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Boroughbridge. Imports to York were alum, madder and wood for the cloth industry (that had dwindled by the 15th C), coal, spices, grain, wines and salted fish and small quantities of iron. In Selby, ship-building was taking place. Selby also had a cloth-making industry in 1274.

During the 16th C. The state of the river was a cause for concern. Between 1550 to 1570 (approx) attempts were made to shift the silt, but failed. The period saw a population expansion in which riverside communities must have shared. This would imply an increase in corn traffic, and domestic building would have required materials.

17th C 1616 saw the earliest plan to improve navigation. A 24 to 26 mile 'cut' or tidal canal was proposed from Fulford Beck to Broomfleet, giving the Ouse and Derwent a common channel from Elvington to the Humber. It never came to fruition - the old route bearing the outfall of the Wharfe, Aire and Don would still be open - nobody quite knew what the consequences would be. In April 1699 Thomas Surkey was invited to survey the river below York. His findings resulted in the conclusion that a lock in the vicinity might secure a draught of 7 feet up to York. The way was paved to control the river's depth above Naburn but it was a full half ~~the~~ century later that the lock was built.