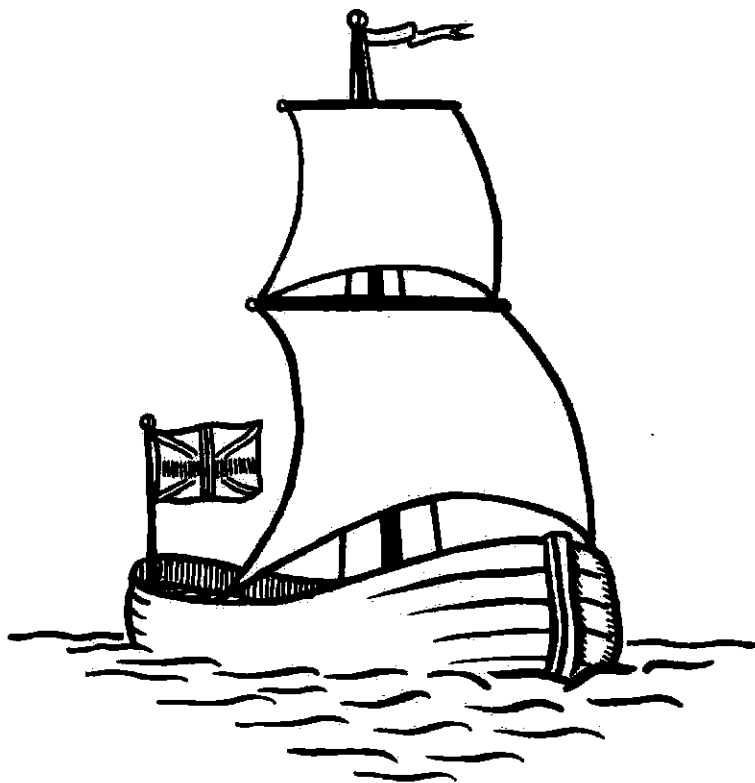


# THE TROW



**Stroudwater, Thames & Severn  
Canal Trust Limited**

**No. 11**

**Sept. 1975**

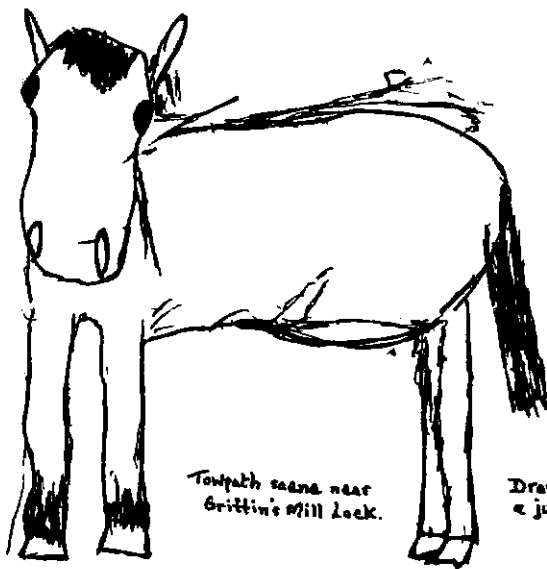
# Editorial

I approach the publication of my second "Trow" with a little less apprehension than the first produced. Brickbats were not too plentiful, and I hope this comes from satisfaction rather than apathy! One or two people suggested we should have more local news but I feel the magazine should deal with as wide a range of subjects as possible, provided they have some bearing on our activities, and with the weekly issue of John Stephens' Newsbriefs all interested parties are kept up to date with day-to-day happenings, many of which would in any case be out of date before publication of the next "Trow". Some extracts from these Newsbriefs are however printed in this issue as they will be of interest to members in general. I hasten to add that I shall be only too pleased to print local contributions if and when received!

Readers will note that various Society functions are publicised in this edition, November being a very busy month indeed for such activities. It is hoped that as many people as possible will support some or all of these functions, as the more funds we raise, the more chance we have of achieving our aims.

A complaint was received (from the Chairman, I believe!), that the last crossword was unsolveable and the work of a madman. This could be true, but I have tried to make No.3 a little easier, and we have the added attraction of a prize this time, so send in your solutions. Incidentally, I should be pleased to receive further puzzles from compilers - what's happened to 'PHRED' lately?

Trow Editor: R.O.Nott, Lynfield, Frome Park Road,  
Stroud, Glos. GL5 3LF. (Stroud 3014)



Towpath scene near  
Gritton's Mill Lock.

Drawn from life by  
a junior member!

# Chairman's Report

It's happened at last! Bowbridge is finished - so come on in, the water's fine, and please, all of our critics, just for an hour forget the bridges and other obstacles which make up a small part of the 35 miles and see what may be made of the canal without one structure removed, altered or diverted. It is a pity the site was not completed for the Bi-Centenary on May 30th, but those who came to the celebration could see completion was not far off. Our thanks go to the Red Arrows whose display was a superb tribute to 200 years of this very famous canal. Everyone must now work to ensure that 100 years hence our grandchildren will celebrate the canal's continued existence.

We are greatly concerned at the rumour that work on the Kennet & Avon Canal by volunteers has ceased. If true, we hope this is not for long. Nevertheless, it emphasises the need for a second cross-country link from the Thames direct to the inland waterways of the Midlands.

During working parties we recently had a serious accident in which the dragline overturned and its skilled operator, Don Mann, was injured. Fortunately Don is speedily recovering but it highlighted the need for constant safety measures on site. Always wear a helmet when working in locks, weirs or below plant - they are always available. Respect machinery, scythes, etc. As volunteers you are responsible for your own personal injuries, but we strongly recommend a Personal Accident injury insurance - it covers you at home and at work as well. The Trust insurers, Cass-Stephens of Gloucester, can arrange this for you.

As one who is interested in all forms of surface transport I cannot help being made aware wherever I go of one prime factor which is currently being used by the Highway Lobby, that is, wherever possible to create as much havoc to old railways and canals as possible - to make sure that those forms of transport cannot once again be made viable because of a "road has been built there" syndrome. The construction of the railway or canal is of secondary importance and their requirements, if even considered necessary, come a long way down the list. To many this may be wrong, but look around and see how many schemes completely eliminate any future for the respective rail line or canal. Integration, my dears, is a word which should be engraved on every Highway Engineer's notebook.

Preliminary surveys of the canal have been made by perhaps this country's leading water engineering consultants, prior to a firm contract being placed. The report will cost the Trust several thousand pounds and will state the possibilities of rebuilding a waterway for the benefit of the area. This means scraping by in a few places if at all possible, NOT, as some people think, by demolishing everything which comes near to the route. This canal could contribute to the beauty, prosperity and water supply of the area, plus a whole list of other advantageous factors, but not to the detriment of anything else.

It is hoped that very shortly we will hear of work starting on the Cirencester Section, where negotiations are all but complete.

MIKE AYLAND.

# Working Party Report

It has been said many times that much blood, sweat and tears will be spilt before the canal is re-opened. Sweat we see frequently, particularly during the current hot spell. The tears have yet to be seen - in my opinion, opposition to the project generates support rather than despondency. Recently we have seen blood in serious quantities when Don Mann badly gashed his knee leaping clear of an excavator which was about to overturn. The machine was recovered, repaired and was working again within 12 hours, but Don spent 3 days in hospital and has still not fully recovered.

The incident has made us all even more aware of the dangers that can threaten us as professional amateurs working under somewhat difficult conditions. We pride ourselves that our plant is kept in good condition and that only responsible people are allowed to handle it, but the safety of working parties still depends on the individual. We therefore urge everyone to take the utmost care. Incidentally, we attach no blame to Don. He was working in extremely difficult conditions at the time and the machine simply sank beneath him.

\* \* \* \* \*

Those people reading in the Press of our 'dispute' with Mr. Stephens could be forgiven for assuming from the interview reports that we have made no attempt to negotiate. This could not be further from the truth. Our offers to fence, landscape and generally co-operate in exchange for plant access and dumping rights would not only have saved Mr. Stephens a lot of expense but would also have improved his property. His actions have delayed us to a certain extent but we are confident that this section of canal can be restored without resorting to devious or illegal methods.

\* \* \* \* \*

Learning from our mistakes on the Bowbridge Section, plans are now virtually complete for the restoration of the next section, Griffin Mill to Ham Mill Lock. In order that as many people as possible are fully conversant with these plans, it is intended to explain them at the September Noggin and Natter (Union Inn, Stroud, Sept. 2nd).

The excavator for clearing the lock is already in place at Ham Mill. This machine has been generously loaned to us for an indefinite period by Beecham Marine of Tewkesbury.

Before starting the next pound there are several outstanding jobs that need to be done - mainly at the 'piggery' at Aston Down. These jobs include painting, repairs to doors, glazing and the inevitable paper baling in order to clear space for small plant which can then be overhauled under cover.

\* \* \* \* \*

It is hoped that this backlog will be clear by the end of August so that the entire Stroud working party can be diverted to Coates for perhaps two weeks to give the Cirencester Branch a good send off. (See Cirencester notes for dates).

DAVE ELLIOTT

## Social Section

### NARROW BOAT TRIP

The trip on the "Gloster Packet" at the end of June was an unqualified success. It was so popular that despite our hiring the camping narrow boat "Comet" as well, many people were disappointed.

The pair of boats were breasted up and, with both engines running, the distance to Saul was soon covered. With fine weather everyone enjoyed exploring the junction with the Stroudwater Canal, before starting the return journey. With running commentary from the Chairman and all types of refreshment at the bar, the afternoon passed all too quickly. Our thanks go to Tony Jones and his crew.

### ANNUAL DANCE

The second Annual Dance is to be held on Saturday 8th November. After the success of last year's dance it will be run on the same lines with the exception of a much wider range of music so that all kinds of dancing are catered for.

The venue is Minchinhampton Youth Centre as before. There will be an even better buffet and a bar of course. Tickets will be on sale at £1.25 each in advance from Carole Bradford (Tel: Brimscombe 3786) and Marian Marsh (Tel: Gloucester 28407).

TONY BRADFORD.

ANNUAL PRESENTATION OF PRIZES FOR SPONSORED WALK on Friday 19th September at Stroud Subscription Rooms at 7.30 pm. (Including short Film Show)
--

# Membership

## MEMBERSHIP RATES

From 1st September 1975 the Trust membership rates will be increased for the first time since our formation in December 1972. As costs have risen so rapidly so far as postage, paper and printing are concerned, this increase is necessary to ensure that you all continue to receive your Trows.

The new rates are as follows:-

SINGLE ADULT MEMBERSHIP	£2.00
FAMILY MEMBERSHIP (Mr. & Mrs.)	£3.00
AFFILIATION	£3.50
YOUTH (Under 18)	£0.50
SENIOR CITIZEN	£0.50

Members who pay by Bankers Order will be receiving letters from the Treasurer asking them to kindly alter these to the new rates. When applying for membership or renewal some members write only an initial and their surname and, in the case of a female, I am left to guess whether she is "Miss" or "Mrs". If any of these guesses have been wrong in the past please accept my apologies. A family membership is taken as Mr & Mrs unless otherwise clearly stated.

## TROW'S

If anyone who has joined us recently would like to have back-dated copies of "The Trow", these are available from me, price 10p per copy. Please state clearly which editions you require when ordering and please include a contribution towards postage. At the moment I have copies of every past "Trow" from No.1 to No.10, but some editions are in short supply so first come will be first served. Surely the complete set may one day be something of a collectors item!

PAT CLUTTERBUCK.

CAERPHILLY MALE VOICE CHOIR on Saturday 15th November at 7 pm. Tickets 65p (Senior Citizens 40p) from Audrey Rogerson (Tel: Amberley 2412)
--

## SCOTCH MIST

A large number of canal enthusiasts, including me, firmly believe canals end in a northerly direction with the Leeds & Liverpool Canal but this year I was pleased to correct this misconception by visiting two of Scotland's waterways. Firstly with a brief glimpse of the Forth & Clyde Canal linking Edinburgh and Glasgow, completely derelict but restorable as the Scottish I.W.A. will very rapidly inform you. The canal runs through delightful countryside but needs many years of hard work to bring it back to life.

The second canal we visited was the very useable Caledonian Canal, linking the two sides of Scotland from the Atlantic Ocean to the North Sea. This canal, about the size of the Gloucester-Sharpness Ship Canal, really joins a series of lochs which form 38½ miles of the 60-mile route.

We hired a 6-berth cruiser from Caley Cruisers at Inverness, who rapidly shepherded all the hirers together through Dochgarroch Lock before the B.W.B. lock-keepers went home at 5 p.m. This enabled everyone the freedom of Loch Ness for the rest of Saturday and all of Sunday. The loch was only 2 miles above Dochgarroch Lock and we moored in a small sheltered bay at Dochfour to prepare ourselves for the next day and sort the boat out, so hastily stowed earlier. Whilst this was being done two of the crew walked over the headland to Loch Ness. Waves! Mass panic!! A canal holiday, and here on Dochfour beach were 3ft waves with white tops crashing onto the sand and only a light breeze blowing. We returned to the boat and no-one believed us! The next day was different - the wind was blowing harder - but the boat rode it well; having travelled 500 miles to get there we were not going home after 5 miles. After the first 15 minutes everyone realised the boat wasn't going to sink or turn turtle and it became very pleasant having to navigate and take bearings, which made travelling more exciting. Sunday was spent on Loch Ness, it taking 6 hours to reach Fort Augustus and calm moorings. The weather was bad but even with limited visibility the Great Glen is truly impressive. Royal Navy Buccaneers were flying fast and low between the mountains.

Fort Augustus was the first sign of civilisation, with a welcome meal in the Lovat Arms Hotel, yet the floor still moved to the backlash of waves. The flight of 5 locks at Fort Augustus took most of the next morning, the staircase locks taking a long time to fill. From the top it was only a short distance before Kytra Lock and Culachy Lock where we met the first of the commercial shipping with a large trawler using the canal as a short cut from the East Coast to the West. Her main catch was scampi but she also took whitebait or shrimps. "On your holidays?" the skipper asked. "Yes". "Oh, I always go on the Norfolk Broads". A busman's holiday indeed!

He was soon out of the lock and heading at full speed into Loch Oich. We made for the seclusion of Invergarry Bay with the ruins of Invergarry Castle keeping watch. This castle was used by Bonnie Prince Charlie and as revenge was ransacked by the Duke of Cumberland, or as the Scots affectionately call him, 'Butcher Cumberland'. It held a special attraction for us as our boat bore the name "Invergarry Castle".

The rain came down continuously and we abandoned any hopes of the 1-mile walk to a booked meal at the Glengarry Castle Hotel. The management would hear nothing of this however, and sent a car out to the boat and accepted 5 wet diners in their superb restaurant and returned us to the boat later that evening. We moved from Invergarry with difficulty as we discovered we had only right rudder. The clamp off the Volvo outdrive had fractured and we returned crippled to our sheltered mooring to 'phone the boatyard. Within an hour Caley Cruisers had fixed the boat, having driven over as soon as we telephoned bringing with them a superb stray golden labrador, who insisted on helping its new owner over the stern of the boat.

Once under way again down Loch Oich we were on the summit of the waterway, which is dropped 10ft each night to run the nearby hydro-electric power station. At the end of Loch Oich we dropped down through the Laggan two-lock staircase into Loch Lochy, the last lock on our journey, taking about 3 hours to navigate following the old railway line down towards Fort William. Back into the canal again at Gairloch Locks, the first lock being level and the lower lock taking us within sight of Ben Nevis to Banavie and Neptune's Staircase, where a further 10 locks take the canal down to Fort William, the open sea and the gateway to the Western Isles.

MIKE & BERYL AYLAND

ANNUAL EXHIBITION AND SALE OF ART

Saturday 29th November  
at Minchinhampton Youth Club  
from 2 pm. to 5 pm.

Adults 10p. Children Free

Followed in the evening  
by

WINE & CHEESE

from 7 pm. to 10 pm.

Tickets 65p, available at door  
or from Audrey Rogerson  
(Tel: Amberley 2412)



## EXTRACTS FROM 'NEWSBRIEF'

The aim of Newsbrief is to try and give some indication of the day to day events and activities of the many working sides of the Trust. An up-to-the-minute report of events as they happen and a valuable quick means whereby organisers of events can reach the maximum number of members within a short space of time.

\* \* \* \* \*

Although a lot of time and effort has been put into making Bowbridge Lock area tidy and respectable, we still require a greater number of ladies (or men) for doing small gardening work, weeding and grass trimming.

\* \* \* \* \*

It is several weeks since the sponsored darts match was held in Dursley. Organised by the Cam House School, this was a competition with the Trust in Dursley Market Hall. Several of our members took part and we have gained the marvellous sum of £90 to add to our income. Our thanks to Cam House School for their initiative.

\* \* \* \* \*

The safety of persons on working parties has caused much concern for some considerable time, and the recent accident to Don Mann brought this matter to a head. Negotiations are being conducted with the local Red Cross Division for an arrangement whereby some of our members may be able to have First Aid lessons. It has also been suggested that, in view of cuts and grazes which can be sustained, members should check with their doctors as to the advisability of anti-tetanus injections - the canal water is not always 100% pure!

\* \* \* \* \*

The Trust have manned Stands at Stroud, Slimbridge and Painswick Shows during the summer. Much interest was stimulated, and sales were fairly brisk. A special Show Edition of "The Trow" was rushed out by Ron Nott and John Stephens, and well over 200 copies were sold, much to the relief of the compilers - and our Treasurer!

\* \* \* \* \*

The Committee have appointed Mr. Neal McDonald as our first public relations officer, and one of his main tasks will be to make personal contact with the many landowners adjoining the canal route. For any information regarding public relations, contact Mr. McDonald at Stroud 8070. In addition, Mr. Barry Boulderstone has volunteered to act as a 'trouble-shooter' for the Trust, and anyone with queries or information relating to the canal or its boundaries should contact Barry on Cirencester 4241 (Evenings only).

\* \* \* \* \*

A scheme has been put in hand to finance professional labour without dipping into our existing bank account, which has been earmarked for more immediate matters. If anyone would like to assist, we require a number of people to agree to send us a donation of £13.00, either as a lump sum or

spread over a period of three months. If £13.00 is more than you can afford, why not get a friend to go halves with you? Cheques for the Bricklayer Fund to be made payable to Stroudwater, Thames & Severn Canal Trust Ltd., 2 Kantara, Bridge Street, Cainscross, Stroud, Glos.

\* \* \* \* \*

We note from the Gloucestershire Society of Industrial Archaeology Newsletter that Michael Handford's book on the "Stroudwater Canal 1730-1780 is now with his publishers, with subsequent volumes to follow. Mike also says his next project will be the Hereford & Gloucester Canal.

#### ROUND ABOUT US

The Lower Avon Navigation Trust have recently appointed Mr. Leslie Haines, late of the Severn River Management Division of the Severn-Trent Water Authority, in an executive capacity. The Trust feel that Mr. Haines' experience, coupled with his first-hand knowledge of their river, will be of immeasurable value to them. The L.A.N.T. have also announced that the Member of Parliament for South Worcestershire, Mr. Michael Spicer, has accepted their invitation to become one of their patrons.

\* \* \* \* \*

A team from Sharpness Docks have won the British Waterways Board's national darts competition, beating a team from Crinan, Scotland, in the final on May 16th.

\* \* \* \* \*

Wiltshire Inland Navigators held a sponsored canoe race and re-opening ceremony on the Kennet & Avon Canal at Trowbridge on July 5th. It was started by Mr. Dennis Walter, M.P., and was held over the recently-restored Trowbridge to Semington section.

\* \* \* \* \*

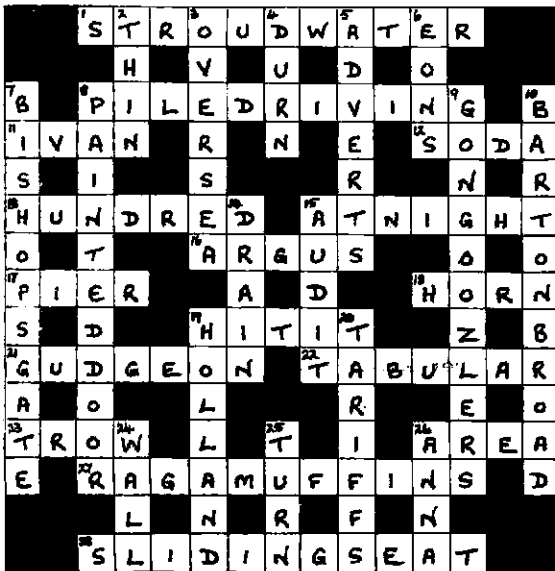
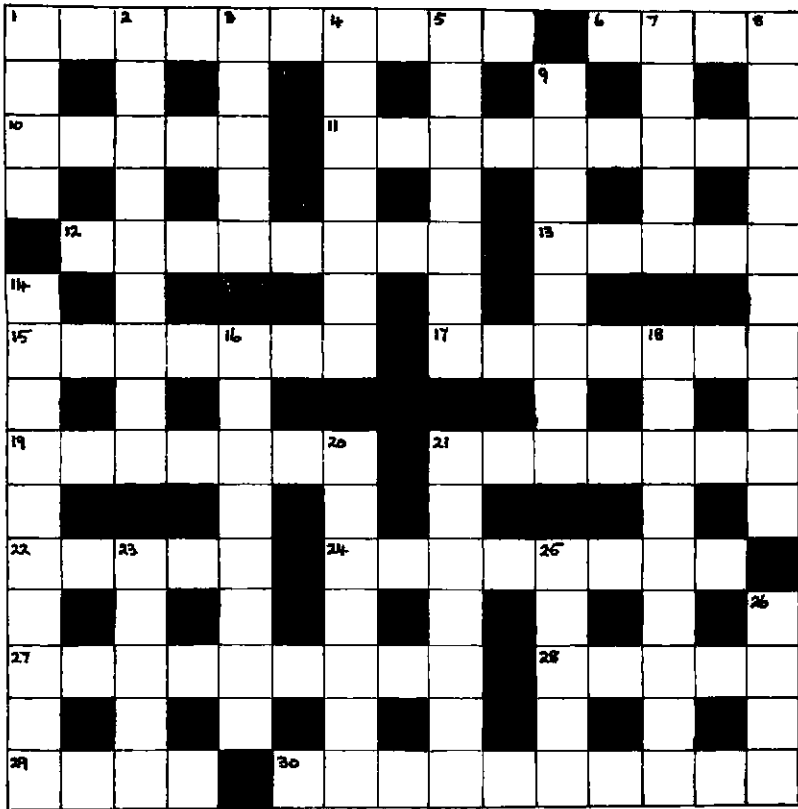
Working parties on the Kennet & Avon are now restricted to grass-cutting and other similar tasks. This follows the refusal by British Waterways Board men to work alongside K & A Trust members and volunteers if the latter carry out any 'civil engineering'.

\* \* \* \* \*

On September 26th the Lower Avon Navigation Trust will be holding a reception at the Marine Ballroom, Evesham, as part of their Jubilee Celebrations. This Jubilee marks the 25 years since Douglas Barwell founded the L.A.N.T., and our own chairman will attend this reception, along with myself.

REG BEAGLEY.

# Stroudwater, Thames & Severn



Solution to Crossword  
No.2

# Crossword No ~ 3

## ACROSS

1. Old form of canal transport (5,5)
6. Italian sparkling wine (4)
10. A northerner comes to Berkshire (5)
11. Balance - with 3 metal feet? (9)
12. Found on many canal bridges (8)
- 13 & 1 Down. Narrowboat adornment (5,4)
15. Takes in food (7)
17. One of many supporting our Annual Walk (7)
19. Gravel is bought by it - and from it (3,4)
21. There is one along our towpath (3,4)
22. Ran to put a hundred in the red (5)
24. You will do this if you answer this clue (8)
27. Little country at Stonehouse, Glos. (9)
28. Many of them once ran on rails (5)
29. Teas come from this part of the world (4)
30. This Shropshire town has a famous one (4,6)

## DOWN

1. See 13 Across (5,4)
2. Green talc takes shape (9)
3. Additional (5)
4. You should know them all, if not, make 5 (7)
5. See 4 Down (7)
7. One of the Beatles Constellation? (5)
8. There are many varied ones in the Golden Valley (10)
9. Aircraft-carriers - U.S. style (4, 4)
14. Part of mid-East canal full of beer? (6,4)
16. Normal measure of timber (8)
18. Sailors have broad hips here (9)
20. Dentist or road-mender? (7)
21. Seagoing version of 21 Across (3,4)
23. Ever-rising items (5)
25. Reversible blade (5)
26. Of man in the Irish Sea, of dogs in the Thames (4)

---

We have decided to make this Crossword a special PRIZE CROSSWORD, and a free year's subscription to the Trust will be awarded to the sender of the first correct solution opened on 1st October next. Please send your solutions to me at the address shown inside the cover. If you do not wish to spoil your copy of the "Trow" a copy of the puzzle or a list of your answers will be accepted.

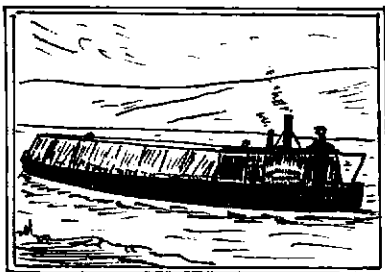
## The Severn Trow

PART 2 (Continued from June 1975 issue)

Between the two world wars the remaining trows went the way of all sailing craft. Most were cut down to towing hulks, and a few were converted to motor-barges. In 1939 there were still under sail the PALACE of Chepstow, built at Brimscombe in 1827, ALMA of Gloucester, built there in 1854, and WILLIAM of Bristol, built at Bower Yard in 1809. The last-named veteran, then 130 years old, sank off Avonmouth in June 1939 and was washed ashore near Stup Pill, where her lower timbers could still be seen in the 1960's. The PALACE failed to rise on the tide one day during the war, when at her owner's quarry on the Wye, and remained to rot in the mud. The ALMA was hulked during the war and employed as a coal store at Bristol until 1952, when she was sold to a Chepstow owner. She served for a while in the stone trade, but broke adrift in November 1958, was carried down the Severn, and temporarily lost. She later turned up on a sandbank at Beachley, and was blown up as a menace to navigation.

Of the 100 or so hulks in use in 1939, about 32 survived the war, but these have gradually disappeared. A number have been put ashore at Purton to protect the riverside bank of the Gloucester-Sharpness Canal, or at Lydney to reinforce the banks of the harbour. A few were used as floating workshops, and others broken up. The SAFETY (built Stourport 1838), JONADAB (Newport 1848), YARRA (Bristol 1880) and EDITH (Chepstow 1901) survived in the Bristol coal trade, with motors, until the 1960's. HANNAH (Framilode 1872) and FANNY JANE (Bridgwater 1858) were also still in the grain trade on the Severn and canal, occasionally visiting Avonmouth, but I do not know their ultimate fate and would be pleased to have any information our readers may be able to supply.

It seems a great pity that one of these historic old vessels could not have been preserved, before it was too late. Who knows, we might even have had our own local version of the VICTORY or CUTTY SARK permanently berthed in the Ayland Dry Dock, the latter having been constructed by volunteer S.T. & S.C.T. labour!!



# Cirencester Group News

Although formed several months ago now, the Cirencester Section has not been idle. Most of the time has been spent on preliminary ground work and negotiations with landowners adjacent to the Canal. We are now in the happy position of being able to report some action very soon. Now that the licence is fully signed up with the Bathurst Estate, work can be started on the length from Coates Tunnel mouth to Tarlton Bridge. Arrangements are going ahead for the organisation of regular working-parties and the purchase of some useful equipment such as wheelbarrows, spades, picks and helmets.

The first main working party will begin on Saturday 6th September at 10 a.m., under the control of Pete Boyce. Other working-parties will be co-ordinated by Cirencester working-party organiser Alan Neighbour, and will, it is hoped, take place on every subsequent week-end. On the evening of 6th September there will be a social gathering in the forecourt of Tunnel House for the workers, and an impromptu celebration.

On the week-end of 20th-21st September a party from the Waterways Recovery Group will be coming over to lend a hand. Also, in September, the Section will have the use of a Smalley Digger.

For further information, contact me on Swindon 693731.

PETE BOYCE.

## Readers' Letters

Dear Sir,

I hope to publish shortly a book concerning the Severn Trow in particular, and Severnside people, places and events in general. I am particularly concerned with the trow 'Jonadab' and my book will concern the Stroudwater and Thames & Severn Canals so far as the JONADAB is concerned, as she was rebuilt in 1895 at the yard at the junction with the Berkeley Canal.

I understand that yard saw the building of the very last trow and any information you or your members may have of the early days of the yard will be most welcome.

Yours truly,

V.W.G.Rogers,  
98 Burnham Road,  
Coventry, CV3 4BQ

## WASTE PAPER

You are probably aware that for many months now we have been unable to dispose of any of our waste paper, apart from computer stationery.

We did continue our collections, but have inevitably run out of storage space and regrettably must discontinue our rounds.

We would like to thank you all for your help and co-operation and, should the waste paper market revive, perhaps we could presume upon you to renew your efforts.

HOWARD ROGERSON.

## Trust Calendar for 1976

The Trust is working to produce a special commemorative calendar for 1976. There will be one page for each month and a black and white photograph on each, depicting the restoration programme since we started in December 1972.

The calendar should be available by the end of October but orders will be accepted now. The price of 60 pence will cover costs of post and packing. Please use the loose form enclosed with this magazine, and post to J.H.Stephens, 9 Melbourne Drive, Stonehouse, Glos. GL10 2PJ.

SECOND ANNUAL DANCE  
at Minchinhampton Youth Centre  
on Saturday 8th November  
from 8 pm to midnight  
Tickets (£1.25) from Carole  
Bradford (Tel: Brimscombe  
3786) or Marian Marsh (Tel:  
Gloucester 28407)

# Book Review

CHELTHENHAM'S ORNAMENTAL IRONWORK by Amina Chatwin (£1.50)

For some years now, I myself have taken a great interest in the many forms of ornamental ironwork around Stroud. The interest started with the possession of Mr.T.L.Chew's trade card of 1870, headed "Stroud Mediaeval Ironworks".

It was therefore a very pleasant surprise to find Amina Chatwin's book on the market dealing with the ornamental ironwork of Cheltenham. The book is a sheer delight for the amount of detail into which Amina has gone, to show the amazing variety of forms and artistic merit achieved by mere workers in metal. There is well in excess of a hundred photographs and detailed sketches with several short histories of associated trades, such as the Gas Companies, who produced such a splendid range of gas lamps throughout the town of Cheltenham. Gates, railings, balconies and brackets all have their own sections along with oil lamps, gas lamps, electric lamps and pillar boxes. A whole wealth of artistic detail from which the reader can draw any amount of new designs, a book of great charm showing Cheltenham's wealthy past in a form we all recognise yet seldom ever have any time for. This is a book of real value for money and Amina is to be congratulated on her design and layout of the book.

Available from the Canal Trust, Mr.G.Pegler,  
Bourne Nurseries, Churchill Road, Brimscombe,  
Stroud, Glos.

J.H.STEPHENS

## 1984

Some say the canals have had their day;  
And now for progress they must pay,  
But is it real to think,  
To put past progress down the sink?

Live and let live,  
There is surely space for all  
Only old men think it bad  
To conserve water and be glad.

Times now are changing fast,  
Inflation comes and pushes past;  
Shouting loud "Progress you'll always have"  
But think again on how you use it.

The juggernaut  
It thunders nearer,  
Always growling, caring naught,  
Disturbs our work and jars our nerves.

Commerce screameth, and to hell with man,  
He'll never win, who can?  
The machine dictates our all,  
Change these plans or thus we fall.

A new day dawneth fresh with TRUST,  
Comes faith, a POUND of hope;  
The GATE is open,  
Now - to CUT a better life.

JHS.



## The Mikron Theatre Company.

Recently the "Mikron Theatre Company" visited the Avon and Severn, performing at several riverside pubs including the one at Twynning Fleet, where 'The Trow' went along to watch them present their amusing and highly entertaining production 'Keep Yer 'Ands Off'.

The Company consists of Alan Bridger, Dan Caulfield, Thirzie Robinson, Mike and Sarah Lucas and their son Sam. Together the six of them travel and live on their 40-year old narrowboat "Tyseley", which used to be part of the Grand Union Carrying Company's fleet. Upon nationalisation she passed to British Waterways and finished her commercial days on the cement run from Long Itchington to Camp Hill. Recently she has been used as a restaurant boat on the Oxford Canal. "Tyseley" is now owned by John May, without whom their tour would not have been possible.

After the one-and-a-half hour performance 'The Trow' talked to Sarah, Mike, Dan and Thirzie, who told us that they have two main aims:- To present live entertainment to audiences who are not within easy reach of Theatre centres or who are not theatre-goers; and to promote the inland waterways of our country for recreation and commerce and to show that they have an enormous contribution to make to the quality of life. By living and touring on the canals they hope to play their part in the revival of interest in a means of transport, a source of pleasure and a way of life that have changed little since the less hectic days of the early 19th Century.

They also told 'The Trow' that this is their fourth tour, and that on their 1974 tour they gave over 150 performances to more than 18,000 people, and that this year they will have travelled more than 1200 miles on the inland waterways of this country.

Next year they hope to be touring again if they can raise enough funds from grant-giving bodies, companies and of course members of the public whom they have entertained. They do get a grant from the Arts Council, but the figure actually amounts to less than £5 per person per week of the season May to October.

We noticed with particular interest on their background material the wording from the Bill of Navigation for the Thames & Severn Canal laid before Parliament in 1783:-

"An Act for making and maintaining a Navigable Canal from the River Thames, or Isis, at or near Lechlade, to join and communicate with the Stroudwater Canal at Wallbridge, near the Town of Stroud; and also a Collateral Cut from the said Canal at or near Siddington, to or near the Town of Cirencester, in the Counties of Gloucester & Wilts".

# Sales Section

THE THAMES & SEVERN CANAL  
by HUMPHREY HOUSEHOLD ..... £3.25 + 15p p & p

SAUL ADAM by JOHN POOLE ..... £3.00 + 15p p & p

NARROWBOAT VENTURE by JOHN POOLE ..... £1.00 + 10p p & p

OUR CANAL POPULATION  
by GEORGE SMITH ..... £3.00 + 15p p & p

CHELTENHAM ORNAMENTAL IRONWORK  
by AMINA CHATWIN (G.S.I.A.) ..... £1.50 + 10p p & p

A SHORT HISTORY OF THE NARROW BOAT  
by TOM CHAPLIN ..... 50p + 7p p & p

CANALS & CANAL ARCHITECTURE  
by JOHN VINCE ..... 30p + 7p p & p

STROLD 1890 - 1915  
by JOHN STEPHENS ..... £1.30 + 10p p & p

---

GLASS TANKARD  $\frac{1}{4}$  pint engraved with Canal Society Emblem, including  
post and packing - £2.50

ACROBATIC KITES The amazing acrobatic kites made locally and shown  
several times on T.V. These are more than just mere toys and must  
be seen to be believed, including a special 70 ft tail, £3.40 + 20p  
post and packing.

THAMES & SEVERN CANAL MAPS  
Reproduced from an original canal map. 60p + 17p postage.

SET OF 10 HISTORIC CANAL PHOTOGRAPHS  
75p + 7p postage or singly for 8p each.

**Copyright 1975**

The views and opinions expressed by individuals in this magazine do not  
necessarily represent the views or policies of the Stroudwater, Thames and  
Severn Canal Trust Limited.

# Forthcoming Events

**Annual 'Walk' Awards**

STROUD SUBSCRIPTION ROOMS

**Friday 19th. September**

**Annual Dance**

MINCHINHAMPTON YOUTH CLUB

**November**

**Caerphilly Male Voice Choir**

STROUD SUBSCRIPTION ROOMS

**November**

## Regular Events – Stroud.

Noggin' and Natter evenings 8.00 p.m. every first Tuesday in the Month at the Cotswold Bar, Union Inn, Stroud.

2nd. Sept.

7th. Oct.

4th. Nov.

2nd. Dec.

## Regular Events – Cirencester.

Social Evenings every 3rd Tuesday in the Month at 8.00 p.m., in the Plough Inn, Gloucester Road, Cirencester.

16th. Sept.

21st. Oct.

18th. Nov.

16th. Dec.

