

Brimcombe Post 2nd Sep^r 1796

Chapman

Yesterdays Post bro^g yr Letter from Newnham of
29th Aug^t saying M^r Charles had Wrote you the
Reasoner was not Wanted for Iron which is a little
singular, that being the Case you have done right in
going to Tenby where I hope you will be able to get
a Lading of the best Bridge Coals - & agreeable to
your Request you have ^{by Indorse} Mess^{rs} B & J Grazebrook
Stroud St^r N^o 229 of this Date at 30 Days ⁱⁿ
my favour (Specially Endorsed) on Mess^{rs} Fowler Lubbock
Rowanquets & C^o London for Fifty two Pounds to pay
for the same, which please acknowledge the Receipt
of & Return of Post Wishing you a good Voyage
I am Sir your hble Serv^t

Thomas Smith

Mr Thomas Chapman
Master on Board the Swansea
at M^{rs} Mary Reynolds
Shopkeeper
Tenby

Pembrookshire
South Wales

Brimscombe Post 2nd Sept. 1796

Sir I have your favour of the 31st Ult^o in reply
Goods you mention have not reached our Know
Should they hereafter due attention will be ge
lasten em forward, The C^o. Boats only discharge
& taken in their Loading in London at the Harbo
Wharf - The most likely way for you to obtain a
Knowledge of their Situation presume would be by your
Friend in London to apply to the Wharf he shipped em
at & Write the Boat Owner who took them
For Mess^{rs}. James Perry & Co.

I am Sir your Obed^t. M^o. S^r
Thos. Smith

Mr. James Southley
at Mr. Gwynns
near the Schools
Shrewsbury

Brimscombe Post 2nd Sept. 1796

Sir In reply to your favour of Yesterday if you have 57
Packages Goods for Sharnett in the N^o. came for from London
as Noted in our Trow Bill probably were mistold for 58 in
Weighing - There is no end to Trouble with the Salt Petre
which is owing chiefly to the Consignees in not sending
the original Order to Gloucester at first - By Invoice for
London is now on its way here 55 Leagers, Punchons &
Hhds Oil consigned to Order Bristol - which presume
must be for Mess^{rs}. Jere. Hill, Son, & C^o. the Boats I Expect
will be at this place with it some time next Week they were
below Abingdon a few Days ago. it shall be forwarded as soon as
possible after it arrives I am Sir your Obed^t. M^o. S^r
Thos. Smith
NB no goods at all at Brimscombe
for Bristol

Mr. John Holmes
Bristol

Brimmscombe Port ¹² 3rd Sept^r 1796

In reply to your Letter of yesterday - by
advice from London the Boats left there with the
Tallow you mention 19th August & Expect it will be
here in about a fortnight the Water being so very
Low in the River at this time otherwise would be at
this place much sooner it shall go off first Conveyance
after it arrives

I am Sir your Obed^t S^t

Thos Smith

✓ M. W. M. Hartelbury
Tewkesbury
Glocestershire

Brimmscombe Port 5 Sept^r 1796

Sir

In reply to your favour of the 31 Ultimo then
send you weights of Goods bro^d of the C^os Boats &
Statement Mr. B. Gearings Aud^t, with respect to the
deficiencies of Copper Most of that Article has been
sent by the Canal Boat to Cucklade for some time
back being the best for Lightning of London Boats
for which we have Mr. Brants of the Costbearers receipt
which ever it might be, delivered to there & what has
been taken on board the London Boats at this place
the Captain have at all times been ordered to attend
to the Sale of that, as well as all other Goods

I am Sir your hble S^t
Thos Smith

carried forward

Balance due from Mr Gearing 24 June 1796

10 July	led. in part 40	32.0.3
30 Aug ^r	charges on Goods led. fr. him	3.7.9
4 Sept ^r	led. his Note do	76 5.0
		<hr/>

111 13 0
90

Due for Sundrys since 24 June 53

No security is taken from him for payment when he was here yesterday he promised to clear off his Acc^t. at Michaelmas next

Goods brought from London into the St J Canal & the Coal Boats

1796			7 6 2 0
July 20	bro ^t of John Mills to Brunsmoleke		71.3.1.0
27	" of J Beesley — do		03.1.2.0
29	" of Wm Quarrington — do		50.0.1.0
Aug ^r 5	" of N Lawrence — do		52.12.2.0
8	" of John Jackson — do		66 10 —
24	" of John Lewis — do		90 10.2.0

Mr Joseph Sells
Hambro Wharf
London

✓

Brunswick Post 6 Sept. 1796

Yesterday's Post brought your Letter
the 2nd Instant in Reply. I have spoke to the
Person who weighed & d^d Hamps of wine & other
goods your Vessel took from hence 25 July last
as well as looked over the weights as entered in
writing immediately from Scales, which prove
the same as charged to you in our Tow Bill
N. 510

In one of the Hamps a Bottle
Brattles as tho' it was broke, otherwise the
Hamps were in perfect good condition when
delivered to your Vessel, not the least appearance
of any one fastening being disturbed since they came
from the Shippers Hands, Captⁿ Jos Sheldons
being for the Goods himself

Ad foot is a Continuation of your Acct.
Amount to £ 13-0-3 which you say will be
settled the latter end of this Month I have to
say may be in a Bill at a short date on
London

for Mess^{rs} J. Berry & Co

M^{rs} M^{rs} Hale Dr

Tho' Smith

1796	June 24	To Balance of an Acct rendered	11. 2. 5
	July 25	To Charges on Goods this day	
		M ^{rs} M ^{rs} Hale your Vessel Jos Sheldons Master	1. 17/10
		Tow Bill N. 510	13-0-3
		Monmouth	

Burncombe Port 6 Sept 1796

Sir I am just favour'd with your Lr. of yesterday with
Annexed — with respect to the Freight of Mr. Garnett's
Goods — the heaviest Were Boxes, Books & such like
resqueable articles, ch^d 38/ other box even com at 38/
presume may strictly be deemed particular Goods &
Subject to discretionary Charges & the other truly Bulky
if I understand the Memorandum right he has produced
you from the Hambro' Wf. he was inform'd heavy were
30/ none of which came under that Denomination therefore
if he will not pay our Charges as sent from here, will it
not be much best for you to State the Matter to London
of the Quality of the Goods & what in your opinion they
ought to be Charged for directions to settle the same
— had all his Goods been sent together they would
have been nearly $\frac{3}{4}$ of a Trows Lading in point
of room

Please send as under by the next Spring
Trow without fail as a part is much wanted

For Mess^{rs} James Perry & Co

I am Sir your mo. obed^t hble S^t

Thomas Smith

6wt	
5	flat Iron $\frac{3}{8}$ thick & 2 In ^s Broad
3	$\frac{3}{4}$ In square Iron
5	1 In — d ^o
3	1 $\frac{1}{2}$ In — d ^o

Mr. John Holmes

Bristol

Brimcombe Port 6th Sept. 1796

As soon as convenient please send as under
for Account of the Proprietors of the Thames
& Severn Canal

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

Thomas Smith

O wt

5 $\frac{3}{8}$ In Square Iron

3 $\frac{1}{2}$ In — d^o.

Mr Wm Brand

Froombridge

near Witminster Inn.

Glocestershire

Sir

Brimcombe Port 7th Sept 1796

I have your favour of the 5th Inst. I reply
4 Casks Tallow T.F. & S. whichcombe left London the
19 Aug^r. which would have been here by this time
but the Shortness of water in the Thames much
impedes the B^oats in their passage I expect it
will be here in about 9 days it shall be forwarded
& first Vessel after it arrives

with respect to a deficiency of Mr Caddick's
Alom as it come in loose state aloft is unavoidable
on that acct I should hope Mr C. will readily give
up his claim against the Co. & in future I would
recommend all such Goods to be shipped in Casks
at the same time I will not fail making
inquiry & if Dashe has thro' remissness lost any
depend upon it he will be made accountable

I am for Miss J Perry
Let your obed^t. hble ser^v
The Sonⁿ
Mr Tho Easthope
✓ Leuchsbury

Brimcombe Port Sept^r 7th 1796

Sir I have your Letter of this date in reply by advice
from London 2 Barrels & 7 Bags Rice for you are on the
way coming from London to this place which would
have been here before this time had it not been for
the shortness of water in the River Thames in a few
Days I Expect it will be here when no time shall
be delay'd forwarding the same to you

I am Sir your Obed^t. Ser^v
Thomas Smith
Mr John Barnard
✓ Stonehouse
Glocestershire

~~Sir~~
~~Brimcombe Port Sept^r 7th 1796~~
~~I duly rec^d your favour of the 17th Inst^t~~
~~from London in reply a vessel to bring up 2000~~
~~Coals I think should not draw more than 12 feet~~
~~water at that depth she cannot come up to Hamload~~
~~wharf but at the highest Tides say two Tides in a~~
~~Spring and when the Tides run low she cannot get~~
~~up there at all, and I find it very~~

Brimicombe Post 9 Sept^r 1796

This week I have been at the other end
of the Canal and called on Mr Birnager Lord Eliots
ward and obtained his consent to take water from
Down Ampney River into Cricklade Pond, on
Condition that it did not damage to the Tenants
which I told him w^d not be the Case, and on Monday
next I have ordered the Men to begin to cleanse up
the Feeder and make up the Sluices that were cut
down by Mr Hawkins, this will be found a great
advantage to that Pond which was obliged to be
supplied from the next Pond above and kept both
of them low -

My Brother John has been trying to
drive out the Staffordshire Canal Boats, Mr Cowell
says he will take them but will not give 5/6 a week
therefore presume he means 4/6. If more than sum
cannot be had I think it w^d answer a better purpose
to set another steerer at work and sell the Coals
at Hourport provided they are not wanted here
of this be pleased to give me your Directions

two Ladings of Coals are got from Custon
(one only got up here yet) this Spring & two Ladings
more will be got up next Spring after I fear
there will not be Coals for more than one Vessel

One Lading of Coals 50 Tons are brought
from Newport this Spring which are going forward to
Mr Geo ~~wells~~ of Radcot Bridge Mr Blinn of Carleon
send his Clerk up to Gloucester to be present when the
Vessels entry was made when the Collector forbid the
Cantⁿ to break bulk untill the Duty was paid

When Mr. Blain's Clerk produced
an order made by the Directors of the Newcastle Company
that would defend an Action, which ^{had} an effect upon
the Collector, that he did not make a seizure, until
he had made a report to the Board, thus the business
stands at present as Mr. G. Wells informed me
the Minors have begun this week at the Engine
to sink a small Tunnel, to receive the rubble under
the Pitt before I should be agreeable to Mr.
Chambers's Directions, I hope Mr. Black will be down
to determine how far the little Tunnel is to be
drawn across the Valley or if only to the Pitt in
the Valley —

The Schooner being disappointed of Iron
last Spring has brought up a Loading of Tinby Coals
and expect she will have to go for Coals again next
Spring, a Sloop Loading of Tinby Coals is also
brought up by Capt. Morgan this Spring that
I think there will be as many good up here as will
be wanted, I should be glad to have your directions
if to send the Neath & Tinby Coals Mixed here, and
their proportions, or to send 'em forward separate —

The repairs done to the Whitehall Bond I find
Answer very well it now holds very well to the
present height of water, I want to begin at the
Bason Bond at Daneway which I think would last
over in 3 or 4 Days w^out to take the dry walls down
at the weir abt. 10 yds forward & rebuild it with
Mortar, I am pretty clear the water goes ~~down~~ at
that place, but I cannot begin owing to the want
of hands at present

Kindles the watchman upon the
tunnel is run away, this will be a loss

Mills near is only now about Abingdon
between here & Oxford of course it will be a week
before gets here from this time, the Boats coming
so slow and very doubtful if the Goods can be all
got forward before the repairs of the Tunnel are
begun —

I am Gent^l

Your obed^t Serv^t
The Gent^l of the Committee
of the Thames & Severn Canal
N^o 30 Minning Lane

Sam^l Smith

London

Dear Sir

Bainsworth Post 9 Sept^r
1796

The Goods from Mr Underwood are
got here a little time back and will be sent
forward the first Boats that go from here, the
first Sett coming from London have been out a
Month and it will be near or quite a Week
before they reach here yet owing to the Lowness of
water upon the Thames and I fear we shall not
able to get all the Goods forward before the repairs
of the Tunnel begins unless the Boats come
faster than they have done lately, I have call'd on
Lord Bathurst Steward to get a renewal of a Life
in Fowler's Mill, as he wish'd to see the premises

I and his Lordship's Steward at the time
had nothing was then finally determined upon
since I saw the steward who said he should like
to have a contract executed by you for the same
taken into the Council of the Langed below
Biddington which at the time the Canal was
cut belonged to Mr. Croome, since exchanged
with Lord Bathurst and who is to receive the
ann. of the Land about £15 this Contract is
already executed by Lord Bathurst and now lies
at Mr. Pitt's office - If you think you shall
not be over here this fall I will send 'em by
the Trow to Stourport and to Walsinghampton
for your signature, of which be pleased to direct
me

I have wrote to my Brother
John who has made enquiry to Lett the Boats
Mr. Cowell will take 'em but says he will not
give 5/ a week - therefore presume he
means to give only 4/6 a week for each this I
presume will be very little better than letting
'em lie in the Basin Loaded which will save
3/ a Load Stacking would it not be better to
Lett another Steerer to work and sell the Coals
at Stourport provided they are not wanted
down here?

one Lading 50 Tons of the Newport Coals
are brought up here this Spring and are going
forward to Mr. Geo. Wells of Bradcot Bridge
I tried a few last night and think 'em a very
durable good Coal - The Collector at Clouster
at first refused the Capt. breaking Bulk at his

until this duty was paid when
the Clerk produced copy of an
the Broth^s of the Newport Canal that they
defend an action at any expence, from this
the Collector thought proper to decline making a
— but would report it to the Board
this information from Mr & G Wells who was present

This week I have been down at the
this end of the Canal and called on Mr Pinner
Lord Blets Steward and obtained his consent to take
water at the Down ampney Feeder, on condition
that the Tenants were not injured in their Lands
or deprived of water for their Cattle the water to
be taken from the first Teme to the first
Tains in the fall of the Year, the other part
of the year Mr. Blets said it would be wanted
for flooding —

I have ordered the watchmen to begin
to cleanse up the Feeder & make up the bank
cut down by ^{Mr} Hawkins on Monday next, we have
lately got up two Loadings a Spring from Buxton
the wharf is very nearly filled with Coals —

Mr Jos Perry
Wolverhampton
Staffordshire

Tom D. Lee
Your^o hble Serv^t
Sam^l Smith

9/11

Brunswick Bay

I duly recd. your favour of the 7th of Curr. ^{at} ^{London} ⁱⁿ ^{reply} ^a ^{Vessel} ^{to} ^{bring} ^{up} ^{the} ^{Senby} ^{at} ^{that} ^{depth} ^{she} ^{cannot} ^{come} ^{up} ^{to} ^{that} ^{depth} ^{at} ^{the} ^{highest} ^{Tides} ⁱⁿ ^a ^{spring} ^{at} ^{all} ^{and} ^I ^{find} ^{it} ^{very} ^{difficult} ^{to} ^{get} ^{any} ^{of} ^{them} ^{up} ^{there} ^{that} ^{draw} ^{more} ^{water} ^{than} ^a ^{common} ^{Trow} ^{owing} ^{to} ^a ^{difficult} ^{place} ^{about} ^{two} ^{miles} ^{below} ^{the} ^{Passage} ^{House} - I cannot get
I Captⁿ of the Schooner to come higher than Newham
to which place should you engage a Vessel I think
will be the best place for her to come to, and there
may be lightened, by Geo Moore, his son in law Com^r
Gower, Mr Price or J Gibbons, all of whom are
the habit of Lightening very Spring, and may be
had without difficulty.

The Neath Coals are rather softer
and not so durable as the Senby of course not so
valuable, of the Neath Coals there are in Stock
here about 70 Tons and Mr Thomas of Bristol one of
the Prop^{rs} of the Mines is spoke to for a Loading say
100 Tons which he has promised to send up these
together will be quite sufficient of this sort at one
time - the sort now wanted are from wise mans
Bridge not from any of the other works at
Senby if possible to be avoided - The Bridge Coals
being the best are generally more difficult to be
had, of course the Vessels generally wait for their
turn in Loading

of 10 Bushels each is call'd 100 Costs at Pitts Cash or
Bill
for the
Coals at
the time
of Ladg
weigh about 3/4 Tons — £7. 2. 6

Freight paid by John Baker, & others W³ for
Wissmans Bridge to Gatcombe or Newnham £
hundred at this price the Owner of the Coals pay
at Newnham 2/6 a Chaldron the Officer attending the discharge
for also at Pitts, to the Bridlers, to induce 'em to
lift 'em clean from Dust, the other Part as Customhouse
Duties is paid by the Owner of the Vessel — the Discharge
of the Coals from the time they are shipped to the
Person ordering them. If you should agree ~~with~~
with any Body, it will be best for him to pay for the
Coal & the Duty, this with his Freight may be
paid him here together — the Freight from
Newnham here with Canal Tonnages are always
paid at this office —

The Schooner Swansea being
disappointed in getting Iron at Mr Crawshays
has brought a Lading of Tenby Coals up last Spring
and Capt Morgan of Newnham has also brought
up a Lading of Coals for Wissmans Bridge, last
Spring both Cargoes more than 100 Tons and I think
it very Probable the Schooner will have to go for
Coals again next Spring, and there is a Probability
of Mr Whithell of Bristol ~~& Pitts~~ bringing up a
Lading which were engaged for by Mr Baker, a
Lading or two of the best Coals in Stock cannot hurt
but I presume with what are here, and these engaged
to come will be adequate to the demand, should it
so happen you cannot readily engage a Vessel on
reasonable terms

The low water in the Thames
The Passages to & from London at Bristol
Long and tedious I fear it will be attended with
some difficulty to get the Goods forward before
the repairs of the Tunnel are begun which should
be the end of this Month at farthest

This week I was down at the other
of the Canal and call'd on Mr Binnamer Lord
Briots Steward, and got his consent to take the water
from Downampney into the Cricklade Bond
provided the Tenants are not injured by it
from the 1st June to the first rains in the
fall of the year, and the watchmen will begin to
cleanse up the Feeder & make up the banks cut
down by Mr Hawkins on Monday next - this
feeder will be found very usefull in a short water
time as the Cricklade Bond ~~is~~ which keeps is oblig'd
to be supply'd from the next Bond above which
keeps in both very low - of this I have wrote the
Gent^l in London - I am Sir

your obed^t & able
servant
Sam^l Smith

N^o there is a Lading of Coals sent up (50 Tons) by
Mr Blamin of Carleor which are going forward to
a Mr Wells of Bradest Bridge, on this side Oxford
these are a durable Good burning Coal

Lovbridge Bright Coal

Bristol

Dumfries Port 12 Sept^r 1796

In reply to your Letter of the 8th Inst^s respecting Mr
Sails, I must beg leave to refer you to my Letters
30 May 1795 address'd to Mess^{rs} J. Lills & Sons 5 Aug^t
1795, annexed to Mr Busby's Invoice, in
which was ~~enclosed~~ enclosed a Letter to Mr Goss left
open for your perusal

Should you not recollect w^{ch} purport of my Letter
to Mr Goss, I will send you a Copy did it necessary
By York Ho^{se} Books at Hourport Mr. Free Carrier
from the Manufactory did not deliver w^{ch} quantity for
Mr Goss by 4 Bags & expected to be made accountable
for w^{ch} deficiency this I mentioned in my Letter to Mr.
Goss 5 Aug^t 1795 & expected he had settled his A^{cts}
the Bags deficient I think should be settled by the
Manufacturer & Carrier to Hourport

The Cash of Potatoes sent of Mr Lawrence
of May in our Trow Bill N. 410 came from
Bristol consigned in Trow Bill from thence to
"Mr Goss London" I have no further knowledge
of the Consignee, but will write Mr Holmes to obtain
the needful if he can from the Shipper

We have no intelligence of Captⁿ Mills
yet having reach'd L^{anc}, now 5 M^{ts} from London
the people get impatient for the Goods in Bristol &c
I fear they will now be too late for this Spring

Mr J. Lills I am Sir your hble Serv^t
Hambro wh^{ch} Thos. Smith
London

Sir

one the 29 July last was sent from
 our Town Bill N. 519) to your care with more Goods
 one Small Truss Linen consigned to Coyner
 Winchcombe, who has wrote here saying a part
 was stained & milled when he rec^d your
 receipt of his first Letter I have seen at Dashed
 who took it from hence, & he says it was kept
 perfectly dry while in his possession to your place,
 this Linen appeared to be in a very Dry State
 when it went from hence & if delivered at Leubesbury
 in like good order is rather singular. Mr. Coyner
 should make a claim for Damage by being Milled,
 what little Injury it had rec^d presume was not
 discoverable from & outside package, & that
 it was sustained before it reached this place &
 probably previous to its leaving London - I will be
 much obliged if you will please inform me if
 any appearance of Damage was seen when James
 Dashed delivered it to you - Mr. Coyner has
 since sent a Bill of Parcels of a part or the
 whole of a Truss & to save him further trouble
 you will please adjust a difference if in your
 opinion of Damage was sustained while in his
 possession by making him an allowance you may
 deem right, which I hope will prove best trifling

Mr Tho. Easthope
 Leubesbury
 Gloucestershire

For J. Berry Esq
 I am

Yr yours humble
 Tho. Smith

Brimicombe Post 13 Sept 1796

Dear Sir

I rec^d. your favour of the 25th Ultimo
charges £33.10.0 am^t. of the Schooner Swansea
loading of Matting Coal enclosed you have Rec^d.
B3 & I Grazebrook's Draft N^o. 234, at 30 days Thirty
three Pounds eighteen Shillings being the full am^t.
for the Coals which please acknowledge the receipt of
agreeably

I am Glad to hear of the Furnace
is got in Blast & that she is likely to go on well

I am Dear Sir

Mr Chas. Uivian
Neath Abbey Iron Works
near Neath

Your obed^t Serv^t
James Smith

Glamorganshire

Sir

Brimicombe Post 12 Sept 1796

Your Letter of the 11 Aug^t come in due course
& would have been reply'd to sooner, but waited the
return of the Snow that took it from hence, since
when I have seen the Capⁿ who informs me, he
kept & delivered perfectly Dry at Lushesbury, & it's all
known by several the Truss was to all appearance, in good
Condition when sent from hence, & has the Sener become
Wetted appears a little extraordinary - I have also
rec^d. your Letter of the 6th Inst. & have wrote Mr Easthope
of Lushesbury to inform me wth State wth Master of the Snow
delivered it in at that place & to see you on the Business

or when you go to Lichbury you may
know, if it moves wth Captⁿ suffered it
on its Passage from this place, he will not
a severe Reprimand of which Mr Easthope will be able
to inform you that Damage appeared to be
at present I am a Stranger to

for Mess^{rs} James Perry & Co
I am Sir your obed^t Serv^t
Thos^s Smith

Mr. C. Byner
Witchcombe
Gloucestershire

✓ Captⁿ Chapman at Brimscombe Port
If you go to Neath for Malting Coals
please apply to W. Williams Agent to the Coal
Proprietors for your Loading get them as good as
you can & inform W. Williams the amount will be
Remitted him from here when ever he may please
to send his Acco^{ts}

By Mess^{rs} James Perry & Co
for whom I am your Able Serv^t
Thomas Smith

Brimscombe Port
13 Sep^r 1796

NB after you have spoke to Capⁿ Morgan & he determines
which he prefers going to either to Tenby or Neath
you will Write Immediately from Newnham for
my Government in Remitting you to Tenby in case you go
there which ever may go To Tenby will bring Bridge
Coals if possible

14 Septem. 1796

Capⁿ Gates

Should the order be rec^d for you to
take the Salt Peter from Framilode

There is 30 Hds you left there	} 7 6
Net W. about	
6 Hds left by Geo. Hartshorne	} 3 15 3 15
Net W. about	
	<hr/>
	21 1 2 0

in Salt Peter
in Iron

Bills N^o 552
554

Sir

Brimcombe Post 15 Sept^r
1796

In reply to your Letter of yesterday
Should the Coal prove to be the Bridge from Tenby
the Co will take in & another Ladning if you can
get them as I informed you last week

John B Thomas

Qadfield

near Catcombe
Closterbury

W^o James
Coal
ing

Yours obed^t Serv^t
Thos. Smith

Brimcombe Post 15 Sept^r
1796

I have a Letter from Mr Sells saying
he cannot find a Owner for a Lash Potatoes bro^d from
Bristol by H Brown to this place 26 April
in your Town Bill N^o 120 for "Mr Capt London"
pray can you enquire of a Shipper & inform me of
Mr Sells & Medfale