

Extracted from the book "Priestley's Navigable Rivers and Canals" by Joseph Priestley which was originally published in April 1831. NOTE: The book was originally called "Historical Account of the Navigable Rivers, Canals, and Railways, of Great Britain".

PORTSMOUTH AND ARUNDEL CANAL.

57 George III. C. 63, R. A. 7th July, 1817.

59 George III. C. 104, R. A. 21st June, 1819.

2 George IV. C. 62, R. A. 28th May, 1821.

9 George IV. C. 57, R. A. 23rd May, 1828.

THIS canal commences from the tideway in the River Arun, at the village of Ford, three miles from the sea at Arundel Harbour, and two miles and three quarters from the town of Arundel, and proceeds westward close to the villages of Yapton, Barnham and Merston, to half a mile from North Mundham, where the Chichester Branch leaves; from thence it proceeds by Donnington to Chichester Harbour, where the principal line of canal terminates, being in length, from the River Arun, eleven miles, seven furlongs and eight chains. Upon this line are four locks. From the bed of the Arun to high water, spring tides, is 15 feet, and a lock of 5 feet above high-water-mark on the bank of the river; one furlong and one chain further on the canal is another lock of 7 feet; from this lock it is level ten miles, five furlongs and three chains, where there is a lock down 7 feet; and at the end of the canal, in Chichester Harbour, is another of 5 feet to high-water-mark, spring tides.

The estimate for this line is £72,270; and for the Chichester Branch, which is level and one mile, two furlongs and three chains in length, is £6,500. This canal and branch is supplied from Chichester Harbour with water, which is lifted by a steam engine at that end of the canal. The canal is according to section 33 feet at top, 19 feet 6 inches at bottom and 4 feet 6 inches deep. The channels from the end of the main line of canal in Chichester Harbour, round Thorney Island and Hayling Island by Thorney and Langstone Wadeways, and Langstone Harbour, to the end of the Portsea Canal, is thirteen miles and one furlong. The estimate for making these wadeways sufficiently deep is £12,914. The canal from Eastney Lake is two miles, three furlongs and two chains in length; there are two locks of 5 and 7 feet at the east end, and a basin at the termination at Portsea. This part is 5 feet deep, and the estimate £18,618; it is supplied with water by an engine. The distance from the end of the main line of canal in Chichester Harbour to the canal at Cosham is fifteen miles and two furlongs, and the length of the canal to Porchester Lake in Portsmouth Harbour is one mile, two furlongs and four chains. This branch is 7 feet deep with two sea locks, one at each end of the canal of 10 feet rise each; the estimate £15,188. The total estimate is £125,490. The surveys were made by Messrs. Netlam and Francis Giles, of London; the estimate and execution of the works by the late Mr. Rennie.

By the first act, entitled, '*An Act for making and maintaining a navigable Canal from the River Arun to Chichester Harbour, and from thence to Langstone and Portsmouth Harbours, with a Cut or Branch from Hunston Common to or near the city of Chichester, and for improving the Navigation of the Harbour of Langstone, and Channels of Langstone and Thorney,*' the company is incorporated under the title of "The Company of Proprietors of the Portsmouth and Arundel Navigation," with power to make a canal from the Arun River, in the parish of Ford and county of Sussex, to Chichester Harbour, with a branch from the same at Hunston Common near Chichester to Southgate in the parish of St. Bartholomew, near the said city, together with another canal from Langstone Harbour to the harbour at Portsmouth; and to deepen and render navigable the channels of Thorney and Hayling, as well as the said harbour at Langstone; and another canal from the said harbour at Milton Common in Portsea, to the Halfway Houses in the same parish and county of Southampton. By this act the proprietors are empowered to raise £126,000, in shares of £50 each, and a further sum of £40,000, if required, on mortgage of the works.

After this first act had been obtained, it was judged expedient to make certain parts of the main line of the canal from the Arun to Chichester Harbour capable of being used by vessels of one hundred tons burthen, and that from Langstone Harbour to Halfway Houses for ships of one hundred and fifty tons, the completion of which works would be materially furthered by an agreement between this company and the proprietors of the Wey and Arun Navigation; it was therefore determined to apply to parliament for the requisite authority, and a second act was in consequence obtained in 1819, under title of '*An Act for giving further Powers to the Company of Proprietors of the Portsmouth and Arundel Navigation, and to the Company of Proprietors of the Wey and Arun Junction Canal, and to confirm an Agreement entered into between the said Companies.*' By this act an agreement between the two companies, for mutual

accommodation, was ratified, and the following adjudged, in lieu of former tolls, as the Portsmouth and Arundel Navigation Company's on the part of the main line leading from Hunston Common to Chichester, and on the branch from the same place to Southgate, and from Milton Common to the Halfway Houses.

TONNAGE RATES.

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| For all Dung, Chalk, Lime, Lime-stone, Marl and Manure | 0s 3d per Ton, per Mile. |
| For all Chalk, Marl, Lime, Lime-stone, except when used for Manure, and for all other Goods, Wares, Merchandize and Things | 0s 6d ditto. ditto. |
| For every Empty Boat, Barge or Vessel passing through any Lock on the said Canals, or either of them | 1s 6d each per Lock . |
| For every Passenger in the same, not employed as Navigators therein | 0s 2d ditto per Mile. |
| For every Package not exceeding Two Hundred Weight and addressed to different Persons | 0s 1½d ditto. ditto. |

Wharfage Rates may also be demanded for Goods shipped or landed in the said Lines, viz. Four-pence per Ton for the first Ten Days, and Three Half-pence per Ton for every subsequent Day they remain.

Fractions of a Ton and of a Mile to be taken as the Quarters therein, and of a Quarter as a Quarter.

TONNAGE RATES CONTINUED.

Naval Stores to be exempted from One-sixth of the Rates.

The Company are authorized to demand for all Vessels using Portsbridge Creek, the Tonnage Rates in the Second Column above.

King's Stores are free from the Rates of Portsbridge Creek, and Revenue Boats may enter the Canals Toll Free.

By this act also the agreement between this company and the Wey and Arun is confirmed, whereby the Wey and Arun Company consent to receive for all descriptions of goods conveyed from the port of Portsmouth through their canal into the River Thames, 4s. 6d. per ton, and in proportion for a greater or less quantity than a ton, in times of peace; but in war the rates secured to them by act of parliament, shall be demanded; the Portsmouth and Arundel Company also covenant for themselves that they will only charge 3d. per ton per mile, for all goods conveyed from the port of Portsmouth into and throughout the said Wey and Arun Junction Canal and vice versa, but will not extend the said benefit to any goods conveyed out of the Arun Navigation or the port of Arundel, into the said canals, or *vice versa*.

By this act also the Wey and Arun Junction have power to raise £10,000 for completing tile necessary alterations, subject to the same regulations as the sum of £99,500 granted by their own private act. This money may, if expedient, be raised on mortgage of the works.

In 1821 another act was obtained as '*An Act for giving further Powers to the Company of Proprietors of the River Arun Navigation, and for confirming certain Agreements entered into between the said Company and the Company of Proprietors of the Portsmouth and Arundel Navigation.*' This act recites and confirms two agreements made between the Portsmouth and Arundel Navigation and the Arun Company, whereby certain tolls are respectively to be received and paid by the said companies for goods passing on each respectively, but which it would not be interesting to our readers to quote particularly; it also empowers the Arun Company to complete their works and to receive on them, when finished, 1s. 6d. per ton for all goods, passing on and throughout the Arun Navigation and the Wey and Arun Navigation into the Wey, and vice versa; and 1s. per ton for all goods conveyed as before from or to the port of Arundel; and it confirms a power of the first act for enabling the Portsmouth and Arundel Navigation Company to borrow £40,000.

In 1828 a fourth act, entitled, '*An Act for granting further Powers to the Company of Proprietors of the Portsmouth and Arundel Navigation,*' was obtained, whereby the company are empowered to raise an additional sum of £50,000, in £25 shares, each share being entitled for ten years to a dividend of £6 per cent. per annum, the surplus of profits, after paying this amount of dividend to the new subscribers, to be

then divided amongst the original shareholders; and if the nett receipts will not pay the said dividend of £6 per cent. per annum to the said new subscribers, the deficiency shall be made up, before any dividend to the old subscribers is declared, and £5 per cent. after the ten years, is to be paid to the new subscribers in preference to the old. The money or any part of it, may be borrowed on mortgage of the works if more advisable.

This is a stupendous work, and from its connexion with others, as seen by the inspection of our map, opens a communication with almost every part of the kingdom; its utility, therefore, is self-evident. By the execution of it, military stores also may be transmitted inland from London to Portsmouth, which would avoid the risks that transports would otherwise incur in time of war, by the necessity of going through the straits of Dover and coastwise.