

To give some idea of the amount of goods carried over the Hobbacott Incline, the following table shows amounts and types of goods:

Date	Sand	Coal	Culm	Timber	Slate	Total Tonnage
1836 April	3,840	92	16	0	0	3,948
1836 May	5,328¾	484½	124½	4¼	0	5,941
1836 June	7,156	327	240	0	0	7,723
1836 July	1,763	198	84	5¼	0	2,045¼
1836 August	3,688½	257	311½	24½	0	4,281½
1836 September	3,473	141	24	26¾	4	3,611¾
1836 October	4,672¼	207	8	2¾	0	4,890
1836 November	4,279	48	0	7	0	4,334
1836 December	1,310	36	2	0	0	1,348
1837 January	2,331	5	8	9	0	2,353
1837 February	624	100	76	3½	4	807½
1837 March	3,005½	287½	109	18½	0	3,420½
Total Tons:	41,471	2,183	1,003	101½	8	44,766½
Total Tolls:	£2,714 19s 8d	£174 5s 7½d	£125 14s 7¾d	£6 11s 9d	£0 12s 6d	£3,022 4s 2¼d

Note:
Although these figures were copied from the original table it is apparent that the addition is not correct!

If you take the total weight of ‘goods’ carried as approximately 45,000 tons, that is equivalent to an incredible 9,000 tub boats trips past Hobbacott Down Incline at about 5 tons per tub boat. This emphasises the importance of Hobbacott Inclined Plane in the function of the Bude Canal system.

In the 1830s there were 4 main traders on the Canal system. They were Messrs King & Co, Ham & Co, Gubbins & Co and Adams & Co. These traders operated on the system and carried sand to the public wharves. The following table shows the total tonnage carried to the wharves between 31st March 1837 and 31st March 1838.

	Druxton	Tamerton	Blagdon Moor	Stanbury	Little Bridge	Boyton	Virworthy	Tamartown	Anderton	Total Tons
Messrs King & Co	2,169	4,424	4,584	4,320½	3,059	0	48	587	372	19,563½
Messrs Ham & Co	1,139	5,963	4,351	88	0	0	2,456	0	72	14,069
Messrs Gubbin & Co	888½	1,856	2,156	32	0	2,823¾	0	318	0	8,074¼
Messrs Adams & Co	54	776	0	0	0	168	384	184	96	1,662
	4,250½	13,019	11,091	4,440½	3,059	2,991¾	2,888	1,089	540	43,368¾

The total paid in tolls by the above traders for this period was £4,185 16s 7¾d

As you can understand all of the wonderful cutting edge systems of the 1820s are now derelict and the machinery no longer exists, but the structures do. There are no factual plans about how the system worked, or looked like, other than conceptual drawings as depicted earlier. Some of the main features are still visible such as the Inclines, wheel pits and boat bays. There are the remains of an original tub boat kept in the Barge Workshop, Helebridge, Near Bude. (below)

