

## NAVIGATION OF THE YORKSHIRE OUSE

1462 Charter of Edward IV vested conservancy in the Lord Mayor, Aldermen and Recorder of City of York

1727 Improvement Act obtained: aimed mainly at improving the banks

1757 Naburn dam and lock constructed. Raised water level on York side of the dam by 4ft 6in

1771 Linton Lock Commissioners empowered to make river navigable almost as far as Boroughbridge

1829-33 Average annual income from tolls £1,320

1830 at least 12 boats sailed weekly from York to London; in early 1830s an estimated 93,000 tons of coal, 4,000 tons of stone & 9,000 tons of general merchandise carried annually, and around 20,800 passengers

1834 Rhodes reports to Ouse Navigation Committee on necessary improvements including purchase of a steam dredger. Committee approved only the most essential improvements such as attention to the Acaster shoal

1839 toll receipts had fallen due to "diminishing coal traffic on the river since opening of York & N. Midland Railway"

1876 Coole's Report recommending a larger lock accepted in principle.

1877 Yorkshire Gazette supports campaign for larger lock

1888 New lock opened

1890s Flour & grain the largest item carried

1900 (approx) 6,000 vessels locking annually at Naburn

1904-5 Record tonnage of 373,171

1908-9 61 small sea-going vessels reach York

Further Reading: B.F. Duckham "The Navigation of the Yorkshire Ouse During the Nineteenth Century" in Journal of Transport History, Vol. VI (3), May 1964