods, Fruit in Chests or Boxes, Glass, Groceries, Hides, Hops, Paint, Parcels, Pitch, Rice, Saltpetre, Spirits, Starch, Sumach, Tar, Tea, Tin, Tobacco, Turpentine, Wines, Welds and Yarn	8 0	8 0	5 0	6 0	7 0	5 0
For every Ton of Oak, Ash and Elm Timber, Forty Feet; Fir Timber, Fifty Feet; Battens, Deals and Pipe Staves	6 8	6 8	2 0	4 0	6 0	2 0
For every Ton of Manure, Gravel and Sand	1 6	1 6	1 0	1 2	1 4	1 0
For every Quarter Roke of Apples, Onions, Pears, Potatoes, Carrots and Turnips	1 2	1 2	0 4	0 8	1 0	0 4
For every Thousand of Bricks	3 0	3 0	1 6	2 0	2 6	1 6
For every Thousand of Tiles	3 6	3 6	1 9	2 3	2 9	1 9
For Hay and other light Seeds, Mill Dust and Bran, per Quarter	1 0	1 0	0 3	0 6	0 9	0 3
For every Firkin of Butter	0 3	0 3	0 1½	0 2	0 2½	0 1½
For every Ton of Bones, Cobbles for paving, and Horns	5 6	5 6	3 0	4 0	5 0	3 0
For every Ton of Alum, Copperas, Fish, Grease, Iron manufactured, Lead ditto, Tallow and Wood	7 6	7 6	5 0	6 0	7 0	5 0
For Chalk, Flags, Flints, Fuller's-earth, Kelp, Ling, Oil Cake, Plaster, Rags, Ropes, Slate, Stone and Whiting, per Ton	5 6	5 6	3 0	4 0	5 0	3 0
For every Ton of Rape Dust, Ashes, Soot and Whale Blubber	4 6	4 6	2 0	3 0	4 0	2 0
For every Bundle of Laths and Willows	0 2½	0 2½	0 1	0 1½	0 2	0 1
For every Pack, Three Hundred and Twelve Pounds, of Dried Pelts, Spetches, and Wool	0 10	0 10	0 5	0 7	0 9	0 5
For every Chaldron of Lime for Building and other Uses	2 0	2 0	1 0	1 5	1 10	1 0
For every Chaldron of Bark	2 3	2 3	1 4	1 8	2 0	1 4

POCKLINGTON CANAL.

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TONNAGE RATES.

(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
0 8	1 0	0 4	0 8	0 4	0 4	0 8	1 0	0 4	0 8	1 0	0 4	0 8	0 4
0 6	0 9	0 3	0 6	0 3	0 3	0 6	0 9	0 3	0 6	0 9	0 3	0 6	0 3
0 6	0 8	0 4	0 6	0 4	0 4	0 6	0 8	0 4	0 6	0 8	0 4	0 6	0 4
1 2	1 4	1 0	1 2	1 0	1 0	1 2	1 4	1 0	1 2	1 4	1 0	1 2	1 0
4 0	6 0	2 0	4 0	2 0	2 0	4 0	6 0	2 0	4 0	6 0	2 0	4 0	2 0
6 0	8 0	4 0	6 0	4 0	4 0	6 0	8 0	4 0	6 0	8 0	4 0	6 0	4 0
4 0	5 0	3 0	4 0	3 0	3 0	4 0	5 0	3 0	4 0	5 0	3 0	4 0	3 0
6 0	7 0	5 0	6 0	5 0	5 0	6 0	7 0	5 0	6 0	7 0	5 0	6 0	5 0
4 0	5 0	3 0	4 0	3 0	3 0	4 0	5 0	3 0	4 0	5 0	3 0	4 0	3 0
6 0	7 0	5 0	6 0	5 0	5 0	6 0	7 0	5 0	6 0	7 0	5 0	6 0	5 0
4 0	6 0	2 0	4 0	2 0	2 0	4 0	6 0	2 0	4 0	6 0	2 0	4 0	2 0
1 2	1 4	1 0	1 2	1 0	1 0	1 2	1 4	1 0	1 2	1 4	1 0	1 2	1 0
0 8	1 0	0 4	0 8	0 4	0 4	0 8	1 0	0 4	0 8	1 0	0 4	0 8	0 4
2 0	2 8	1 6	2 0	1 6	1 6	2 0	2 8	1 6	2 0	2 8	1 6	2 0	1 6
2 3	2 9	1 9	2 3	1 9	1 9	2 3	2 9	1 9	2 3	2 9	1 9	2 3	1 9
0 6	0 9	0 3	0 6	0 3	0 3	0 6	0 9	0 3	0 6	0 9	0 3	0 6	0 3
0 2	0 2½	0 1½	0 2	0 1½	0 1½	0 2	0 2½	0 1½	0 2	0 2½	0 1½	0 2	0 1½
4 0	5 0	3 0	4 0	3 0	3 0	4 0	5 0	3 0	4 0	5 0	3 0	4 0	3 0
6 0	7 0	5 0	6 0	5 0	5 0	6 0	7 0	5 0	6 0	7 0	5 0	6 0	5 0
4 0	5 0	3 0	4 0	3 0	3 0	4 0	5 0	3 0	4 0	5 0	3 0	4 0	3 0
3 0	4 0	2 0	3 0	2 0	2 0	3 0	4 0	2 0	3 0	4 0	2 0	3 0	2 0
0 1½	0 2	0 1	0 1½	0 1	0 1	0 1½	0 2	0 1	0 1½	0 2	0 1	0 1½	0 1
0 7	0 9	0 5	0 7	0 5	0 5	0 7	0 9	0 5	0 7	0 9	0 5	0 7	0 5
1 5	1 10	1 0	1 5	1 0	1 0	1 5	1 10	1 0	1 5	1 10	1 0	1 5	1 0
1 8	2 0	1 4	1 8	1 4	1 4	1 8	2 0	1 4	1 8	2 0	1 4	1 8	1 4

They may also erect wharfs, warehouses and quays, for the use of which, if goods remain above twenty-four hours, a further rate may be charged at the discretion of the proprietors.

This work commences in the River Derwent at East Cottingwith, not far from Thicket Hall, and running alongside the Pocklington Brook, proceeds for a short distance eastwards, then bending northward by Storthwaite, it takes an easterly course, leaving Melbourn Lodge and Melbourn on the south, till it reaches Beilby, where it turns at a right angle to the north, in which direction it proceeds to Street Bridge, where it terminates at the wharf adjacent to the turnpike-road leading from York to Market Weighton; having traversed a distance of about eight miles and a half, with only four locks.

There is one peculiarity in the execution of this canal, which deserves notice, that the engineer, Mr. George Leather, completed it for a less sum than the original estimate.

The chief objects in making this canal were to obtain coal, and lime for manure to Pocklington and its vicinity, and in return to convey the corn of the neighbourhood to the manufacturing districts; these are fully answered and the concern is likely to pay the adventurers.

POLBROCK CANAL.

37 George III. Cap. 52, Royal Assent 3rd March, 1797.

THOUGH many years have elapsed since the projection of this canal, it will be seen that it has not yet been executed. The act obtained for its completion is entitled, ‘*An Act for making and maintaining a navigable Canal from Guinea Port, in the parish of Saint Breock, in the county of Cornwall, to Dunmur Bridge, in the parish of Bodmin, in the said county; and also a certain collateral Cut from Cotton Wood to or near to Ruthen Bridge, in the said parish of Bodmin.*’ By it the proprietors were incorporated as “The Company of Proprietors of the Polbrock Canal,” with the power of raising £18,000, in shares of £50 each. The work was projected, under the superintendence of Mr. John