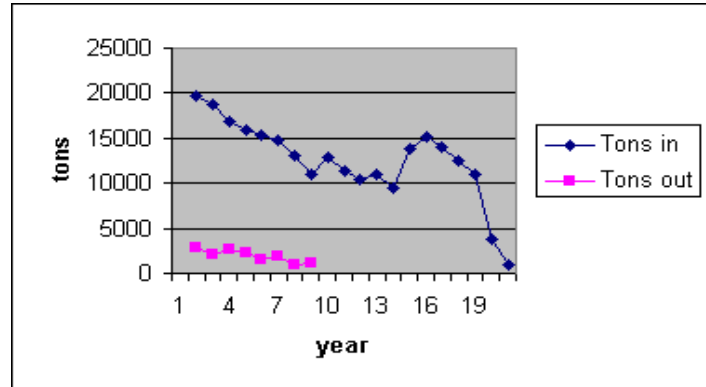




Partial Table of Tonnages for the Louth Navigation



We hope that more data on the early tonnages will come to light as more research is undertaken.

The continual decline in tonnage presumably came about as the rail network became more extensive and more reliable. However, it should be noted that the railways came to Louth in the 1840s and that even in the 1890s a considerable amount of trade was carried on using the Navigation. Hardly an overnight collapse in canal use.

Year	Tons in	Tons out
1897	19649	2807
1898	18670	2177
1899	16765	2623
1900	15922	2276
1901	15399	1586
1902	14719	1853
1903	13050	1023
1904	11066	1042
1905	12968	
1906	11339	
1907	10354	
1908	11075	
1909	9378	
1910	13824	
1911	15118	
1912	14011	
1913	12569	
1914	11052	
1915	3825	
1916	979	

Tonnage out is a different matter. By the time these tables commence, cotton had become the great rival to wool & the Lancashire & Yorkshire cotton mills were fully operational. This may have had economic repercussions for Lincolnshire which had drawn a lot of its wealth since the 13th century from the sale of wool. Louth never became an industrial town as it was no near to any coalfields.

data supplied by Malcolm Beaumont.