

Brimcombe Port 1796

Dear John

I returned home on Sunday last, in
I waited on Mr Perry at Wolverhampton respecting the
W & Staff. Canal Boats who gave his opinion, it would be
quite right to lett Seven of 'em out, & keep only three
in hand. - but not to lett them for any certain time that
they may be at liberty to be taken for the Co's use when wanted.
I hope you will be able to lett 'em soon at $\frac{1}{2}$ p Week each as
the Season is advancing fast to sett them to work - of course
you will make enquiry soon I acquainted me if or not you
can hire 'em out -

The Beards Trow is in the Dock & he is gone down
to Purton with the Trow Ironsides for Coal this Spring &
probably will go down again next Spring Benjⁿ Bowdley is
also gone to Purton

I am
yours Sincerely
Sam^l Smith

W^m John Smith
at Mrs Bailiffs
Stourport
Worcestershire

Sir I have your Letter of this day - in Reply by Invoice from
London your first 339 Bars Iron are on Board the Boat which
left Town the 8th this month being the first that sailed
since your first Iron was Delivered at the Wharf also
I believe a part say 70 Bars of the second lot is coming
by the same Vessell, I Expect it will be here in about
9 Days from this time should it come sooner you shall
be acquainted by Sir your Obed^t hble S^t

W^m M Underwood
Coaley Mill

Thomas Smith

Brimacombe Port 19 August 1796

Yesterday post bro't me your favour of the 16th inst. In reply should the Chaise have no goods I remains unfrighted I fear this will reach you too late for her to go to Crewshole this Spring for Smiths cargo & Capm Yates goes for Smiths coal the 13/6 if they will do provided its fresh & good which presume may be got, if you could send a person that understands that article, at the same time lay a strict injunction upon Capm Yates not to bring any of the small inferior Dusty sort we have now plenty of on no acct whatever its not worth the carriage; & in case its too late to go to Crewshole Capm Yates may come up to Purton to bring a Ladny of y^e best Coal for hence if he prefers it.

You have been acquainted wth Dates most of the goods have arrived at & forwarded from this place of course you know what to say on that head.

With respect to the advance of 2/6 per ton in our last Iron Bill to you, is the same that has been done on all goods sent for hence to London, Gloucester Worcester &c since the 1st of this month from which we have had no Demurr. may not this advance take place at a prior fixed day with as much propriety as a Tradesman advancing his Goods? however if you find any difficulty I must beg leave to refer you to the Gent^l on this head.

I am

Sir

Your most obed^t Serv^t
Tho^s Smith

Mr John Holmes
Bristol

Dear John

Brimstone Port

I have this day examined your 2^d account rendered closed 26 March 1795 just last from which I am enabled to state the following queries

8th Febry you charge for andron patt - presume this is with you

26 March you charge for coals for of d head

88.10 @ 6/2	-	27.5.9	
202.10 @ 5/4	-	64.2.6	
215.0 @ 5/10	-	62.14.2	
43.10 @ 5/8	-	17.6.6	165.8.11
<u>549.10</u>			

33 June 10^d
 your Balance 25 June
 0.16.8
 Balance due to you 25 June
 32.13.2 1/2

A head charges in his Bills

88.10 @ 6/2	-	27.5.9	
181.10 @ 6/4	-	57.9.6	
236.0 @ 5/10	-	68.16.8	
43.10 @ 5/8	-	17.6.6	165.18.5
<u>549.10</u>			
			over ch'd
			0.10.6

25 June you charge having 33 Boats coals 15.8.9
 only 31 Boats came in of coals from
 the summer quarter 3/1 } 15.7.0.6.2
 Total overch'd - 0.16.8

26 March you charge in your Petty Expts paid of Capens getting coals off shore - we always pay in 3^d Port more off of shore than out of of Boats which should suffice without any extra advance -

In my Sr of 14th April I mentioned a large indent owner James to be returned before his Sr was paid - I heard had an Ologne of no value - ours is marked **ES**, can you get this & we will return his own -

8th Febry you enter in T Rowley Snow Bill N^o 294 Permit N^o 727 - 24. 2.0.16 Stourbridge coals as yr & in your acct over you charge in @ 10/ as had of John Smith

May 2^d of 1795 Darke Snow Bill N^o 304 Permit N^o 944 23.11.1.20 Stourbridge coal as yr & change in @ 10/

26 March - you charge Stourbridge coals Permit N^o 233 24.2.0.16 in your acct over @ 10/ In your Snow Bill N^o 299 of Jones is only 22.10.0.11 coal in this permit yet to come 1.12.0.16

Annex is Specimen for yr form of your general coal acct to be sent here in future - where the cross entries of loss & gain by yr Snows will be avoided & each Snow will have a distinct Statment which I am persuaded will much abridge your general acct & render it less difficult of course more clear your reply to all of before mentioned queries I will

Presume said in Snow Bill Permit N^o 727 of 8th Febry

Thank you for timely government in adjusting the

I am yours affly

Thos Smith

John Smith

at Mr Baileys

Stourport

Worcestershire

Sir Birmingham Port 19th Augst 96

Mr Proctor advises me he shipped at Liddington
12 Tons on Board Nathl Laurences Boats } 11 crates } Wood
Ware sent by him in Invoice Bill N^o 534 (consigned to Mr
North Grace Church St London

N^o 1. 17. 3. 8 sent by 1st id^o to London @ 32/1 £ 3.0.6
changed to your Account

I have your Letter of the 17th Thos Toward is making
Pumps at all opportunities - which will be deliv^d to the London
last leavers that may be in greatest want as fast as they can
be finished, but the time he is obliged to appropriate to the
Engine &c renders it uncertain to y^e if he can get made
in any given time therefore if one or two are particularly
wanted in haste, would it not be best to buy 'em on the
Thames?

Captⁿ Lewis is not yet arrived - who I am informed
has got the Boat Sapperton considerably damaged - coming
up, by Basley running foul of her - which most
likely was the cause of his ~~officer~~ Standing in need of the
assistance of Basley Pump

I will have Mr Louedens Late Boat Agricola
Registered & Lettered Stroud on Captⁿ Mills arrival here
with her

I believe Pitch & Tar is higher with you than
in

Bristol - I will thank you to send up
Grease I mentd 22 July by the first Boat as its
much wanted & none of any acct can be got

Mr Joseph Adls
Hambro's Wharf
London -

I am
Sir
your humble Serv^t
Thos Smith

Captⁿ Warren

Brim's Port 20 August 1776

Your favour of the 18th Curr^t is just come
to hand saying your Vessel is loadd with Goods for
Bridge Water this Spring & of course you cannot
go down to Cardiff for Iron this Spring, but will go
next. I find Mr Williams & Mr Comprays agent has
engag'd a Vessel & your leaving a Spring later may make
a deal of difference in your Loading being ready but
you will not have far to go from Bridge water to
Cardiff when there, in case Mr Williams has not a
Lading for you apply to Mr Henry Charles, Agent
to Mr Crawshay - who I think its very probable will
load you if Mr Williams has not Iron for you - but
in case of no Loading there you may bring a Lading
of Coals from Newport if you approve

Captⁿ John Warren
Tramblode -

I am for Messrs Peryke
Sir
Your Obed^t
Thos Smith

Burnscombe Post 22 Aug^r 1796

The Prop^r. wish to have 20 or 30 Tons
more than Bibles, if you have any on hand, please
of Convenience to send that quantity up or if you
cannot get 'em up in a Month or two will do —

If you can get up a Lading of
Sentry Coals in the Course of the Fall the Co. will
take 'em at the usual Freight Pd. by John Baker
waiting your reply

for Prop^r. of W^m Thomas Esq, Comd^r

Jan.

your obed^t serv^t

Mr. J. B. Thomas
Catcombe Land Smiths
Oatfield near Warminster
Worcestershire

Gend^r.

Burnscombe Post 22 Aug^r 1796

While in Worcestershire your favour of the
11 Curr^r. came to hand in reply, there is now about 30
Tons of Sentry & Neath Coals on hand, the Schooner (with
Mr Crawshays Agent leave) is gone to Neath for a Lading
of em Coals, and the Owner of the Mines who was
here on Saturday last has promised to engage a Vessel
and send up another Lading from thence, a Lading
of em about 100 Tons is expected from Saunders foot
& Mr Wetherills Vessel of Bristol, no Coals to be got
at Weisemans Bridge — the other people wrote to, to go
for Sentry Coals were all engaged else where prior to my
writing 'em, If the above Coals are bro^d up of which I
think there is no Doubt, there will be about 300 Tons

of Tenby or Matting Coals of which
Dons will supply the demands upon the
exclusive of the Stock now at Cruiklade
wharfs

I order to get the up Severn Goods
forward Viz^d to Upton Lutterbury, Worcester & Gloucester
my Brother was obliged to pay for the last 2/6 a
with a promise to pay the extra expence of Lightening
Vessels up to Stourport the number of extra Lighters
that such Lighters depends entirely on the depth of
the water in Severn, & without the Captains are
promised to be made whole in their extra expences
they will not take the Goods on Board, but
days in this way, the expence seldom if ever exceeds
4/6 & Don often pays Viz^d for wages only, exclusive
of Canal Tonnages

I have wrote for some abberthaw Bibles
I hope to be able to get 'em soon

At the Straid Canal Comm^{ee} Meeting I
mentioned the making a wharf in the Bill of
Framiload for the convenience of the Lower Severn
Vessels from Newport had the Gent^l then present
were of opinion to let it alone untill they saw some
of the Coals of this I informed you before, but will
mention it again to Mr Graybrook in the course of this
week

The Schooner Swansea last Spring
in a very high Tide run upon the Piling or Camptish
which was then covered with water at Framiload Lock
& in getting her off were obliged to cut down some of the
works - The Straid Comm^{ee} are of opinion the expence
of the repairs should be paid by the A.S. Co this I promise
to mention to you

Thus far I should have answer'd sooner
but being at Worcester &c the week before last - it took

whole of my time at repairs & of
and week

In reply to your Letter of the 19th Inst
I was led to work agreeable to order to fetch
Barton Coal which continued untill the Captⁿ got
Vessel aground in Severn & damaged her Nelson
such that she was unable to go till repaired, this
hindered two Springs, but one of them Springs Owner
Gower brought up two Ladings in his Vessel and this
Spring two of the Stowport Vessels are gone down -
and are expected here to morrow, if they can get Coals
will both be sent down there next Spring Tide, but the
Barton Colliers will not engage to load two Crow
a Spring regularly, ~~The accident~~, The accident of the
Tow hindered two Tides but I must beg leave to say
all has been done that could be got these Coals up

With respect to the for J. Smith to purchase

Timber I beg leave to observe, that being in expectation
of seeing Mr Black down here I stopped Paul Marrow
from sawing out the whole of the Oak Timber, as
there are now 5 Severn ~~Sea~~ Vessels lying by I do
think one or two of these may be converted into
Schooners for the lower Severn Trade, the Dismy,
will make a good for the Bristol Trade & S. Bird
who I have consulted this morning says the Chalie
by putting on a Nelson & raising her sides 2 or 2 1/2 feet
which would cost about £100 would carry 85 Tons, a new
one would cost at least £400 if not 5 Hundred Pounds
If the Chalie is done there is Timber sufficient
in the Yard to make the alteration.

I must beg leave to observe the Severn
Crowns are taking more damage in lying idle than
they do at work

a Ladney of Iron is just come
from Messrs. Humphreys works for
I am
Gent^y

The Gent^l of a Committee your obed^t hble
of the Thames & Severn Canal Sam^l Smith
No 30 Brunings Lane
London

Mr Cap^t Morgan Brimscombe Post 22 Aug 1735

Sir your favour of the 20 Curr^t
came to hand this Day (but we are so situate that
an answer cannot be send by return of the same
Post) saying your vessel is at Liberty to go this
Morn^g to Cardiff for Iron or to wales for Coals
~~which is a kind of Newham at present~~
believe there is no Iron ready at Cardiff, you
therefore will please send her to Wisemans Bridge for
Coals, which on arrival at Newham please forward
up here when the Coals together with your Freight
as customary as sh^d. by Mr Baker shall be paid
as you please to direct for the Bro^{ts} of W^h Lane
I am

Do have you any abertaw Dibles your obed^t hble
on hand and what is the price Sam^l Smith
Cap^t John Morgan
Newham
Gloucestershire

Barncombe Port 23 Aug^r 1796

Mr Morgan of Newnham is going for a loading of Stambly & Blackson & Swain can go and you know of some other funds that speak to me to be Mr Morgan's Bridge boat in all 3 of Ladings of the Baker pays

Capman

When you was here the 8th Inst. I believe mentioned to you of Mr Charles having Order'd the Schooner to go to Cardiff again for Iron immediately after your completing the Voyage for Coals without fail you will therefore please proceed so soon as you have discharg'd the Coal direct to Mr Charles for Iron

If you have time before you Sail from Newnham please enquire of Mess^{rs} Clarkson & Swain if they can send a Vessel for a Lading of the Wisemans Bridge Tenby Coals upon the same terms Mr Baker of this place pays - provided they can go for a Lading they may do so as soon as convenient to themselves I am Sir your Obedt ^{Servant}

Capn Thos Chapman
Newnham
Glocestershire

Thos Smith

if you do not come here before you go to Cardiff please write in a Day or two

Gen^l

Barncombe Port 23 Aug^r 1796

Sometime ago I send you Copy of a Letter from the Collector of the Customs of Gloucester with a small Bill for charges attending the seizure of the seeds he has send over here by Captⁿ Gates to ask if it is to be paid?

When at Gloucester I found Mess^{rs} Mr Waldron & of that place refuse paying the Freight of their Goods to Mr Child had from London at several times in the Year 1795 amounting to £15.4.0 in consequence of damages sustained by John Mills Boat Sinking to some

of their skins, I find they have been
by Mr Sells £15 which I presume was
by him to be in full for such damage
they make a further claim to Mr Sells
£30 as I imagine to get these freight
I presume these skins were opened & dried at
the Boat sunk for which I think a charge should
be made to them in some measure to counterbalance
their charge if Mr Sells would look over the bill
make a charge for the trouble in drying the skins
also say if on acct or in full the £15 was paid
this business may be cleared up

Capt Quarrington is going past
Langsham the 8th inst where the Boats about
10 o'clock at night left the Lock Baddle running
and when E Baker the watchman got up about
4 o'clock in the morning he saw one of Quarrington's
Men called Straw Back shutting down the Lock
Baddle and all the water drawn off the Pond to
Dudgrave Lock this must be done to give them a
Flash down the River and for which the Quarrington
as Master of the Boats should be fined to the
extent of the Act of Parliament, Hansell Lines
are used by the Boatmen in the Lined Ponds
and unless they are made to pay when caught the
Navigation will be rendered useless

One sett viz. 3 Boats only are
employed from Howport to the Collierys & Mr Perry
recommends the other ~~boats~~ being let out but
not for any fixed time and my Brother John
writes if they can be let, will not bring more than
5/6 of a week & is of opinion it w^d be best to set another
thriver at work & if the Coals are not wanted here.

be sold at Liverpool as Coals are ~~not~~ will
be there, owing to their clearing out the
Canal as they suffer only the Spring
to pass 3 Days in a fortnight untill
Next

Yesterday I called on Messrs B & J Grazebrook
at the Warf in the Pal at Framilode, they concluded
for the present to get the consent of the Comtee to
cut a Bench in the same manner as those at
Chepstow, for a Vessel to lye upon, it being too late in
the season to begin a regular wharf Wall

Gent^{le} of the Comtee
of the Canal

Gent^{le}
Your Obedt Serv^t
I am Sir
I am Sir

N^o 38 Mincing Lane
London

Under Cover to J Sargent Esq^r MP

Brimcombe Post 23rd Aug 1796

Sir

The Schooner I believe is now at Newcastle
discharging her Cargo of Coal, where I have
by this Post to Capⁿ Chapman to proceed
so soon as the Tides serve after Unloaded for
agreeable to your favour of the 5th Inst.

I am Sir your Obedt. Serv^t Thomas Smith

W. Henry Charles
Cardiff
Glamorganshire

Brimcombe Post 23rd Aug 1796

Sir

I Wrote you the 9th this Mo. of Owner Guy's intention
of going direct to you for Iron & on the 12th Rec^d
your favour of the 10th which was too late for me to
acquaint him previous to his Sailing from Berkeley
of your having engaged another Vessel to bring
you Iron. In case Owner Guy obtained no ^{Edge} Knowledge
before he reached Cardiff with his Sloop I hope you
or Mr Charles have been able to Load him

The Trow Endeavour Arrived here & discharged
her Cargo Iron yesterday which is now Weighing
I Observe you mention in his Bill of Lading for
Freight from Cardiff to be paid at this place
which shall be done so soon as finished Weighing
for which purpose the Master of the Vessel is now
Waiting

This Iron will go from hence by the Boats
expected in from London this day & all future
quantities shall have every possible dispatch

W. Thomas Williams I am Sir your Obedt^{ble} S^t
Agent to Mess^{rs} J. Thomp^{son} & Co. Thomas Smith
Cardiff

Glamorganshire

See another Letter
Brimcombe 24 August

Brimcombe Port 23 Aug. 1796

Yours of the 4th this Mo. to my Brother came in
due course with £16.6 you say you had against
H. Collett. I have settled with him this morning
who informed me he has paid you about 12 or 14
Days back which hope is the case of course
nothing was stopped from him

We have fresh Smiths Coal coming up some of
which shall be sent you as soon as possible

By Invoice from London 10 Bales Porter is coming
p^r Capⁿ. Mills 5 of which you may take as he comes
past you in lieu of the 5 Rec^d. from you 3rd June last
please give him a Receipt for em which will Oblige
Sir your Obed^t. Serv^t. Thomas Smith

✓ W. W^m. Brent
Cricklade Wharf
p^r Capⁿ. J. Allen

Birmingham Post 23 August 1796

Sir

We have a quantity of Salt Petre at this time
for Messrs Lane No 1 & J Morgan No Bristol - being
by water, for which purpose I understand an order
was obliged to be obtained, which order Messrs Lane No
by letter of 18th this mo. is in your hands. That the
of the Vessel who may take of Salt Petre must call on you
previous to his going to clear out at the custom house
apart of this Article (6 Tons) was sent from hence
15th Inst - which the master of the Snow (who is now
returned from Bristol) informs me the Collector request
granting a siffewance for its going forward, consequently
was lodged in a Warehouse before the Snow went into Severn
from these circumstances I will thank you to acquaint me
the N^o of Tons & W^{ts} expressed in y^r order if it may go at
various times, or if it must all go together in one bottom
that is mentioned therein. The Bristol Snow will begin
to load again in the course of 4 or 5 days against which time
please favour me with the needful for my government
in forwarding the Salt Petre in question

For Messrs J & Pery No

Mr Stock
Gloicester

I am Sir

Your Obedt Servt
Thos Smith

NB see L^r fⁿtion in Answer to the
above Dated 25 August 1796.

Brimscombe Port 23 August 1796

Yesterday your 100 Hydres were forwarded from
owner Thomas Hughes Vessel of Monmouth
of time Mr Hales Vessel may come is very uncertain
and the first opportunity to be embraced —
Key No. 1. 16. 1. 25 Tred from London to Brims } L^{rs} 5 0
including Houage &c @ 30% } 2. 15. 7
which is recd of Mr Hughes Capt^v —

An advance of 2 1/2 p Don Street took place ^{at} this
Month which is the difference more than the
charge in Nov^r last

Mr Thos Jones

I am Sir
Your Obedt^t Serv^t
Thos Smith

Merfawenny for Mess^{rs} Jas Perry &c
Monmouthshire

Sir Brimscombe Port 24 Aug^r 1796
I wrote you yesterday that the Freight of the Cargo of
Iron Shipped by you in owner Thomas Hughes Vessel
Endeavour of Monmouth Tho^s Samplin Master to Ins^{ts}
would be paid at this place but when the Iron was
finished Weighing last Night there appears to be
3. 2. 16 Short which Will^m Phillips who came here
Master of the Trow Monmouth with the Iron refused
paying for

Iron advised of by you
1114 Bolt Bars L^{rs} 11. 7. 1. 19 Shot
2509 Bars Mecht^t Iron L^{rs} 51. 0. 1. 7 } 7 6 2 16
62. 7. 2. 26 is 66. 16. 3. 10

Remainder of this Letter is at fol^o 203

Weighed & Counted for here is

2539 Bars Mercht. Iron Sho. wt 54.10.0.17

1203 Bolt Bars " " d. 12.3.0.5

Dise Short

Many of the Bars of all sorts are broke which of course is the cause of the Number over running

The Iron was all discharged on Monday Morning 22nd Curr. & to prevent the Trow Waiting I sent Willm Phillips £5.5.0 to pay the Stroud Canal Tonnage & a Vessel lightening him up. This, with £4.4.0 for our Tonnage to this place on the Iron & charges on Goods he took back for Monmouth is £9.9.0 say Nine Guineas which Willm Phillips has give me his Receipt for, in part of the Freight of the above Iron from Cardiff to this place which will be sh^d. forward to Mess^{rs} Clark Forman & Co. and the same you of course will stop from Owner Hughes - when application is made to you for the Freight as we do not weigh very nice for the Freight probably the Iron may not prove so much deficient on more exactness but not being certain, if or not the difference would be Expected to be made good made me conclude it would be best to leave the Fre^t to be Settled by you

NB a Receipt was give to W^m Phillips for y^e Iron Recd here

£9.9.0 paid him mentioned on the same paper

For Mess^{rs} J. S. Perry & Co.

I am Sir your Obed^t. hble S^t

Thomas Smith

W. Tho. Williams
Agent to Mess^{rs} J. Homfray & Co.
Cardiff, Glamorganshire

Custom House
Gloucester 7 May 1796

I am to acquaint you that you must on Receipt of this procure a Certificate of Return for a forfeited Coast Bond dated 7 March 1796 for the Chalie Tho. Yates bound for Bristol & send the same to your Sureties Mess^{rs} J^r Broughton & Tho. Stock to Prevent the Trouble & Expence which will attend a Prosecution that will be Issued without further delay against you

I am Sir your hble Serv^t

(Sign'd) Rob^t Hardy

Capⁿ Tho. Yates

J Cole^r

Also 3 more as under Viz^t

Custom House Gloucester 2nd July 1796 to procure a Certificate of Return for a forfeited Coast Bond Dated 2nd May 96 bound for Bristol

D^o 18th July 1796 to procure Certificate for a forfeited Coast Bond Dated 18th May 1796 bound for Bristol

D^o 1st August 1796 to procure a Certificate for a forfeited Coast Bond dated 1st June 1796 bound for Bristol

Mr John Holmes

Sir

Brinscombe 10th Aug^r 1796

The above four Notices were sent off Post addressed to James Broughton Jun^r at the Dial Nubgate Street Gloucester, who bro^g them over here with haste yesterday, appearingly not a little irritated you will be pleased without loss of time, to get the necessary Certificates & send them to Gloucester

to prevent more Trouble & Expence with
House, and in future if possible send 'em by either
the Vessel, or the first Post, we are all frightened here

We have had much Trouble about the Salt
Petre, Mess^r. Cave & Co. sent the order of Council to
M^r. Stock of Gloucester who writes to Bristol the Govern^r
of Gloc^r. will permit one half of the Salt Petre to go in
one Vessel when yates cleared out last. he was not
admitted to take no more than a Ton, and the remainder
was Obliged to be left at Framilode Lock Warehouse
had they acquainted us here that such Order of Council
was Obtained the Salt Petre w^d. have gone forward agreeably
but it might have been presumed you w^d. have made
enquiry when acquainted by Capⁿ. Yates where it was left.

Do get the Certificates and send 'em to
Gloucester by the first Post

a Sett of Boats are just arrived from London
and all the London Goods for your place will be sent
by return of the Chalie

I am Sir your Obed^tle Serv^t

Sam^l. Smith

Please send as under

6 Halling Line for Canal Vessels 25 fathom each 2 In.
Circum. some of the 2^d hand roping you were
ment^d. may do for this, if can be got of the size
& good

✓ M^r. John Holmes
Bristol

Brimscombe Port 26 Aug. 1796

Capⁿ John Lewis
Brimscombe Port.

you will Receive from W. W. Brent
at Bricklade Wharf Copper as Under sent thereof

Thomas Allen 23rd this Mo. 800 Cakes

James Aldridge 24th this Mo. 299 Cakes

viz^t

205 cakes copper NB N^o. 9.0.2.1

394 d^o 2^o d^o ECC — 35.0.0.27

1099

44.0.3.0

The above are Entered in your Trow Bill No. 551
from here this day Consigned to Thomas Williams
Esq. Temple Mills. therefore besure see you take
them right on Board.

I am your Able S^t.

Tho^s. Smith

V NB W. Brent will please let the bearer
Capⁿ Lewis have 106^{wt} Coals

Brimscombe Port 29 Aug. 1796

D. John

The Trow went from here this Morning with the
Goods herein Mentioned

The 2 Boxes directed to you contain
Wood Patterns for Cast Iron Sheaves & Plates to be
Cast by — they are for the Use of the Crane at
this place the Number of each sort ^{wanted} I believe
the Carpenter has mentioned in Writing upon each
Pattern you will do right to open the Cases yourself
to see the N^o. of each order & then send ~~in~~ ⁱⁿ to the
Foundry at Stourport with Directions to be cast
agreeably & so soon as done forward 'em down here
in the first Vessel you of Course will forward the two

two Trawlers to Stourbridge & first conveyance
you will please Observe the 3 Tons of Brimstone
deemed as much as the Trow could swim with
Stourport without Lightening & being in Bulk would
be subject to great waste by shifting indeed it is
impossible to avoid waste let it be shifted ever so
seldom in a loose state & should a deficiency be found
as I Expect there will if it remains quite dry till
Deliv'd. the Co cannot be accountable after
taking all Care possible to prevent waste of
course you will know how to act about the Freight
I Remain
yours affectionately

Thomas Smith

N^o Goods remain here
except about 14 or 15
Tons Brimstone

W. John Smith
at Mr. Baileys
Stourport
Worcestershire

Brimstone Port 30 August 1796.

Sir
Annoyed you have Trow Bills of Goods & Shalies
of Mr Jno Bakers Trow which went for here yesterday
morning, having been give to understand from Messrs James & Co
they had obtained an order of Council for the Sale of Salt &
that it was with Mr Stock of Gloucester to whom I also
wrote & in consequence I send a whole by these two Vessels
& yesterday when Captⁿ Yates call'd on Mr Stock to
assist him at a Custom house who had a copy ^{only} of an order
~~of the~~ & of Collector not being furnished with an
original, of course would not clear out a Trow this
caused Captⁿ Yates to return here last night who goes
to Gloucester again this Morning & in case an order is
not rec^d. by the Collector & to days God the Salt

It will be to be relanded at Framleade
creates much trouble & expence, the latter I
ought to be borne by w^{ch} Articles
Charges were made and in our Books previous
Captⁿ Gates return it will be as will to let em
and till the event is known

I have ^{now} to reply to your favour of the 25th
respecting Shumack I find w^{ch} two
Bills { N^o. 363 - 6 April Shumack for Mr Burtchmidge
N^o. 385 16 Do. Do for Mr Thomas

was charged only 31/4 Ton about which I wrote you
19 April of not being sufficiently acquainted with all
the Dying Articles, & to alter of charge to 36/ if in
your ~~own~~ opinion, & Archilla did not strictly come
under that denomination 20 April you reply "The
"change of freight for Shumack & Archilla load you
"noticed" from this I concluded you ch^d. 36/ as I did
and in our Trow Bill N^o 460, 15 June for Mr
Tounded & cond. & same in Trow Bill N^o 521, 30 July
for Mr Thomas therefore under ^{these} circumstances you
will adjust that in manner you may deem most
proper

Captⁿ. Gates says Mr Broughton rec^d. of returns
from you of expence delivering imⁿ is 10/8 so
many out of date

In future I hope you will be able to
get w^{ch} returns for w^{ch} last Goods deliver'd against w^{ch}
Trows need trip to save fear & expence by this means
never more than one or two need be due

Mr John Holmes
✓ Bristol

see above

Mr John Holmes
Bristol

Birmingham
Aug^o 1796

Sir

Your favour of d 25th this
is duly rec^d. covering Messrs Deans & Co two Drafts
on Messrs Whitehead & Co London Value together
hundred ^{& twenty} Pounds & placed to your Credit accordingly
in Acc^t with Messrs Sal Sem, & Co
for whom I am Sir your obed^t. Serv^t

Mr John Holmes

Thos Smith

Bristol

As I have your favour of d 24 Curr^t with
Copy of Gen^l Resolution respecting d Rates of Freight
from which I have valued the Goods in these Invo
Bills at the original Prices the Charges having
passed d General Acc^ts in these Books it will
be best to Credit your Acc^t - Curr^t for d 2/4
You sh^d. advanced in our Invo Bill N^o 537 - 12 Aug^o
on whole w^t of Goods in ~~our~~ Lini that came from
London Specifying how it arose this you can do
with little trouble & the Acc^t will lie quite clear - You
will please observe d Goods for Mrs Garnett were d^o
in Invo Bills

N^o 520, 30 July & cover Cover Very Bulky 69/4
N^o 537 - 12 Aug^o & Cap^l Gates Boxes which stowed
tolerably well 30/-
this N^o 554 - 27 do. & J Baker Very cumbersome 69

Mr John Holmes

Bristol

Burnscombe Post 30 Aug. 1796

Captⁿ Lewis went from here 26 Curr^t with
Boat de herein mentioned, when he was paid £30
I refer to your Acct^t

Yesterdays Post bro^t me your Letter
accompanied with the Gent^ls Resolution of the 23^d Ins^t
for no advance of Freight to be made on Goods U^d. at
Hambro Wharf prior to 1st this mo - I wrote you
22^d July (with Thomass Irons Bill) to inform me on
what Goods & advance of Fr^t was to commence, & from
receiving no reply, I concluded the advance was to take
place on all Goods charged & forwarded from hence from
1st August, which has been done, except 2 Lots Goods
in our Irons Bill N^o. 523 & Laarrington L^t. Ins^t
which Goods were here & left behind by Captⁿ Beasley
20 July) In case all Resist & advance up Severn as
in Bristol, it will not be a little trouble to alter
a Months Acct^t as well as create confusion - all the
Goods bro^t of Captⁿ Lewis were shipped (except about
14 or 15 Tons Mr Key's Sulphur) & charges made out
prior to & receipt of your Letter (except & Bristol
Invoice for Goods taken Yesterday) Those that may
refuse paying & Fr^t at Gloucester, Worcester, &c I will give
directions to be allowed it

I have no intelligence of Captⁿ Mills
yet being in the Canal - we have now 50 Tons
Copper for Temple & about 10 Tons Goods for London.
We a Bales Linen for Smith Parsons & Smith
Bristol, Bro^t of Lewis came stowed upon Casks of
Oil some of which & Linen had imbibed, but to no
very great degree I am Sir your hble serv^t
The Smith

Mr Joseph Hills

Hambro Wharf

London

Dear John

Brunswick Place 31 Aug 1797

I wrote you the 29th Inst. with some
Bill of Goods of Iron & Hardware, since when
I have recd an affidavit in writing
from the Carpenter of the particulars of
the Patterns to be cast agreeable to the models
in the 2 Boxes sent of said Iron which is

Model N. 1 - a Large Sheave	in one to be cast & Turned
do. N. 2 - a Rolling Sheave	4 to be cast & turned
do. N. 3 - a Plate	8 to be cast
do. N. 4 - do	12 to be cast

you will please return back all the
Patterns with the castings - we are not
certain if they can turn the 5 Sheaves at your
Foundry, if not do not let us. Sheaves be
cast, - as they must be cast & turned at the
same place, which we can get done in Bristol.
If you cannot get the Sheaves done, have
the 20 Plates cast, & return 'em here as soon as
possible with all the models

I am yours affectionately

Thomas Smith

Mr J. Smith

at Mr Dayleys

Stourport

Worcestershire