

# CARGOES

What was carried on the canal changed over time as industries and services developed. The following pages give an insight into trade on the canal, but should be considered as just a guide. A variety of cargoes are considered, and the coloured arrows alongside the locations on the canal suggest some of the main traffics. However, they certainly should not be considered as representing all traffic for a particular cargo.

## ARRIVED AT BLACKBURN

By the Leeds and Liverpool Canal,

SINCE OUR LAST

19 VESSELS, Viz —

*John Richard*, with 1 hhd. tallow, 2 bales hemp, 1 sack seeds, 2 casks tobacco, 1 hhd. bristles, 1 truss, 24 bales cloth, and 1 bundle sheets.

*Heart of Oak*, with 1 butt oil, 5 pipes oil, 8 trusses

*Dispatch*, with 9 mats flax, 6 bales yarn, 1 hhd. molasses, 2 skips weft, 60 loads malt, 6 sundry packages

*Industry*, with 17 bales yarn, 22 mats tow, 129 loads malt, 22 alder boards, 10 loads beans, 12 bags bran 71 trusses sundries.

*Experiment*, with 3 hhds whiting, 2 hhds oil, 6 pks yarn, 45 loads malt, 10 loads beans, 4 casks 6 boxes 8 articles sundries.

*Britannia*, with 4 sheets tops, 4 skips weft, 1 cask and 8 parcels sundries.

*Nelson*, with 17 mats tow, 10 pipes iron liquor, 4 packs yarn, 177 loads malt, 2 pockets hops, 2 casks and 17 packages sundries.

*Victory*, with 24 qrs beans, 1 cask oil, 81 bales woollen cloth, 20 loads malt, 5 trusses sundries.

10 Vessels with 267 Tons of Coals.

1 Vessel with 40 Tons Lime Stones.

SAILED,

8 Vessels with Cargoes.

## PRICE OF COALS

At the Canal Bank, 6d. per Cwt.

Laid down in Blackburn, 7d. per Cwt.

It is difficult to find out what was originally carried, so the adverts in the *Blackburn Mail* in 1810 and 1811 are particularly useful. They note weekly which boats had arrived, and what they were carrying. Some of the goods would have been used to supply local industries, such as textiles and brewing. At this time, Blackburn was still a centre for hand loom weaving and the fustian trade - cloth woven using a linen warp and cotton weft - and the arrivals confirm this, both linen and cotton yarn being noted. The bales of cloth could have been for onward delivery by road to Manchester or Liverpool, or for further processing at local print works. It is a pity they did not record what the boats leaving Blackburn were carrying.

## ECKERSLEYS

SECTION OF AMALGAMATED COTTON MILLS  
TRUST LTD.

★

**COTTON SPINNERS, DOUBLERS  
& MANUFACTURERS**

★

**SWAN MEADOW and WESTERN MILLS,**

**WIGAN**

★

201, 472 Ring Spindles, Carded American Yarns.  
Up to 40s. Counts

Folded Yarns - Up to 7 Fold  
172 Northrop Looms - Cloth Widths 60" - 94"

★

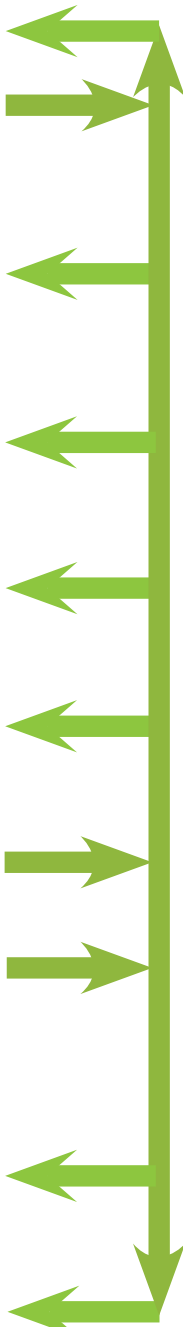
Telephone: WIGAN 3206

Manchester Office: **ARKWRIGHT HOUSE, 3. BLACKFRIARS 9871**

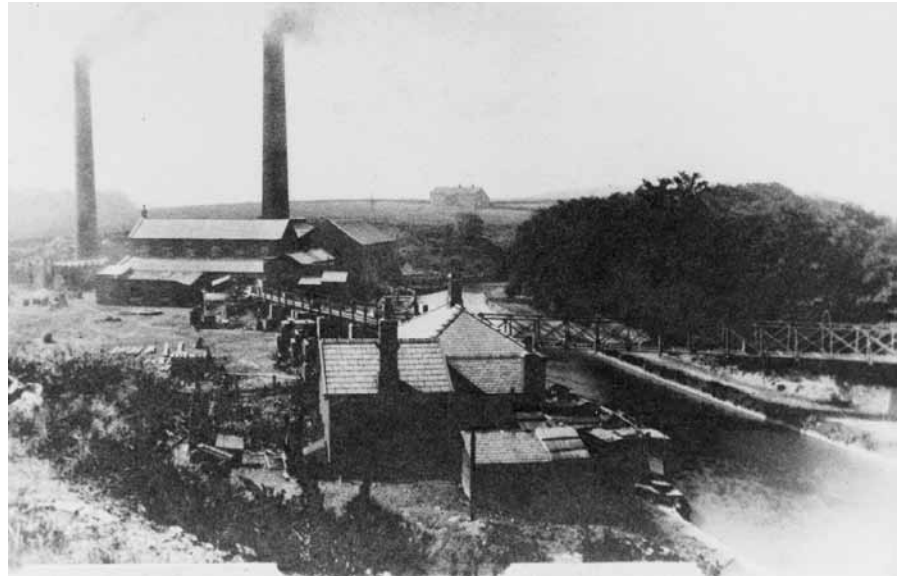
Eckersley's continued using the canal into the 1950s, and *Kennet* may well have carried cargoes for their mill in Swan Meadow Road, close to the canal's maintenance yard in Wigan. In the following pages, you will find more adverts for businesses which used the canal, as well as photos of their premises.

# BRICKS

Liverpool Terminus  
 Liverpool Docks  
 Bankhall  
 Bootle  
 Litherland  
 Gorsey Lane  
 Lydiate  
 Haskayne  
 Halsall  
 Burscough  
 Parbold  
 Appley Bridge  
 Gathurst  
 Crooke  
 Hell Meadow  
 Wigan & Leigh  
 Aspull  
 Adlington  
 Cowling  
 Botany (Chorley)  
 Johnsons Hillock  
 Riley Green  
 Feniscowles  
 Blackburn  
 Rishton  
 Church  
 Clayton-le-Moors  
 Altham  
 Hapton  
 Rose Grove  
 Burnley  
 Brierfield  
 Nelson  
 Barrowford  
 Foulridge  
 Salterforth  
 Barnoldswick  
 East Marton  
 Bank Newton  
 Gargrave  
 Skipton  
 Bradley  
 Silsden  
 Stockbridge (Keighley)  
 Morton  
 Bingley  
 Saltaire  
 Shipley  
 Esholt  
 Rodley  
 Kirkstall  
 Armley  
 Leeds  
 Castleford  
 Barnsley Canal  
 Goole  
 Humber ports



With changes in the way buildings were built in the late 19<sup>th</sup> century, in effect the limestone traffic on the canal was replaced by the carriage of bricks, particularly from the Burnley and Altham area. Bricks were also made alongside and moved on the canal in the Liverpool area. Slate from Cumbria arrived at Tarleton for distribution along the canal, and that from North Wales, brought around the coast to Liverpool, was another building-related traffic. Several brick companies had small fleets of boats to carry their products on the canal.



Above, the brick works at Altham was originally a coal mine. Brick clay was found underground as well, and when the quality of coal declined, the colliery was converted to a brick works. Clay was also dug from a pit on the right of the photo, and carried to the works over the girder bridge.



Left, a canal side brick yard near Lydiate, with a steamer almost out of the photo which is towing two boats loaded with brick. It probably dates the photo to after 1921, when the canal company sold its cargo-carrying steamers.

# BRICKS

COMMON  
FACING  
SHAPED



**Delivery by Canal**  
to any accessible Site

The  
**BURNLEY BRICK & LIME Co. Ltd.**  
**HEASANDFORD**  
**BURNLEY**

Tel. Address—"Bricks, Burnley"

Telephone—Bu

Burnley Brick & Lime Company used the canal quite regularly, and had their own fleet of boats. Several are listed in the Burnley Health Department's list of boat cabins registered for use as living accommodation. Amongst them are:

*Isabel*, registered in 1909/10; *Emma*, registered in 1913/14; *Reedley*, registered in 1919/20; *Alert*, built Shipley and registered in 1920/21; *Active*, built Shipley and registered No. 143 in 1925/26. They also had the steamer *Soudan*, which may not have been registered for living aboard.

The first three were horse-drawn boats, with the last three steamers, probably purchased from the Canal Company after they gave up carrying in 1921. *Active* was sold in 1941 to John Hull, a Blackburn coal merchant, which may be when Burnley Brick & Lime gave up carrying on the canal.

Below is a picture of clay being unloaded at Melling Pottery, a similar scene to that at canalside brickworks.

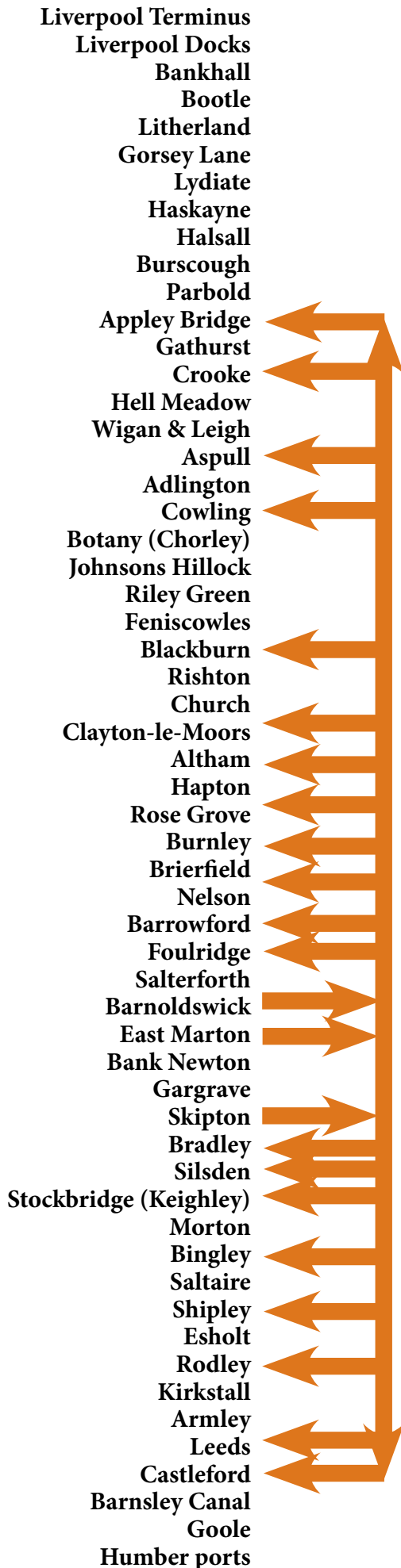
Below left is stone being loaded at a quarry near Salterforth, the brick trade taking over from the carriage of building stone.



UNLOADING CLAY - MELLING POTTERY



# LIMESTONE



Limestone was expected to be the most important traffic when the canal was first proposed in 1768, and it was the reason behind many northern canal schemes. At the time, it was used as fertiliser, but it had many other uses. The stone was used for building, both in its natural state and, after burning in a kiln, as a mortar. There was also an important traffic to Bradford for the ironworks there. The canal company had two quarries, at Skipton, with limestone brought down to the end of the Springs Branch by tramway, and at Barnoldswick, where a branch canal formed part of the quarry workings. There were also a few small private quarries around Barnoldswick and Marton. The traffic ceased early in the twentieth century.



Above is the old working face of the canal company quarry at Rain Hall, Barnoldswick, after it closed around 1895. The limestone was carried to lime kilns alongside the canal, such as the one on the left near Stockbridge.

After it was burnt, the lime could be 'slaked' with water. The water for this lime kiln, far right, at Wanless was from a stream which passed under the canal in a culvert.



ALL GRADES OF ROAD-MAKING MATERIALS

TARRED & BITUMINIZED LIMESTONE

A SPECIALITY

OUTPUT CAPACITY

1,000 TONS DAILY

# SKIPTON ROCK CO., LTD.

**EMBSAY**

**NEAR SKIPTON**

*Telephone: SKIPTON 17 & 18*

MODERN & EFFICIENT LOADING

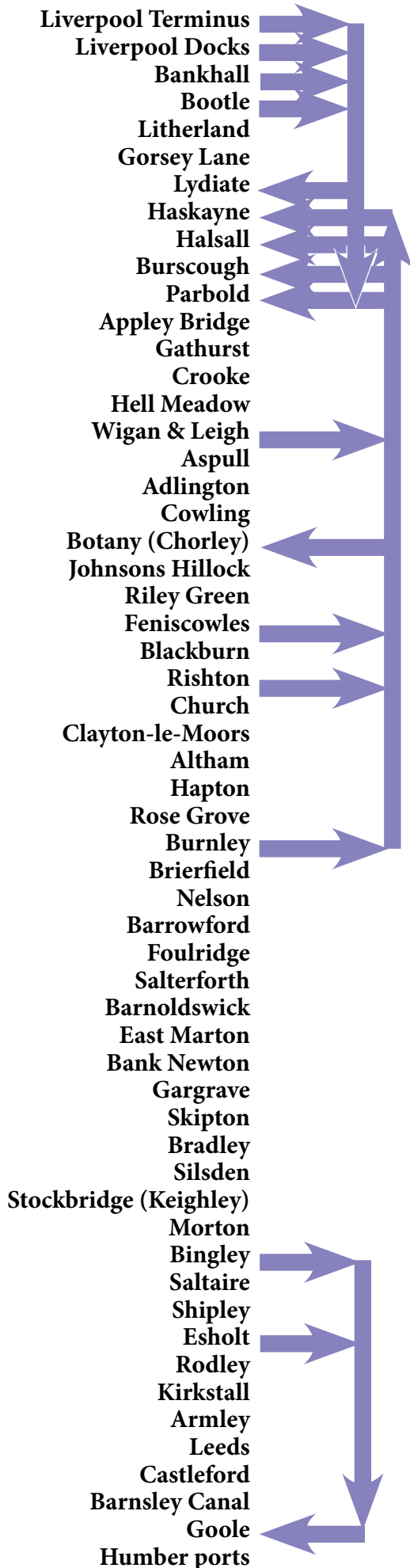
FACILITIES FOR ROAD, RAIL & CANAL

ALL ENQUIRIES RECEIVE PROMPT ATTENTION



Haw Bank Quarry near Skipton was the main source of limestone, and these photos show the quarry, incline and tramway which brought the stone down to the canal.

# MANURE



Manure was an important traffic, with over 100,000 tons being carried annually in the 19<sup>th</sup> century. The manure was made up of night soil from middens throughout the town, together with horse manure from the streets, and other household refuse.

As housing conditions improved and sewers were installed, the volume of night soil diminished, with the quantity of refuse increasing. Originally, farmers were happy to have the manure spread on their fields, but as the amount of rubbish increased, they were less inclined to use it. In the 20<sup>th</sup> century, Liverpool Corporation bought their own farm near Ring O'Bells, Burscough, just to dump the refuse.

Liverpool was the main source for night soil and manure on the canal, though other towns along the canal had boats for removing night soil to the agricultural areas for use as fertiliser. The last traffic was as late as the 1950s.

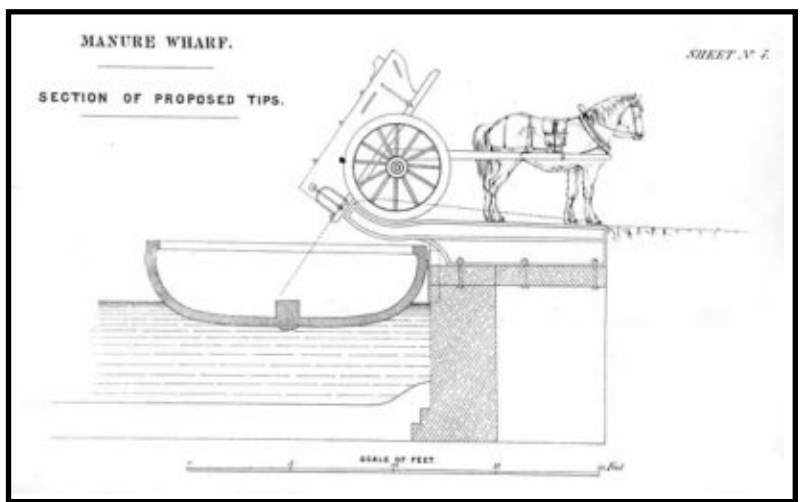


Above: Manure being delivered at Tarleton, and below: the wharf at Ring O'Bells for manure and refuse deliveries to Liverpool Corporation's farm on Hoscarr Moss.



Less is known about the manure trade in Yorkshire, but it is probable that farms along the Aire & Calder Navigation were supplied. The sewage works at Esholt had its own basin, with coal being delivered as well as manure taken away.

As towns grew in size, it was vital to public health that the night soil and street sweepings were removed. At the same time, the wet lands around Martin Mere were being brought into agricultural use, and they needed large volumes of manure for this purpose. The only reason that the Ormskirk area provides large quantities of potatoes and carrots today is that the farms benefitted from the large quantities of manure from Liverpool to improve the soil. In the 1860s, there was a major scheme for improving the health of towns such as Liverpool. This involved moving large tonnages of manure, and the drawing on the right is typical of proposals at this time. Later, incinerators were built, often on canalside sites which had been used for the earlier manure trade, such as at Bennington Street in Blackburn, shown right.



**CORNELIUS C.  
SNAYLAM**

*Cattle Ship Cleaner  
Manure Contractor and  
Barge Owner*

---

CANAL WHARF, 297 VAUXHALL ROAD  
STABLES, BOND STREET, LIVERPOOL  
Telephone 3734 Central

Snaylam's were one of the main carriers in Liverpool, their trade including removing manure from ships bringing cattle to Liverpool. The value of the manure trade is shown above right, which suggests that Snaylams started after the First World War, possibly using boats from the canal company's old fleet.

By 1922, there was more refuse than manure being carried as the quality of manure collected in the towns declined. Manure could be carried toll free, but the canal company could charge ½d per ton per mile for refuse. A man was sent out to check what was being carried, and one of his reports is illustrated below right, showing that only 25% of the cargo could actually claim to be toll free.

**STATEMENT SHOWING THE VALUE OF TRADE ON THE CANAL FOR THE TEN YEARS 1912 TO 1921 INCLUSIVE, BY THE UNDERMENTIONED TRADERS. TOLLS ONLY.**

YEAR.	Burton T. H. (W. Burton & Son)	Fowler. G. & Son.	Knowles. W. & Son.	Snaylam. C. C.	United Alkali Co.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1912.	224:17: 9	97: 9: 9	39:17: 4	Nil.	71:11: 4
1913.	279:18: 2	104: 2:10	23:18: 0	Nil.	64: 7: 0
1914.	238: 8: 7	77:13: 8	20:14: 1	Nil.	55:12: 8
1915.	301: 8: 4	63: 7: 2	34:12: 7	Nil.	56:17: 4
1916.	341:16: 3	3: 3:11	16:17: 5	Nil.	84: 5:10
1917.	358:19: 6	Nil.	9:11: 5	Nil.	49:13: 4
1918.	266: 5: 6	Nil.	10: 9: 5	Nil.	25:11: 6
1919†	143: 3: 5	Nil.	24: 8: 3	Nil.	58: 6: 3
1920.	187:15: 2	Nil.	39:17: 4	Nil.	231:12: 9
1921.	362:13: 0	Nil.	94:17: 4	7:10: 0	282: 4:11
<b>TOTAL.</b>	<b>2705: 5: 8</b>	<b>345:17: 4</b>	<b>315: 3: 2</b>	<b>7:10: 0</b>	<b>980: 2:11</b>
<b>Average.</b>	<b>270:10: 6</b>	<b>34:11: 8</b>	<b>31:10: 3</b>	<b>15: 0</b>	<b>98: 0: 3</b>

August 15th 1922

**Boat 31.** 47 Tons Refuse Manure  
Consignee:- Charles Halsall  
Culshaw's Wharf  
Halsall  
(Exemption from Tolls claimed)

Fruit Scum	Corks	} 75%	
Straw	Dust		
Rags	Cigarette Cartons		
Vegetable Garbage	Broken Glassware		
Paper	Fish Offal		
Banana Stalks,	Melons		
Skins & Leaves	Tomatoes		
Onions	Rabbit Skins		
Fern Leaves	Brick Bats		
Straw Rope			
Cinders & Horse Droppings			} 25%

# CEMENT

In the 20<sup>th</sup> century, many of the canal's warehouses had agencies for Earles Cement, which was distributed from them, the cement being transported from the works on the Humber by Hunts, the Leeds-based carrier.

- Liverpool Terminus
- Liverpool Docks
- Bankhall
- Bootle
- Litherland
- Gorsey Lane
- Lydiate
- Haskayne
- Halsall
- Burscough
- Parbold
- Appley Bridge
- Gathurst
- Crooke
- Hell Meadow
- Wigan & Leigh
- Aspull
- Adlington
- Cowling
- Botany (Chorley)
- Johnsons Hillock
- Riley Green
- Feniscowles
- Blackburn
- Rishton
- Church
- Clayton-le-Moors
- Altham
- Hapton
- Rose Grove
- Burnley
- Brierfield
- Nelson
- Barrowford
- Foulridge
- Salterforth
- Barnoldswick
- East Marton
- Bank Newton
- Gargrave
- Skipton
- Bradley
- Silsden
- Stockbridge (Keighley)
- Morton
- Bingley
- Saltaire
- Shipley
- Esholt
- Rodley
- Kirkstall
- Armley
- Leeds
- Castleford
- Barnsley Canal
- Goole
- Humber ports

## EARLE'S CEMENT

Manufactured by  
**G. & T. EARLE (1925) LTD.**  
**HULL**

**STOCKS AVAILABLE AT THE  
FOLLOWING DEPOTS ON THE LEEDS  
AND LIVERPOOL CANAL**

---

**ARMLEY**—Mr. J. W. Tate's Warehouse, Canal Wharf (adjoining Midland Station). Tel. No. 27061 Leeds.

**BARNOLDSWICK**—Messrs. J. E. Atkinson & Co.'s Warehouse, Canal Wharf. (Tel. No. 25).

**BINGLEY**—The Airedale Canal Storage Co.'s Warehouse, Dubb Bridge. (Tel. No. 240).

**BLACKBURN**—The Warehouse of the Lancs. Canal Transport Co. Ltd., Canal Wharf. (Tel. No. 6023).

**BURNLEY**—The Warehouse of the Lancs. Canal Transport Co. Ltd., Manchester Road. (Tel. No. 14).

**CHURCH**—The Warehouse of the Lancs. Canal Transport Co. Ltd. (Tel. No. 2221 Accrington).

**KILDWICK**—Messrs. Thos. Pearson & Sons' Warehouse, Glusburn Corn Mills, Crosshills. (Tel. No. 88).

**NELSON**—The Leeds and Liverpool Canal Co.'s Warehouse. (Tel. No. 9).

**RODLEY**—Messrs. W. T. Hartley & Sons' Warehouse, Canal Wharf. (Tel. No. 35 Horsforth).

**SALTERFORTH**—Mr. A. Marsden's Warehouse, Canal Wharf. (Tel. No. 54 Barnoldswick).

**SKIPTON**—The Leeds and Liverpool Canal Co.'s Warehouse.

**WIGAN**—Mr. E. J. Halliwell's Warehouse, Canal Wharf. (Tel. No. 97).



There are few photos showing the cement trade, though this one is of *Orb* being unloaded at Rodley after springing a leak.



Leeds and Liverpool Canal Company

**NELSON DEPOT**

**K. FISHER**

*Canal Carrier and Storage Contractor*

**DAILY STEAM SERVICE**

available between

**Liverpool or Manchester and Nelson**

Telephone No. 9 Nelson    Telegrams: "Canal, Nelson"

Storage Depot and Sales Agent for

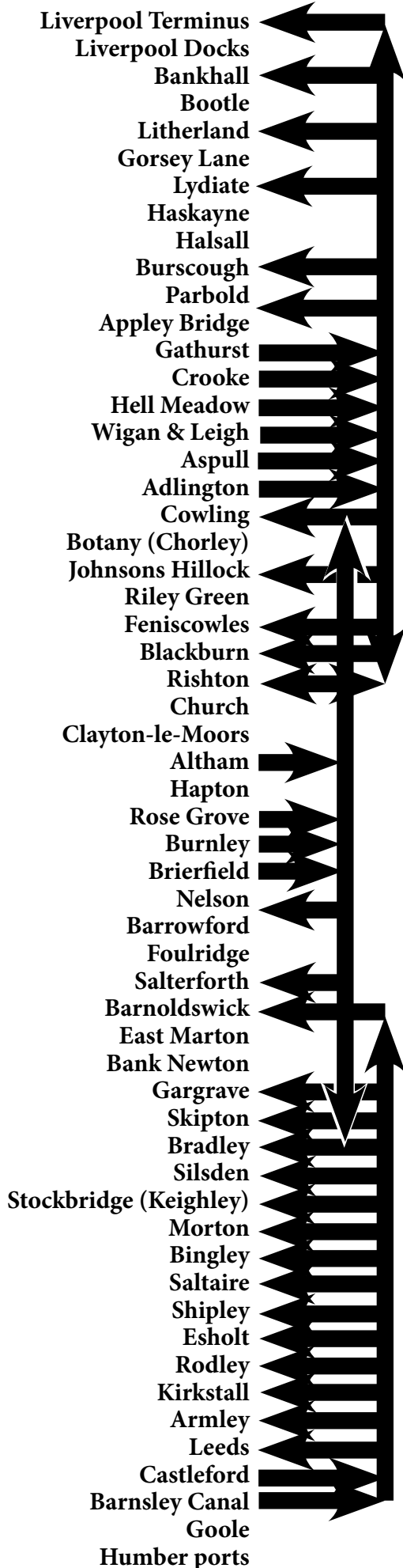
**G. & T. EARLE'S CEMENT**

The photo above shows Leeds & Liverpool Canal boats on the River Aire at Leeds, where cargoes were transhipped between them and boats off the Aire & Calder Navigation. The photo dates from around 1910, which was before the cement traffic became important, though the boat in the background is loading bags, possibly grain, in a similar fashion to how cement would have been carried. The boats in the foreground have high loads, cargoes being piled up until they could just pass under the lowest bridge on the canal. The boat on the left is facing upstream and may be carrying bales of wool, while that next to it, facing downstream, could be carrying machinery. Both were cargoes which were comparatively light and would have to be piled high to maximise tonnage.



Another view of the *Orb* at Rodley after it had sprung a leak. The cargo of cement had to be removed quickly to avoid damage. The *Orb* is tied to one of the wharves at Rodley, though the canal warehouse, extreme right, was on the far side of the swing bridge. Perhaps the cargo was being transhipped to a lorry just out of the picture.

# COAL



Coal, brought from the Wigan, Burnley and Yorkshire coalfields to supply mills, gas works and households along the whole canal, was the largest traffic. At its peak 1.5 million tons of coal were carried annually. It was also the final regular traffic, with deliveries to Skipton and Liverpool gas works ending in the early 1960s, and the traffic from Plank Lane, Leigh, to Wigan Power Station in 1973. It is still possible to find the remains of many loading wharves and delivery sites almost everywhere.



It was unusual for Yorkshire boats to load coal in Lancashire, but here one is pictured at Foulridge, facing towards Skipton. The date is 1941, so it is probably a special wartime traffic.



This slight rise in the towpath is all that remains of a coal tip at Crooke, just below Wigan. The railway from the colliery, some 3 or 4 miles away, was the first one in Lancashire to use a steam locomotive, based on those built by Blenkinsop in Leeds. They pulled themselves along using a rack cast into the side of the rails.

ESTABLISHED 1846

# COAL NUTS SLACK

ALL QUALITIES FOR WORKS

FROM PIT TO DESTINATION

**DIRECT BY CANAL**

## RICHD. WILLIAMS & SONS

LIMITED

*Barge Owners & Coal Factors*

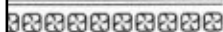
HEAD OFFICE:

**7 RUMFORD STREET**

**LIVERPOOL**

Reduce the delivery costs of your fuel supplies  
by having them brought to your works in  
**BARGES by CANAL**

Telephone CENTRAL 1267 (4 lines)



Tels.: 5120 Blackburn  
5718 do.  
42 Pilsington  
5195 Central  
Liverpool



# Dean, Waddington and Co. Ltd.

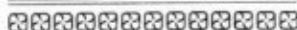
*Registered Office*

Eanam Wharves, Blackburn

COLLIERY AGENTS

Gas and Steam  
Coal Contractors  
and Exporters

Steamer and  
Barge Owners



TELEPHONE  
SKIPTON 9



TELEPHONE  
SKIPTON 9

## J. R. THORNTON

*Canal Carrier and Coal Merchant*

28, KEIGHLEY RD., SKIPTON

## A. E. DE BARR LIMITED

(Formerly SUGGESS) Phone ARMLEY 55525

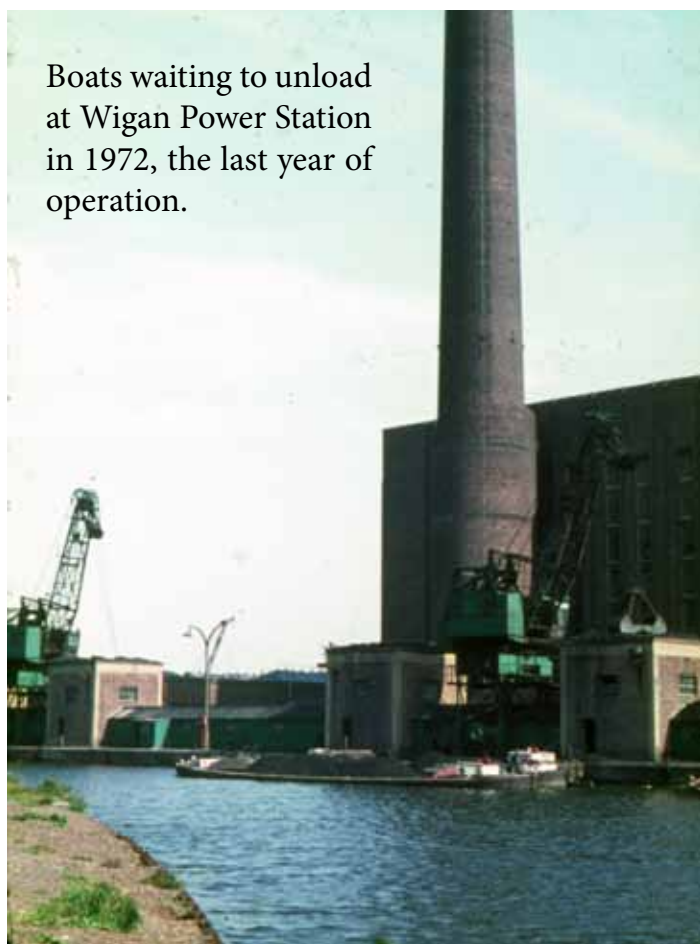
{ CANAL CARRIERS  
AND  
COAL MERCHANTS }

Canal Wharf, Viaduct Road, Armley, Leeds



Carriers between Goole and Leeds,  
and Skipton and Gargrave

Boats waiting to unload  
at Wigan Power Station  
in 1972, the last year of  
operation.



# GRAIN

Liverpool Terminus  
 Liverpool Docks  
 Bankhall  
 Bootle  
 Litherland  
 Gorsey Lane  
 Lydiate  
 Haskayne  
 Halsall  
 Burscough  
 Parbold  
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 Church  
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 Altham  
 Hapton  
 Rose Grove  
 Burnley  
 Brierfield  
 Nelson  
 Barrowford  
 Foulridge  
 Salterforth  
 Barnoldswick  
 East Marton  
 Bank Newton  
 Gargrave  
 Skipton  
 Bradley  
 Silsden  
 Stockbridge (Keighley)  
 Morton  
 Bingley  
 Saltaire  
 Shipley  
 Esholt  
 Rodley  
 Kirkstall  
 Armley  
 Leeds  
 Castleford  
 Barnsley Canal  
 Goole  
 Humber ports

Originally, grain was carried locally to and from windmills by the canal, with those at Blackburn and Parbold being the best known. The grain traffic from Liverpool and Birkenhead Docks developed in the mid-19<sup>th</sup> century, and remained important into the 1950s. There were modern flour mills alongside the canal throughout Lancashire, and several of the millers had their own fleets of boats. As with Canal Transport Limited, new boats were built even after the 2<sup>nd</sup> World War, which reflects the importance of the traffic. Grain boats built from the 1930s had hatch covers, rather than sheets, and a couple of Canal Transport boats were converted to hatch covers for a short period as they were hired out for use on this traffic.



Above: Birkenhead Docks in the 1970s, with the grain silos where boats for the canalside mills had been loaded. The L&LC did have its own office and wharf in Birkenhead until 1921.



Above: Appleby's flour mill at Clayton-le-Moors, with two of their boats waiting to unload. These horse-drawn wooden boats were replaced by steel boats in the 1930s. They could deliver from Birkenhead faster and cheaper than by rail.

# Josh. Appleby & Sons Ltd.

Millers

National Bank Buildings  
Fenwick Street, Liverpool

Telephone : 580 Bank, Liverpool  
Telegrams : " Applebys, Liverpool "

MILLS AT  
BLACKBURN, BURNLEY  
BOOTLE, BIRMINGHAM

USE THE LEEDS AND LIVERPOOL CANAL  
FOR TRANSPORT OF GRAIN AND FLOUR

DURING THE YEAR ENDING DECEMBER  
31st, 1926, 1,444 BOATS CONVEYED NO  
LESS THAN 66,418 TONS

# H. & R. AINSCOUGH

FLOUR MILLERS AND  
GRAIN MERCHANTS

BURSCOUGH :: PARBOLD

LIVERPOOL

ALSO AT WIGAN AND LEIGH  
(CANAL SERVICE FROM LIVERPOOL TO LEIGH)

WE ARE MANUFACTURERS OF

## FLOUR

OF UNEQUALLED QUALITY—ALSO

MAIZE, BARLEY, PEAS AND  
BEAN MEALS, SUSSEX  
GROUND OATS, CLIPPED  
OATS, CRUSHED OATS  
POULTRY AND PIGEON  
MIXTURES, CATTLE FOODS

BEING THEREFORE LARGE  
IMPORTERS AND BUYERS WE ARE  
ABLE TO SELL AT THE LOWEST  
MARKET PRICES

HUNDREDS OF TONS OF GRAIN  
ARE BROUGHT WEEKLY TO OUR  
MILLS BY CANAL TRANSPORT

OUR MOTTOES—

QUALITY SERVICE VALUE

# GREENWOOD'S 5G Flour

was used in the

Loaf

that

Won

the

CHAMPIONSHIP CUP

at the

LONDON EXHIBITION

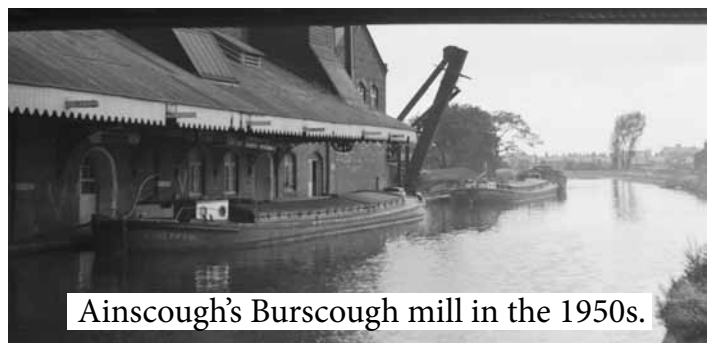
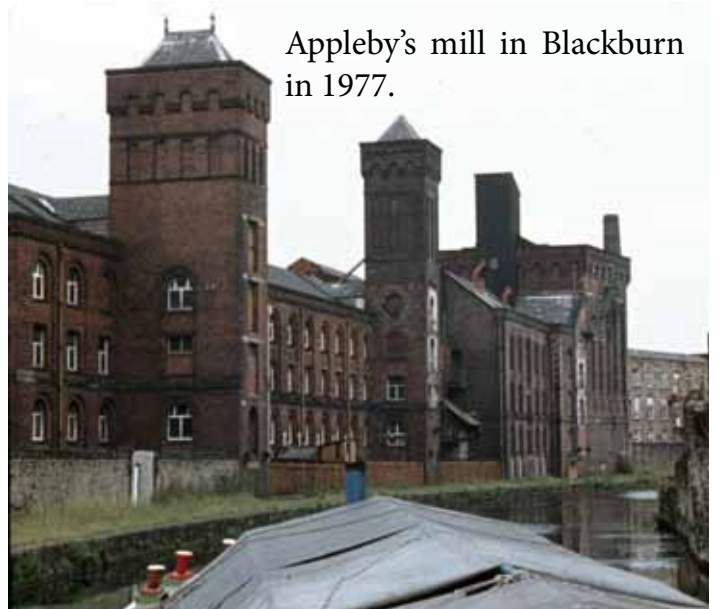
1926

John Greenwood & Sons Ltd.

Flour Millers

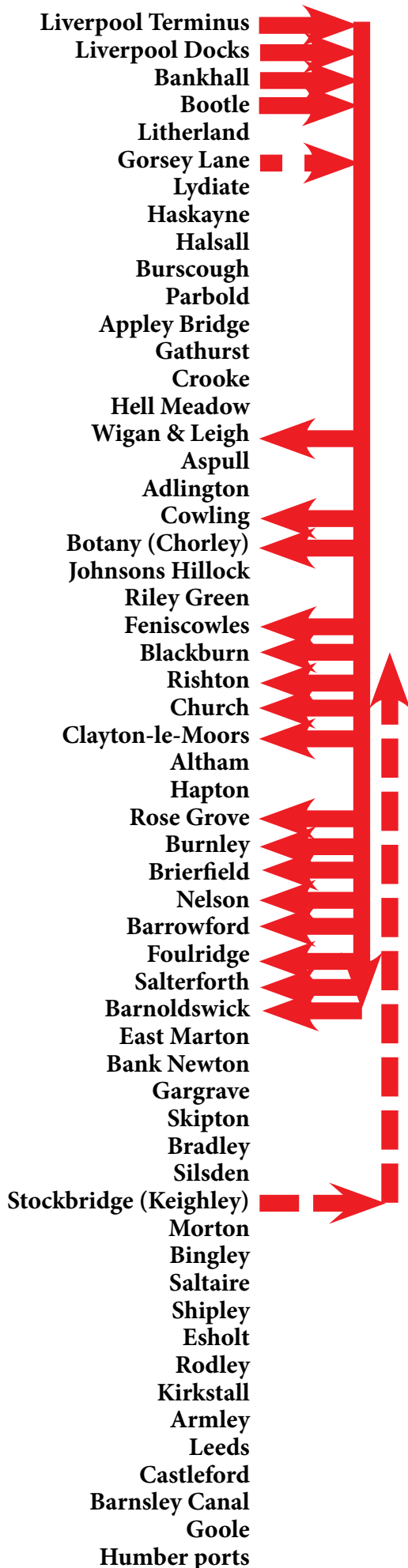
Blackburn and Trafford Park, Manchester

Appleby's mill in Blackburn  
in 1977.



Ainscough's Burscough mill in the 1950s.

# COTTON



Cotton became an increasingly important cargo as the industry developed throughout the 19<sup>th</sup> century and it remained important until the 1930s. The traffic from Keighley was only important early in the 19<sup>th</sup> century, when there were many Arkwright spinning frames producing spun cotton in the town. The depot at Gorsey Lane was built during the 2<sup>nd</sup> World War, as safe storage for when Liverpool Docks were being bombed.

Raw cotton was brought from the docks, with manufactured goods occasionally being a return traffic. However, it was a high value cargo, and often had to be sent to print works located where clean streams of water were available, higher into the hills than the canal. As a result, finished goods were often sent, though not exclusively, by road, and later rail.



Bales of cotton, heavier and more ragged looking than wool, being unloaded at Church Wharf. The date would be around 1900, and the boats are fine examples of those worked by the canal company.



Not cotton, but these synthetic textile materials at Nelson show how bales were stored in canal warehouses.

# ROBERT PICKLES

LIMITED  
 REGISTERED OFFICE  
**CAIRO MILL  
 BURNLEY**

FINISHERS  
 AND  
 RUBBER PROOFERS

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 from 18-in. to 58-in. wide*

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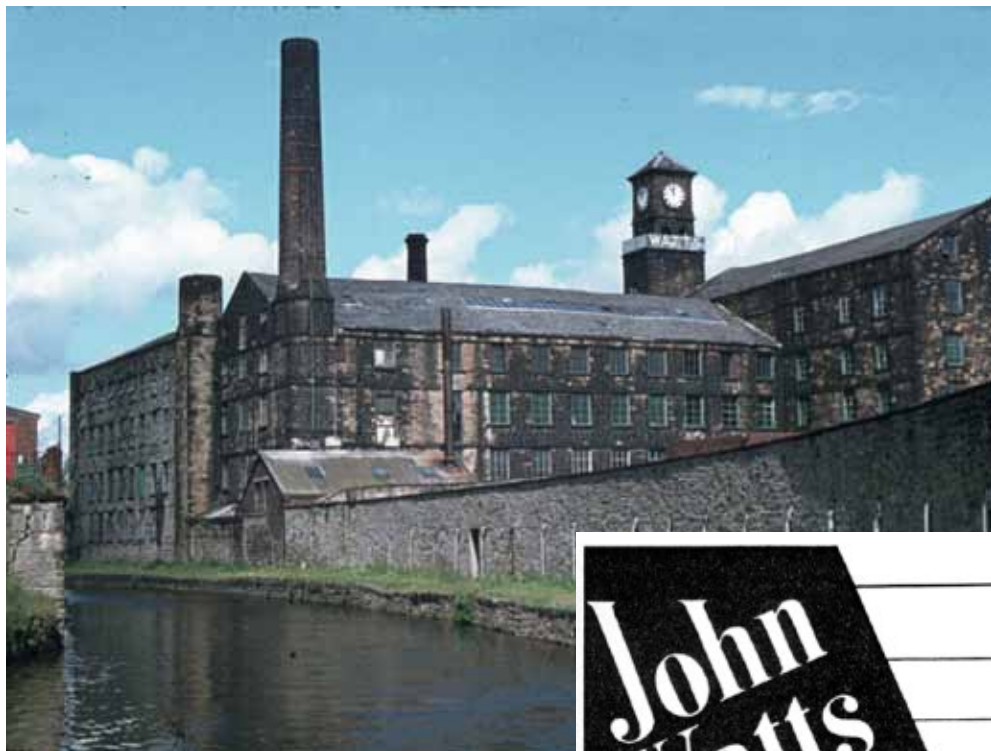
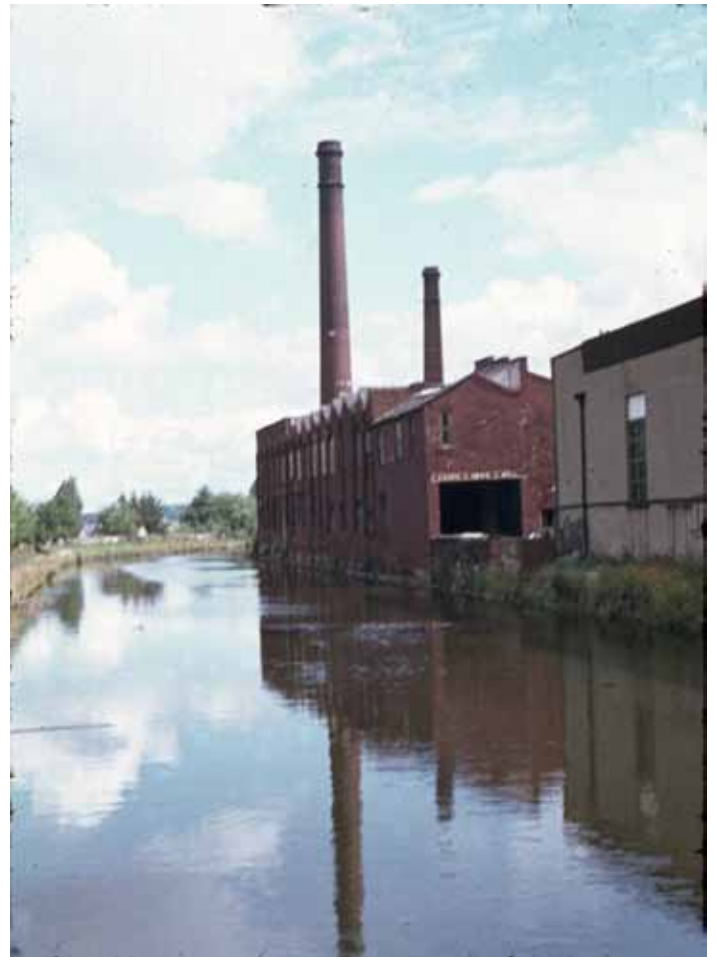
**SUPATEX & VINEX** Leathercloths

Shoe Linings and Sockings

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Above is Albert Pickles' Cairo Mill, at the Burnley end of Gannow Tunnel, as it was in 1977, shortly before it closed. Today, housing has been built on the site.

John Watts' Clock Tower Mill, Burnley, in 1977. It was only a few years later that the majority of the mill was burnt down, bringing the end to a well-known local landmark.

**John  
Watts**  
(BURNLEY) LTD.

PHONE:  
 BURNLEY 2616 3187/8 (3 LINES)  
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 "WATTS" BURNLEY

GARNETTERS and DYERS OF RAYON WASTE  
 Manufacturers of  
**NEPS FOR MODERN YARNS**  
 and  
**ENGINE CLEANING WASTE**

CLOCK TOWER MILLS - BURNLEY, LANCASHIRE

# WOOL



Wool was one of the canal's most important cargoes, and the canal warehouses in Stockbridge, Shipley and Bradford were major distribution centres until the 1980s. Road transport was used by then, the last boats carrying wool around 1962.

The area of Armley near the warehouse was known as Botany Bay as the first cargo of wool from Australia may have been delivered here. Warehousing was continually improved, with Shipley being built around 1865 after the Bradford Canal closed for the first time. Major extensions were made there in the 1920s, and at Stockbridge in the 1930s, to ensure that the canal remained an important carrier of wool.

Note that the depot at Gorsey Lane was only used during the 2<sup>nd</sup> World War, as safer storage for when Liverpool Docks were being bombed.



*Neptune*, with a load of wool from Liverpool Docks, passes Maghull at the beginning of the war. They are giving a maintenance boat a helping tow.



These tidy bales of wool are in the new warehouse at Shipley.

Stockbridge was the canal warehouse for the Keighley district. One of the two new 1930s warehouses built here is in the background.



LEEDS AND LIVERPOOL  
CANAL COMPANY

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**STOCKBRIDGE**  
DEPOT  
**KEIGHLEY**

◆◆◆

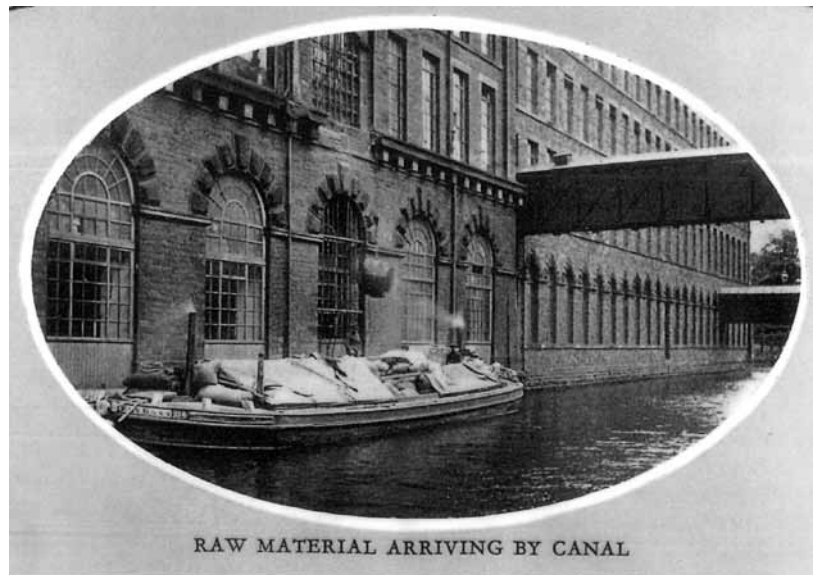
Ample Storage Accommodation  
for all classes of  
Canal Traffic

Special facilities for handling  
Machinery

Storage of Wool undertaken at  
reasonable charges

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*All enquiries should be addressed to*  
**GEO. H. COOKE**  
*and will receive prompt attention*  
Tel. No. 363 Keighley



Many mills had raw materials delivered directly, rather than to the warehouse. Above right, a cargo is being unloaded at Saltaire.



**Leeds & Liverpool Canal Company**  
**SHIPLEY DEPOT**

**MODERN WAREHOUSES**  
IDEAL ACCOMMODATION for the Storage of WOOL  
**EXCELLENT WAREHOUSE**  
for GROCERIES  
**SPECIALLY CONSTRUCTED**  
**CELLAR ACCOMMODATION**  
for OIL Storage

All the above equipped with Electrically Driven Hoists  
for Expeditious handling

Telephone : SHIPLEY 79

The new warehouse at Shipley was built in the late 1920s especially for the wool trade.

# TEXTILE MACHINERY

- Liverpool Terminus
- Liverpool Docks
- Bankhall
- Bootle
- Litherland
- Gorsey Lane
- Lydiate
- Haskayne
- Halsall
- Burscough
- Parbold
- Appley Bridge
- Gathurst
- Crooke
- Hell Meadow
- Wigan & Leigh
- Aspull
- Adlington
- Cowling
- Botany (Chorley)
- Johnsons Hillock
- Riley Green
- Feniscowles
- Blackburn
- Rishton
- Church
- Clayton-le-Moors
- Altham
- Hapton
- Rose Grove
- Burnley
- Brierfield
- Nelson
- Barrowford
- Foulridge
- Salterforth
- Barnoldswick
- East Marton
- Bank Newton
- Gargrave
- Skipton
- Bradley
- Silsden
- Stockbridge (Keighley)
- Morton
- Bingley
- Saltaire
- Shipley
- Esholt
- Rodley
- Kirkstall
- Armley
- Leeds
- Castleford
- Barnsley Canal
- Goole
- Humber ports

For many years, textile machinery was an important cargo on the canal, moved from factories in East Lancashire and Keighley for export via Liverpool or Hull. Amongst the firms using the canal were British Northrop of Blackburn, Howard & Bulloughs of Accrington, and Hattersleys of Keighley.

Most general cargo traffic was 'inward' to East Lancashire and the Aire Valley towns, so the export textile machinery trade provided a return traffic. Such traffics cost less to operate, so provide a better financial return. Howard & Bulloughs sent much of their production by canal, and their representatives were always invited onto the canal company's inspection boat to view the Grand National at Aintree. As late as the 1950s, a new warehouse at Church being built for their trade.




Above, the new warehouse for Howard & Bulloughs' trade at Church. The overhead crane extended over the canal for easy loading.



Above, *Planet* is seen descending Johnsons Hillock with a load of machinery for export. It was a bulky cargo, so easily recognised as such on a boat heading for Liverpool. The cargo was fragile, so best stored away from the docks where it could easily be damaged. It could be delivered within two days by canal, and was usually the last of the cargo loaded on a ship.

**HOWARD & BULLOUGH, LTD., ACCRINGTON**  
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**FOUR** Over **5,000**  
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**GENERAL VIEW OF GLOBE WORKS**  
 Floor area 29 1/4 acres (118,000 square metres)

Extension **RING SPINDLE WORKS** Completed 1907  
**ROLLER WORKS** " 1905  
 Floor area 4 3/8 acres (17,300 square metres)



Machinery from Howard & Bulloughs arriving at Enfield warehouse for storage and export. This warehouse closed in the 1920s.

**LEEDS AND LIVERPOOL  
 CANAL COMPANY**

---

**STOCKBRIDGE  
 DEPOT  
 KEIGHLEY**

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Ample Storage Accommodation  
 for all classes of  
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Special facilities for handling  
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Storage of Wool undertaken at  
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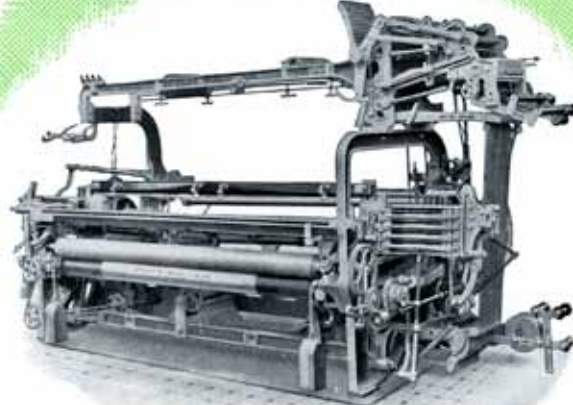
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 ALSO **PREPARATION MACHINERY**  
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 ORIGINAL INVENTORS and  
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**ALL OVER THE WORLD**

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 Fitted with our Patent Pick Finder. For all Worsted and Woollen Goods. Increased Production  
 More perfect cloth. Reduced waste. Simplified Weaving.

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**HATTERSLEY AUTOMATIC FIRM WINDING MACHINE.  
 SPECIAL LOOMS AND WARPING MACHINES OF THE LATEST  
 TYPES FOR ALL YARNS.  
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# SUGAR

Liverpool Terminus  
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 Bankhall  
 Bootle  
 Litherland  
 Gorsey Lane  
 Lydiate  
 Haskayne  
 Halsall  
 Burscough  
 Parbold  
 Appley Bridge  
 Gathurst  
 Crooke  
 Hell Meadow  
 Wigan & Leigh  
 Aspull  
 Adlington  
 Cowling  
 Botany (Chorley)  
 Johnsons Hillock  
 Riley Green  
 Feniscowles  
 Blackburn  
 Rishton  
 Church  
 Clayton-le-Moors  
 Altham  
 Hapton  
 Rose Grove  
 Burnley  
 Brierfield  
 Nelson  
 Barrowford  
 Foulridge  
 Salterforth  
 Barnoldswick  
 East Marton  
 Bank Newton  
 Gargrave  
 Skipton  
 Bradley  
 Silsden  
 Stockbridge (Keighley)  
 Morton  
 Bingley  
 Saltaire  
 Shipley  
 Esholt  
 Rodley  
 Kirkstall  
 Armley  
 Leeds  
 Castleford  
 Barnsley Canal  
 Goole  
 Humber ports

Liverpool, given its maritime connections to the West Indies, was a major centre for sugar refining. Several sugar works were built alongside the canal, conveniently situated for deliveries of coal for the boilers, and for transporting the sugar. As a result, the canal company warehouses became distribution centres for both Fairrie's and Tate & Lyle's sugar. Sugar from the latter was one of the last traffics on the canal.



An aerial view of Tate & Lyle's from around 1960. They were still using the canal, but their new extension, bottom right, had been built over the entrance to the canal terminal in Liverpool. The canal company warehouse, about half of which still survive, are just off the photo on the right.



A rather gloomy photo of the canal at Tate & Lyle's, with a variety of coal boats either unloading or waiting to return to the colliery. This section of canal was a favourite of local children as the water was used for cooling, so became warm, making it pleasant, but rather unsafe, for swimming.



# TATE AND LYLE'S

## WORLD RENOWNED SUGARS IN PACKETS

•  
HYGIENICALLY PACKED  
FULL NET WEIGHT

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GRANULATED - CRYSTALS - CUBES  
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Halifax	Wakefield
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THE "FAIRRIE" REFINERY

All Classes of the Purest Refined Sugars

from

CUBES and "CUBELETS"

through all grades of

CRYSTAL, GRANULATED

and ICING to

YELLOWS and BROWNS



(Leeds and Liverpool Canal)

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General Carriers & Storage Contractors

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THE Lancashire Canal Transport Co., Ltd., of which Commander P. T. Dean, V.C., is Chairman and Mr. John Halliwell, Manager, carries on by means of a large and well appointed fleet of barges and steamers a regular canal and river service between Liverpool, Birkenhead, Manchester, Wigan, Chorley, Blackburn, Church, Burnley and Colne.

The Company has large warehouse accommodation available at Liverpool, Feniscowles, Blackburn, Church and Burnley for storage of every kind of merchandise capable of being carried by Canal and at its wharves has up-to-date equipment for dealing with the same.

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The CANAL

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To Leeds and all Towns on Leeds and Liverpool Canal

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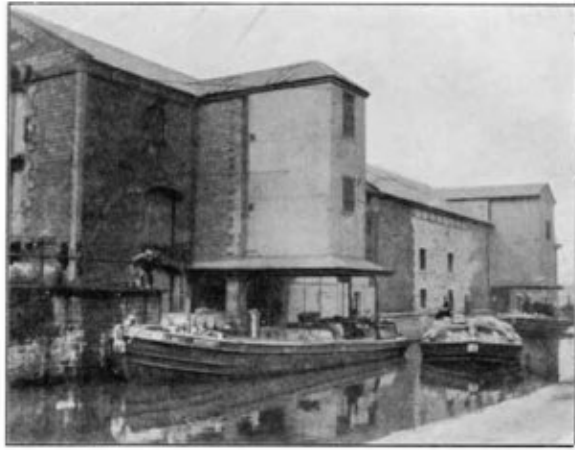


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 MOTOR & STEAM BARGES on the **LEEDS  
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 All enquiries have prompt and careful attention  
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 81,208,278 c. ft.**

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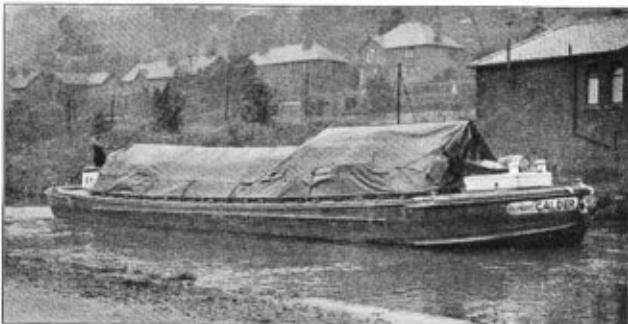
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One of the Canal Transport Ltd.'s Motor Barges

**Carriers on the Leeds and Liverpool Canal  
 Regular Service of Motor Barges**

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**C. R. HARRISON, CANAL OFFICE, LEEDS. PHONE 23888.**

**SEND YOUR GOODS BY CANAL**

Bills of Lading handed to the Company's representatives will receive prompt attention.

Canal Transport Limited, for whom *Kennet* was built, was formed in 1930. When the canal company gave up carrying in 1921, four firms took over, Hunts for the Leeds traffic, Walls for the canal in Yorkshire, Lancashire Canal Transport for Lancashire main line traffic, and Hunt & Page for the Leigh traffic. Liverpool Warehousing took over the main warehouses in Liverpool and Bootle. Then, in 1930, the four carrying businesses were amalgamated to form Canal Transport Limited, which was partly owned by the canal company. They were worried about the financial condition of Lancashire Canal Transport, and wanted to put the carriage of general cargo back on to a more secure footing.

As can be seen from the advert Canal Transport Limited's Manager was Robert Davidson, who was also Manager of the L&LCCo. The carrying company remained a separate entity even after nationalisation, and was not wound up until around the 1980s, many years after its last cargo had been carried.

# CARGOES



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REEDYFORD MILL & PENDLE STREET MILL, NELSON.  
Telephone: NELSON 109 and 110

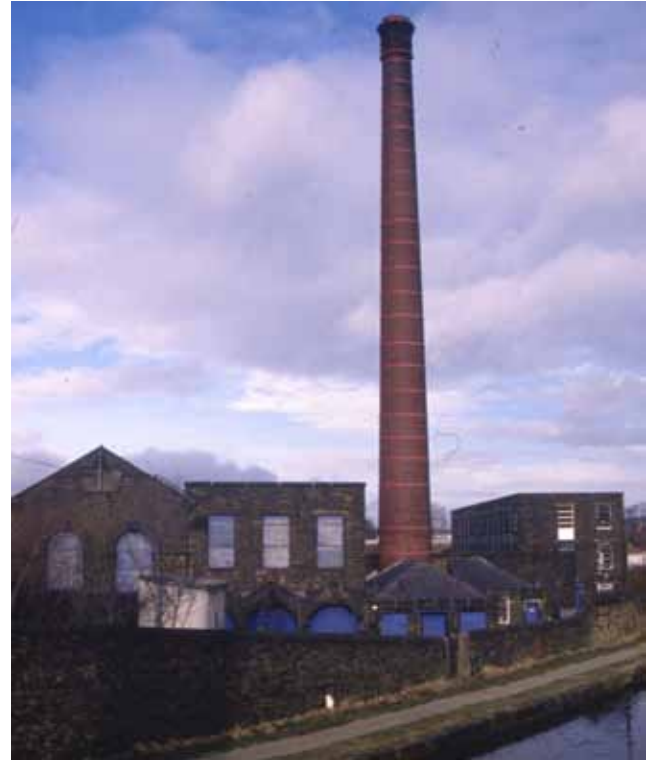
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TEXTILE MANUFACTURERS FOR HALF A CENTURY



The canal served many industries, and two are represented here. Above, Duckworth's were in a 'Room and Power' weaving shed alongside the canal in Nelson, while below, Jones Textilities had timber delivered to their mill at Eanam by canal from Liverpool Docks.



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