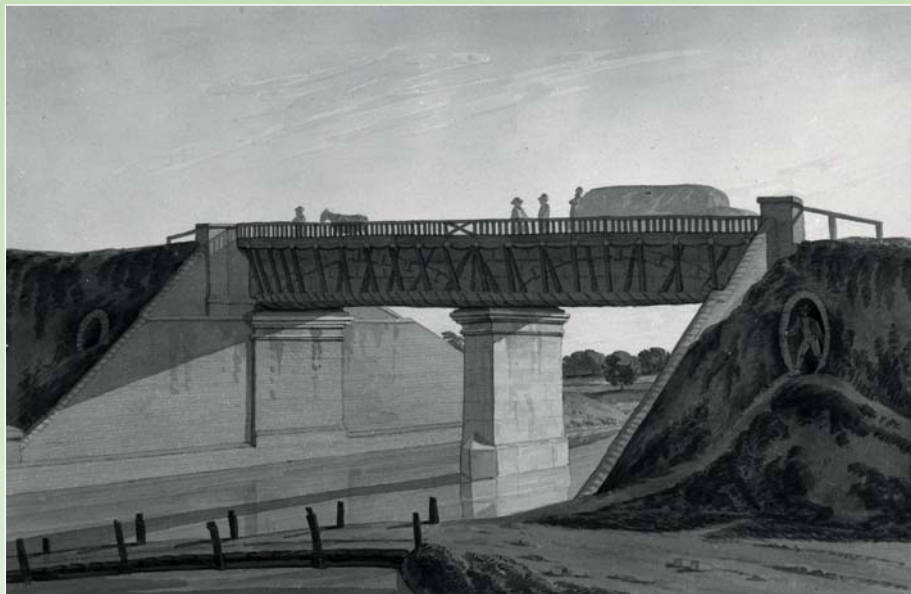


# GO MILTON KEYNES!

## Old Routes through a New City

### From Trade to Tourism

#### The Grand Union Canal



**Left:** View of the Iron Trough in which the Grand Union Canal crosses the River Ouse at Wolverton

**Below:** Boatmen families lived on their narrow boats and decorated the tiny spaces beautifully. This is a three-gallon water can painted with roses from Cosgrove Lock, Wolverton

In the 18th century the building of canals made it easier to transport goods more efficiently and cheaply than by traditional packhorse and wagon.

In 1792, a group of shareholders met in a Stony Stratford inn to draw up plans for a new canal from the Oxford Canal at Braunston to the Thames at Brentford. They put up £500,000 and the Grand Junction Canal, as it was known, was fully opened in 1805.

The canal affected local trade but not always for the best. The brick industry, such as George Price's brickworks at Great Linford, thrived, but the local pottery industry was ruined by cheap imports from the Midlands.



One thousand tons of goods were travelling by canal to London every week but when the railways arrived much of this trade was lost. To slow this decline the canal was widened and joined to other canal networks. Boatmen and their families moved to live on their narrow boats to cut costs. In 1929 the Grand Junction Canal became part of the Grand Union Canal.

Larger lorries in the 1950s made canal trade uneconomic and the coming of motorways, such as the M1 in 1959, provided the final deathblow.

Today tourism has created a new industry with walks, cycleways, marinas, pubs and a museum at Stoke Bruerne breathing new life into the waterways.