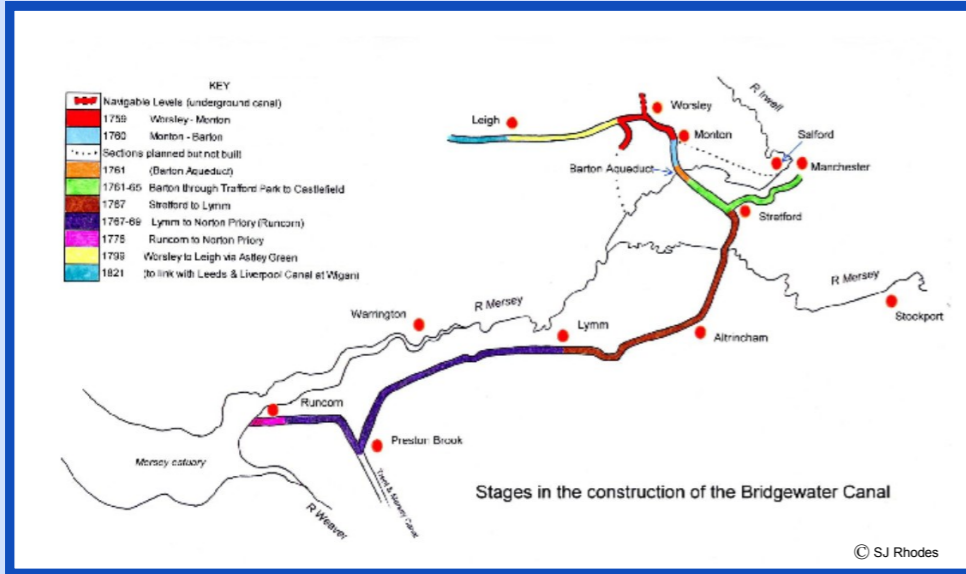


Extending the Canal



The canal that changed the world . . .

1759 Canal building begins as the Navigable Levels are created. These drain water from the mines, allow coal to be transported from the coal face by barge and provide a water supply for the Bridgewater Canal. Sections from Worsley Delph to Monton and into Chat Moss (towards Hollin Ferry) are completed.

1760 Change of plans – the canal will not continue to Hollin Ferry, nor will it head for Salford, but will cross the river by means of an aqueduct at Barton upon Irwell.

1761 Barton Aqueduct opens and is hailed as the 8th wonder of the world – crowds flock to see it.

1762 The canal is extended through Trafford Park towards Castlefield in Manchester where warehouses are built.

1765 The canal is completed as far as Castlefield.

1766 Passenger carrying begins between Worsley, Castlefield and Lymm at 1d per mile.

1767 From Water's Meeting near Stretford, another branch of the canal sets off across country to Altrincham and Lymm.

1769 Work held up at Norton Priory near Runcorn by land and navigation owner Sir Richard Brooke.

1772 Locks linking the canal with the river Mersey are completed and the canal is dug from there to Preston Brook where it links with the Trent & Mersey Canal, begun 1766.

1775 Disagreement at Runcorn resolved by Parliament – the canal is completed.

1776 Canal opens to through traffic.

1791 Leeds and Liverpool Canal construction begins.

1799 The canal is extended from Worsley via the Duke's mine at Astley to Pennington, Leigh.

1821 A link from Leigh to Wigan connects the Bridgewater Canal with the Leeds and Liverpool Canal.

But . . . the railway age is only ten years away . . .

Design - jeffinogue@gmail.com



Warehouses at Castlefield



Brindley's cloverleaf weir at Castlefield



Manchester Ship Canal Co., 1982

Bridgewater House at Runcorn, built for the Duke on his visits to see the works



The dry dock at Worsley became an important boat building yard



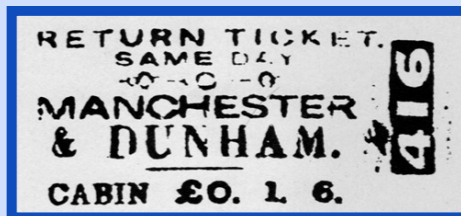
The flight of locks at Runcorn, now demolished



Above: Three views of the Preston Brook junction with the Trent and Mersey Canal, the start of a network of canals across the country to improve industrial transport. Photographs by Neil Arlidge



The ochre-coloured canal passing Alder Forest on route to Leigh



The only known surviving packet boat ticket, a same day return, from Manchester to Dunham near Lymm, costing 1s.6d for a cabin seat including refreshments. The ticket is now part of the University of Salford archive.



The canal at Mather Lane Mill, Leigh