

Walls end Colliery February 14 1808

Mr Russell Esqr. 15 Bruton Street London.

Sir,

The hasty manner in which I wrote you yesterday obliged me to omit many particulars respecting the days proceedings, but I shall now give you a more detailed account. We were informed early in the morning by the Vedettes, that there was little hopes of Bills & Brown agreeing to the advance, as Mr Watson had set his face completely against it, and no argument would move him. This being the case, the advancing party met at Walker office at 1 o'clock and after a good deal of debating it was nearly determined to advance whether B. & Brown would or not; but previous to a final decision, I was deputed to wait upon them at their office to see what they wished to be at. I accordingly went to their office & found the house sitting, present Mr Richard Bell, Mr Brown, Robson and Watson. The following are the heads of the conversation that passed. Mr Bell who was the speaker, asked me what was the occasion, or necessity of an advance. I told him there were several reasons; such as the very

NEIMME/Bud/23/2

increased prices of Materials etc. and also the necessity of counteracting the combination of the Ship Owners, which causes I supported with such collateral arguments as occurred on the occasion. He said that it was absurd to think of an advance, when they could not vend their Coals at the present Prices. I answered that I did not think there would be any more difficulty in selling at the advanced than at the present price, provided all advanced, as we should then stand in the same relative situation; he replied that he did not see it in that point of View.

I then begged the favour of him to point out any plan that he might think best calculated to prevent the Ship Owners from gaining the ascendancy, which he admitted ought to be done. He replied "let the Hebb. People reduce to their former price and then we will see what may be best to be done." I rejoined that should the Hebb. Owners do so, it would be yielding the palm to the Ship Owners as completely as if the Coal were reduced 5/- and that if an advance did not take place, I thought the probability was, that a reduction of 4/- or 5/- would be the consequence; this appeared

NEIMME/Bud/23/3

to make some impression. Mr Brown then took up the Cudgels, and said that nothing could be done he thought without a regulation of quantities for a year at least, or longer, and in that case thought prices might be advanced. I told them I did not think there would be much difficulty in bringing about a Regulation provided the parties were agreeable to act upon equitable principles, and that I was ready to enter into the discussion of any plan they would propose. They said it was not their place to propose plans, but wished to know what I would propose to them. I replied that it was not consistent that I should carve for them, neither was I prepared to propose anything and that it was even impossible that I could enter into discussion, unless they would give me some idea of what they wished to be at. Dicky snivelled a little at this and said they were not going to be the Butt of the Trade, I observed that it was not my wish they should but could not see the impropriety of their stating what they wished to be at.

A little pause now took place, and after some

NEIMME/Bud/23/4

humming and hawing, Robson broke silence by observing to Rd. Bull across the Table, that he believed there could be no great Impropriety in naming what quantity they wished for Willington, as he thought it was pretty well understood amongst themselves. Bell after a little pause (during which his countenance manifested a mixture of Vanity and Shame) replied with some emphasis, "Yes, our determination certainly is not to take a Chaldron. less on the Base that Walls end !!!" I answered but perhaps, Sir you mean to waive this claim for the present year until B.

main is finished. No said he, we mean to claim the full quantity for B. main also. I observed that I did not feel myself authorised to enter into the particulars of a Regulation on any such Basis, and after a good deal of general conversation, in which I carefully avoided any expression, that might either tend to sanction their claim, or irritate them, Mr Bell repeated that the above was their present determination and I took my leave. On returning to the Walker office, and communicating the result of my interview, the

NEIMME/Bud/23/5

parties present were exceedingly indignant, and declared that such a demand should never be complied with let the consequence be what it may. After the ferment had subsided a little it was resolved to advance 2/- at all hazards, although it was feared that B. & Brown would gain a great advantage by being enabled to run off their resting Heaps after the expiration of the three Months agreement. It appears that the utmost they have Waggons to lead is about 40 to 45 Keels per Day, from both Willington and B. main, which will by no means supply the Trade, but in case the Ship Owners should prove obstinate, and carry Willington and B. main only those Coals would certainly bear a high price in Market from the scarcity of other best sorts. To counteract this, I propose that such of the others as cannot vend, after waiting a reasonable time, may be allowed to freight to a certain extent, but not until the measure is sanctioned by all parties.

After the meeting knew Bells & Browns claim for quantity it was clearly seen that if they persisted the Trade must split, after the expiration of the 3 months agreement and thought that it might as well split upon price as quantity.

I am etc. etc. John Buddle.

NEIMME/Bud/23/6

Walls end Colliery February 21st 1808

M. Russell Esqr. M.P. 15 Brutton Street London.

Sir, I did not receive yours of the 11th till the 16th owing to the stoppage of the Mail by the Snow Storm. You will see by my letter of the 14th that from Bills & Brown proving refractory, it would not have been prudent to advance more than 2/- - I can as yet scarcely give you an opinion as to how the advance may be taken by the Ship Owners.

No Ships have yet been taken on at any of the offices since the advance, but this arises from no light ships having arrived during last week. I am informed that 10 or 12 got in yesterday and that a fleet is close at hand, we shall therefore most likely in the Course of the ensuing week, be able to judge whether we can expect a serious opposition or not. Everyone is firmly of opinion that had Bills & Brown joined; the Ship Owners would have loaded as freely as if no such advance had been made; it is therefore exceedingly desirable to bring them into the measure, it is only the Bills who oppose it, as I can tell you in confidence, that Mr Brown is willing to advance. Mr Bill is gone to London, could you see him think you & endeavour to bring him over? Some are quaking a little particularly Mr Peareth & Keay.

NEIMME/Bud/23/7

Mr Keay seems almost to regret that he joined the confederacy; I did all I could yesterday to keep up their Spirits, lest Mr Ord should take a wrong impression and act rashly; it would be well if you should happen to see him to say as much as you can in support of the plan. The only forcible argument to use with him and which has had considerable effect upon his Partners is that if the Coals had not advanced 2/- they must have been reduced 5/- which must have completely extinguished Walker. I do not think such a reduction as this would have taken place but from the warmth and chagrin of some of the parties at Bills & B's conduct it was by no means unlikely that a reduction of 3/- might have been made. A wish was expressed yesterday by several Coal Owners that some or all of the inferior sorts might advance 1/- in support of the best. Those named were Benton, Ayton, Ellison's main, Adairs main, Tyne main, Kessell's main, Townly, Wylam, Walbottle, Wortley, Crofts, Bryon & Brandlings main. Kenton

people have advanced 1/- - Ellison, Bryon & Townly are ready to advance, provided Adairs, Burton and two or three more will advance, I believe I could prevail on Crosier and Head to advance Adairs if Mr Surtees would consent. You will please, Sir, to consider whether you could advance Russell's

NEIMME/Bud/23/8

Russell's main and perhaps Mr Russell or yourself might have some influence with Mr Surtees – Crosier would write him by this mornings post.

I think the Clubs at South Shields will not now be so violent in their measures, nor carry their decrees so promptly into execution, as the head of the Factor, is no more. I mean Wm. Blackburn who was found dead in his bed last Tuesday morning. On the other side is a statement of the Vend for January and wishing you a favourable issue in the Sattash Committee.

I am Sir,

your most obedient Humble Servant. J.B.

Coals vended etc from the best Collieries in January 1808

	<u>Allowed</u>	<u>Vended</u>	<u>Over</u>	<u>Short</u>
Walls end	2380	2877	497	"
Willington	1487	1837	350	"
Walker	1120	1143	23	"
Bigge's main	1126	.958	"	162
Heaton	1277	.762	"	515
Hebburn	1505	.383	"	1122
Temple's main	1172	1204	32	"
Percy main	1277	1145	"	132
Killingworth	<u>700</u>	<u>.136</u>	"	<u>564</u>
	12,038	10,445	902	2495
Short of quantity		<u>1593</u>		<u>902</u>
Allowed		<u>12038</u>		<u>1593</u>

NEIMME/Bud/23/9

Walls end Colliery 26th Feb. 1808

Gentlemen,

Messrs Ors & Ewbank . Monkwearmouth.

In reply to yours of yesterday I have no objection to pay the Bill you have drawn upon me for the Balance of the Clothing acct. amount £34.17.6 provided you will give me a receipt in full for the same as I will not pay any extra charge, being contrary to my agreement with your Mr Ewbank. The holder of the Bill must therefore be prepared to give me a Rect. as above when he presents the Bill otherwise it will not be honoured. I will pay my private account at any time for the Pantaloon but beg to inform you that they are overcharged at least 6/- which I expect you will deduct.

I am Gentlemen,

Your most obedient Servant

J.B.

Walls end Colliery March 9th 1808

Sir, Wm. Russell Esqr. M.P. 15 Bruton Street London.

I had a long discussion with Mr Fenwick yesterday on the subject of an advance of prices on the Wear. Mr Fenwick is perfectly satisfied of the necessity of an advance on the Wear, not only from the deplorable state of the trade there, but also to give support to those who have advanced on the Tyne to enable them the better to resist the arbitrary and unjust resolutions of the combined ship Owners; the only apprehensions entertained by Mr F. against accomplishing an advance on the Wear, is the total want of good faith that has for some time past existed amongst them, and thinks that if they should even agree to advance, that some individuals would merely accede to the measure for the purpose of duping those shoes intentions it might be to act correctly, and thereby obtain a greater facility to vending their Coals by the same underhand means which they have all along practiced. He nonetheless thinks that the respectable part of the trade may advance if the inferior sorts on the Tyne will also advance. I told him my opinion was that the

NEIMME/Bud/23/11

inferior sorts on the Tyne would advance if the Wear would. As Mr Fenwick has not had any intimation from them on the Wear who wish to advance, respecting their intentions thereon I advised a meeting to be convened with as little delay as possible for the purpose of bringing the business fairly before all parties, for if we are to have any support from that quarter no time is to be lost.

Mr F. perfectly agreed with me in this and Martindale was requested to call a meeting at Chester next Monday which was thought to be as short notice as could well be given to insure a full meeting, and it was thought right that I should attend, as from the Tyne to answer any questions that may arise respecting the prices of Coals etc. What I should recommend is, if I see no cause to change my opinion in the meantime, that the Wear should raise their prices to their former standard, and the inferior sorts on the Tyne should advance 1/-. I ground this opinion on the following information having extracted the prices of Coals from the London Coal Lists I find the average selling prices in the Pool for the last 2 months as under.

NEIMME/Bud/23/12

Tyne	Wear
Adairs-main 53/3	Bourn-moor 52/5½
Pontop 51/6	Eden-main... 53/1
Benton 52/10	Newbottle ... 50/3
	Hedworth ... 52/8

The greatest coincidence is between Adairs-main and Eden-main, I shall therefore state the comparative expense of shipping each. Price of Adairs-main 1.4.0

Coast duty	0.1.0	Supposing 1/-
Keel dues	0.2.2	to be advanced would cost
		the ship owner
Town's dues	<u>0.0.2</u>	
		<u>0.3.4</u>
Cost to the Ship	<u>£1.7.4</u>	<u>£1.8.4</u>

Price of Eden-main	0.19.0	Supposing 3/- to
Fittage.....	0.3.6	be advanced would
Keel dues	<u>0.2.6</u> <u>0.6.0</u>	cost the ship owner
Cost to the Ship	<u>£1.5.0</u>	
In favour of Eden-main	<u>0.2.4</u>	£1.8.0

There are some expenses of Casting at Sunderland not noticed in the above, but the saving to the ship by not boiling a Kettle when in Port is more than an equivalent.

I am glad to observe that Bills & Brown are adhering strictly to their quantity for the month, this looks well at least. Mr Taylor would inform you yesterday of what is doing in the vending way.

I am etc J.B.

NEIMME/Bud/23/13

Newcastle 12th March 1808

Sir, Mr Russell Esqr. M.P. 15 Bruton Street. London.

After meeting and debating for nearly three hours, during which debate the most complete mulishness was manifested by certain Gentlemen, and the most perverse obstinacy opposed to the most convincing arguments, the following resolutions were passed viz:

That Messrs. B. & Brown will advance their Coals 1/- per Chaldron provided a general advance be made on both the Tyne & Wear.

That a regulation of Vends of the best Collieries shall take place from the 1st April next to the 1st April 1809 agreeable to the Basis of [358½ ?] as established on the 7th Inst.

That more of the best Collieries shall vend their Coals by freighting except Walker.

That this meeting be adjourned to Tuesday next the 15th Inst. to be held at the Assembly Rooms at 12 o'clock.

As the most of the inferior sorts on the Tyne have agreed to advance 1s/- (see the annexed list) the whole of the business is thrown upon the Wear, which is rather a slippery foundation I fear. I have to attend the

NEIMME/Bud/23/14

Wear meeting on Tuesday for the purpose of communicating the result to the meeting of the Tyne Owners on Tuesday.

As referring this business from the Tyne to the Wear, and from the Wear back to the Tyne, is attended with great delay, during which the suffering parties are grinding down, it was thought necessary to determine what was to be done, in case the Wear should refuse to advance on Monday next: when it was the general opinion that a reduction should take place; the question was then put what the reduction should be in this event, when the following were the opinions of the Gentlemen present as given individually.

Messrs. Lamb & Waldrie thought the reduction should be tried at 29/-

Mr Wade 21/-

Mr Potts 21/- Mr King 21/- Messrs. Peareth and Fray 25/- On Mr Wade's saying that he thought the price should be 21/- Mr R. Bill walked off. I informed the meeting that I knew nothing of Mr Russell's sentiments on this head. In my mind the Coal Owners must decide upon one of the following points for their government in a reduction viz:

1. Whether must we reduce in such a manner as to show the Ship Owners that they have whipped us into a Compliance or

NEIMME/Bud/23/15

2. must we reduce so as to show them that it is from a want of unanimity amongst ourselves that we have reduced the price.

If the Coal Owners decide by the former a reduction of 2/- only need take place in the first instance, but if they decide by the latter such a reduction should take place as would bring the malcontents completely to their senses 10/- should therefore be the sum.

I cannot but lament the awful state into which the perverse obstinacy of a certain party has brought the trade; at the same time I think nothing better can be done than a reduction, it ought to be on so liberal a scale as to reduce it to an impossibility of the inferior sorts to go on and at the same time let some of the best feel the consequences of their preposterous folly. I naturally suppose that you will think this an Irish way of obtaining satisfaction, but should the worst take place which I sincerely wish may not be the case, I believe the more decisive the stroke and the more severe the storm the sooner will the atmosphere be purified.

I am etc. J.B.

NEIMME/Bud/23/16

Walls end Colliery March 16th 1808

Sir,

Wm. Russell Esqr. M.P. 15 Bruton Street. London.

My correspondence of late has been so much taken up with the details of the Campaign that I have not had an opportunity of informing you how we are going on here. I am now however glad to inform you that everything in the Colliery is going on well, and I expect to be able to form the new water course between C. and G. Pits before the water in the C. Pit waste will inconvenience us. I have only to ask your directions respecting Pit Ropes, our Stock is now reduced to 5 Pair. You will therefore please to consider what No. to order and of whom they are to be ordered; the price at present is 94/- the ropers having advanced the price 6/- at Xmas last. Had the worshipful the Mayor of Newcastle objected to the advance of ropes, as obstinately as objected to the advance of Coals yesterday, we should still have had ropes at 18/-. I wonder if he would object to an advance on the fittage.

Although I fear I have nearly about wearied you out with writing so much on the subject of the advance; I must beg your indulgence for adding a little more. It is impossible to account for the general apathy which appears to have taken possession of the minds of many Gentlemen in the Coal Trade unless they shield themselves under the sneaking idea, that the best Collieries dare not reduce their Coals below the former Standard and that while the greater powers are fighting the Battle they will

NEIMME/Bud/23/17

run off with the spoil. I am sorry to say that this contracted system of policy is not confined to some of the Owners of inferior Collieries solely. It is not only approved but practised by the proprietors of some of the best, whose rank in Society ought to induce them to adopt more liberal sentiments, especially on the present occasion, where the natural feeling of the human mind unbiased by selfish motives is resentment. The parties I allude to on this occasion are: Sir T.H. Little Bart & Ptnrs their Agent Lambert seems particularly [??] to an advance and treats the idea of a reduction by much too lightly, his opposition to an advance is unjustifiable unless it is by the express orders of his

employers; and should this be the case, it must arise either from not being sufficiently informed on the subject, or being misinformed which by the by, I think most likely. The consequence is that they are taking their full swing in the vending of Killingsworth & Benton Coals. It however becomes those Gentlemen, as well as some others (that I could name) to consider that they must not persevere in stretching the cord till it breaks, they ought to consider that peoples pride may be hurt, and when the feelings are once roused by this passion, who can pretend to say what the result may be? This however is quite certain and the fact is notorious that the party above named have wrought their Bank in the broken, without having put in any stowing to prevent a Creep, the inevitable consequence of a material reduction of price will therefore be a Creep, the miseries resulting from which is well known to every person in the

NEIMME/Bud/23/18

Coal Trade. I have not the least doubt in my mind but those who now brave it out the most audaciously would be the first to cry [?] The Ship owners I'm informed had a meeting yesterday for the purpose of resolving not to load any Coals above 25/- price. This is just what we may expect; they know of all our meetings & our indecision gives them fresh confidence. A reduction of price is the last & most desperate remedy, and should only be resorted to when everything fails. My private opinion therefore is that we should struggle through this month at all events and in the meantime every possible exertion must be made to bring over the opposition. Either yourself or someone else should wait upon Sir T. Liddle who is in town as also upon Mr Bell and use every argument that can be suggested, & if argument fails, threats should be used. It should be represented to them that reducing to the former Standard will not satisfy our masters the Ship owners, but we must go down to 25/- or anything else they please and if we put the price to say 25/- there it may remain, as several of the inferior sorts may still survive. But put the best down to 21/- and the inferior sorts must either be extinguished entirely or be obliged to join unanimously in advance from which the probability is that less injury would be sustained by lowering to 21/- than lowering even to 28/-. It may be observed that this is a ruinous measure, perhaps it may, but who can either cause or prevent it. Why Mr Bell can for I believe

NEIMME/Bud/23/19

if he would advance Sir T.Liddle and Prs. would and then a Fig. for the inferior sorts. I am sure from the declaration of the Bell party yesterday (that they would limit their quantity) they are afraid of irritating more than they must feel conscious they have already done. And as there is now a large fleet of light ships upon their passage, I have little doubt that by Bells & B. holding back, that we shall all get a share of them, which may enable us the better to get through this month and I sincerely hope that in the meantime matters may be accommodated. You will hear from me tomorrow, and with proper apologies for the length of this letter

I am etc

J.B.

NEIMME/Bud/23/20

Walls end Colliery 25th March 1808

Sir,

M.Russell ESqr. M.P. 15 Bruton Street, London.

I am sorry to inform you that the results of yesterday's Meeting was unfavourable to the interests of the Coal Trade. The Commissioner appointed by the general Meeting on the 17th and fully authorised to settle all claims, met at 9 o'clock in the morning and by 1 o'clock got through all the claims made upon the Trade and established the respective Basis for each of the inferior Collieries as enclosed. The Report of the Commissioner was laid before the general Meeting at 10 o'clock and all were satisfied with the Basis as settled by the Commissioner except Bob Ward for Murton who declared that he would not come into the regulation unless Murton Colliery was put upon such a Basis as would insure a Vend of 14 x Chaldron; some were willing to give up a little in order to

conciliate him but he was peremptory which was so disgusting to others that they decided if one single Scuttle full was allowed more to Ward, than the Commissioner had allowed him, they would also claim additional quantities; The debating upon this subject took up the time of the Meeting till nearly four o'clock when the Chairman left his post and the greatest part of the Company dispersed, completely disgusted with Ward's conduct, who long before the Meeting broke up had taken his hat and walked off in a Pet. The Representative of the best Collieries then held a private Meeting to consider what was best to be done and everyone was of opinion that this advance could be supported if Bells &

NEIMME/Bud/23/21

Brown would come into it, but this Mr R. Bell as formerly positively refused to do, as the Regulation of the inferior Sorts could not be accomplished, and their consequent advance. Much debating took place, and ingenuity was exhausted in argument to convince him of the absolute necessity of opposing the combination of Ship Owners, which is becoming more serious every day, but all was in vain; his constant cry was "put your coals down to their former price and then let us see what will be result". It was proposed that we should dine together and possibly some good might be done, this was agreed to and the whole party dined. Immediately after the Cloth was removed the debate was resumed, soon after which Robson called me out of the room and taking a Letter out of his pocket which he had received from Mr Bell the preceding day, he said "to convince you the fault is not with Mr Bell's Agents (which had been intimated during the debate) read this ". I then read that part of Mr Bell's Letter relating to the Coal Trade, in which after saying that you and Mr Temple had been with him "I am not willing to advance more than 6s/- and not even that, unless the advance is very general, from this it would appear that he had tied their hands here completely and must have changed his mind after you had seen him. On returning to the room the debate, or rather the Squabble, was carrying on with considerable warmth by some of the parties, and thus it continued in Squalls till near 10 o'clock, when it was nearly breaking out into open hostilities between Wade & Bell, but by the interference of

NEIMME/Bud/23/22

friends a Truce was concluded. Wade and some others were for a large reduction and when this was likely to prove serious, I saw clearly that it made a strong impression upon Bell who "hoped that nobody could ever think of acting so ridiculously, as it must inevitable bring destruction and [?] upon the Trade". This was admitted and he was desired to suggest a plan to the Meeting to avert such an event. He then withdrew with Watson & Robson and after 10 minutes consultation they returned and Bell proposed that those who had raised should reduce again, when if the ship Owners still refused to load them, or [?] any particular Colliery, they Bell & Brown would then come forward and support them either by an advance or any other measure the Trade should think right. Ridiculous as this proposition was, the parties thought that of two evils.... it was best to choose the least and acquiesced in it. You will, I dare say think this a strange kind of Generalship first to suffer a defeat before you endeavour to gain a Victory.

It then became a consideration how and when the reduction was to take place: were we to go Cap in hand to the Ship Owners and say "Gentlemen if you will be so good as forgive us for what we have done and load our Coals as usual, we will put them down to the same price they were at 2 Months ago". No, our pride cannot brook this. We must endeavour to bring it about in the Shape of a compromise. For this purpose George Dunn was deputed to endeavour to draw

NEIMME/Bud/23/23

the Ship Owners into an offer to compromise matters with the Coal Owners through the mediation of two of the Newcastle Clubs of whose committees Dunn is a Member. Have not the Ship Owners discernment enough to see through this? But in case they will not offer to compromise by saying if the Coal Owners will reduce their prices to the former Standard we will load as usual; in this case orders for the reduction are to be given at the Offices without taking any Notice to the Ship Owners, and it is proposed the reduction shall take place on Monday next. It was signified to Bell that in case of a change of Wind and the arrival of a fleet of light Vessels, people would not wait

patiently the result of this experiment as to whether they would load the Coals which were reduced again, or not, but would be apt to lose their patience, and sell their Coals in such quantities and at such prices as they could obtain. He said that he did not wish any unnecessary delay, and as it would be madness to reduce prices he would stay in Town on purpose till tomorrow, when another Meeting is to take place at 2 o'clock to hear the result of G. Dunn's communication with the Ship Owners. For my part I expect little good to result from this meeting, unless Bell will at once raise his Coals, which I think is not to be expected. I am utterly at a loss to account for Bell's trifling conduct at the Meeting, for after having wound people up to the highest pitch of irritation and

NEIMME/Bud/23/24

brought them to the Verge of a complete Blow up, he always contrives something to soothe them. I think it arises from fear of the consequences, but this, after tomorrow will be at an End. It was fixed that if the price was to be reduced, the regulation was also to be at an end. Not having your instructions I withheld my opinion on those Matters, wishing that I may have better Tidings for you tomorrow.

I am etc J.B.

Walls end Colliery April 23^d 1808

Sir

W. Ogle Esqr. 125 Jermyn Street London.

I received yours of the 16th Inst. enclosing the Agreement for Burradon Colliery before I left Town and in consequence waited upon W. Lambert this morning to settle the time for making up the short workings, which seems to be the only matter of consequence remaining unfixed. W. Lambert being engaged we agreed to meet next Thursday when I hope we shall agree without having occasion to refer the point to a third Person. My present idea of the subject is, that we should allow the Lessees the first 7 years from the

NEIMME/Bud/23/25

commencement of the Term viz. from Xmas 1807 to make up the Shorts of any year, or years, during that period; after which to be allowed one Year only during the residue of the term, if however W. Lambert should object to this, I shall be glad to know whether you would be inclined to allow an extension of time beyond the above, or refer it at once to the decision of an umpire. You will of course hear from me after my meeting with Wm. Lambert, and begging leave to assure you that I shall be glad to render you every service in my power in this business.

I am etc.etc. J.B.

Walls end Colliery 27th April 1808

Dear Sir,

Charles Smith Esqr. Gwernllwynirth. Swansea

I received yours of the 29th Ult. on my return from London where I have been for a fortnight, and am sorry to observe that I could not find an opportunity while in Town to pay my respects to Mr H. Smith who did me the honour to call at the London Coffee

NEIMME/Bud/23/26

House and left his Card as I was not at home at the time. With regard to the Newport Coal I perfectly agree with you that it will ultimately injure our West Country Trade, for where at Reading, that Part of the Country which we supply by the Andover Canal from Southampton will undoubtedly in part be supplied by the Hungerford & Newbury Canal. It is therefore our interest to join you in endeavouring to removing the exemption from Duty on the Newport Coals,

but how is this to be accomplished? We have always observed the most cautious delicacy in bringing anything of this nature before the Legislature lest we should bring ourselves into a Scrape, as we have had reason to believe that it has often been in the contemplation of Government to tax the Coals at the Pits mouth, and although we do not pretend to deny the equity of such a Tax, we are by no means agreed that it would be for our Interest; on this account we have always endeavoured to avoid calling the attention of Parliament to anything relative to the Taxation of Coals. I shall however, by your communication before the Committee of the Coal Trade on the Tyne & Wear at their next Meeting which will be on the first Tuesday in May, and should they think proper to cooperate with you in the business you will hear from me accordingly.

I am yours etc. J.B.

NEIMME/Bud/23/27

Wm. Ogle Esqr. 125 Jermyn Street. London.

Walls end Colliery 28 April 1808

Sir,

Agreeable to appointment I met Mr Lambert on the Burradon Business this morning, and proposed to him that you should allow the first 7 years of the Lease for making up the shorts during that period, and one year only for that purpose afterwards till the expiration of the term. This however Mr L. objected to on the grounds of having always recommended to his employers, to insist upon having liberty to make up shorts during all the Term. I observed that this was quite unusual in modern Leases of which you are informed by others as well as myself, and hinted that it might perhaps be the best plan to refer the point to a third person as provided for by the memorandum of agreement, To this Mr L. replied that as there was no immediate necessity he would prefer writing to his principals in the first place for his government. I told him that although there might not be any immediate necessity yet I should wish to avoid unnecessary delay, upon which he promised to write to the Gentlemen in London

NEIMME/Bud/23/28

by Saturday's Post. As I may receive your reply to this as soon as Mr L. can hear from Lord Strathmore & Sir T.H, Liddell I shall be glad to know whether you may think it right to concede anything further in this point than the offer made to Mr L.

In the Lease it will be necessary that the Lessees shall covenant to give up for the use of yourself or Tenants all the manure bred and drawn to bank, in your Colliery without charging anything for the same, except they should occupy the Land as well at the Colliery in which case they must engage to lay the whole of the manure produced by the Colliery upon the Land. If you wish to reserve any part of the Estate from being cut up by the Colliery, I shall thank you to inform me of it, as a proper clause for the purpose must be inserted in the Lease.

I am Sir etc. J.B.

NEIMME/Bud/23/29 Blank Page.

NEIMME/Bud/23/30

M. Russell Esqr. M.P. 17 Crescent. Bath

Sir,

Walls end Colliery 21 May 1808

I met Mr Wm. Brandling in Newcastle today who asked me if we intended to say anything more to them respecting their Barriers, as they intended to work them off as fast as possible after the first of June if we did not and expressed himself as if his Brother felt rather slighted in not having heard something further on the Business after his offer. I told him that the sum he asked was so much beyond my idea of the value that I durst no give it a name lest it should

offend him; he assured me that that would not be the Case as I might bid him half a Crown if I liked. I told him I did not know in what kind of way to offer for it, to come any way near his ideas of its value, to which he answered, make any kind of an offer you like, either to purchase the Barriers, or take the whole Colliery "only let me know whether you mean to say anything to us or not, as we shall certainly set on double shift to work them smash off on the 1st June and therefore it is necessary that we should know your determination before then". I replied that it was impossible for Mr Russell to be consulted even by Letter

NEIMME/Bud/23/31

In that time, but as many others were interested in the matter as well as Mr Russell viz. Hebb Walker and eventually Heaton I would consult them and endeavour to form some project for an offer to him subject to Mr Russell's approbation, and that I should see him next Saturday. I have therefore requested Messrs Wade, Row and Potts to meet me on Monday to see if we can devise some plan to meet Mr Brandling's ideas. It is desirable to effect this if we can do it upon any reasonable terms especially as Row has procured the refusal of the Byker Bill Lease late Chapmans) from Sir T. Lawson at the old rent of £300 p. ann. on condition of taking some materials to the amount of about £200 off Sir John's hand. Bainbridge has the management of this business for Sir John and Row I understand had to see him today about it so that I expect in two or three days to know the particulars. I think the best way will be to endeavour to get a Bargain with Mr Brandling or at least to know the lowest he will take, and then Mr Russell may join or not as he may think proper.

We had Mr Wade at the pay yesterday, he looked over the Bills, and went about the Pit, and appeared pretty well satisfied with everything.

NEIMME/Bud/23/32

The negotiation between Mr Peareth and Samuel cook was broke off today, and I believe the Leefield, Chatershaugh, and Urpeth will be advertised to let next week. I wish someone in the trade would take those concerns, they have always done much mischief to the trade in Mr Peareth's hands but I believe they would do ten times more in Cook's, besides the fewer hands the Coal Trade is in the better, the more new adventurers that come into it the worse it will be to manage.

I am Sir

Your most obedient humble servant.

J.B.

NEIMME/Bud/23/33

Walls end Colliery 29th May 1808.

M.Russell Esqr. M.P.

Clifton. Bath.

Sir,

On consulting with Messrs Wade & Potts (Row not being present having gone to London) it was thought that a yearly Rent would be much more advisable for Mr Brandling's Barriers than a purchase provided he would agree in that way; as in that case the security need not be longer paid for than it may be necessary. In consequence of this opinion I saw W.M.Brandling yesterday, and told him that the parties positively refused to purchase the Barriers but had authorised me to ask him if he would take an annual rent for a Term of years. He said he did not know but his Brother might do so, but would wish to know, what Rent would be offered. I answered that I was not prepared to name any Rent, and pushed him to ask a Sum, but this he declined, and solicited me strongly to obtain from the parties an offer of Rent, as he said his Brother could not make any other offer than what he had already done, but would be willing to receive one in any shape. I told him that he should either receive an offer, or at least an answer

NEIMME/Bud/23/34

whether the parties would make one or not, as soon as they could be consulted. It therefore becomes a consideration what is to be done. By offering Mr Brandling a Rent for the Barriers does it at all invalidate our claim for redress under the Act 13th Gov:11. If it does not would it be proper to offer Mr Brandling £800 to £1000 per annum for 7 years rather than run any risk to be paid by

Walls end	£400	£500 p. ann.
Hebburn.....	300	400
Walker	<u>100</u>	<u>100</u>
	<u>800</u>	<u>1000</u>

Heaton pays its full proportion towards the general security by the Rent of £300 p. ann. to Sir John Lawson for the Byker-hill Barrier, which Row secured last Wed. on his Way to London. I have not yet named the above project to anyone, and shall be glad to know whether it meets Mr Russell's and your own ideas. Although I have the greatest confidence in the strength of Walls end Barriers I could not venture to say they will be entirely proof against such a pressure of Water as W.B. can

NEIMME/Bud/23/35

throw against them, it is therefore a matter of prudenc3e and consideration whether to purchase certain security by endeavouring to agree with W. B. for an annual Sum, or to run all risks. Mr Wm. Brandling repeated that his Brother would be especially unwilling to do a wilful injury, but was advised that he ought to have the sum he had asked for giving security to the different Collieries; and observed further that his Brother was so unwilling to do anything of the kind himself, that he had nearly made up his mind either to let or sell his Colliery and believed an advertisement to that effect would soon appear, and if he should succeed the new proprietors might do as they pleased with the Barriers unless some previous agreement was made for them. I have some reason to think that S. Cook is making some enquiries with a view to take Felling for the Harrisons. Should this be the case I daresay he will not feel much delicacy about working off the Barriers. Mr Brandling 's Freehold is not worth anything as a Colliery but the D.& Chapter's part is valuable. When you have consulted with

NEIMME/Bud/23/36

W. Russell and determined what is to be done in this affair, I shall expect your instructions with all convenient speed as Brandling begins to work the Barriers next month.

I am etc etc J.B.

Walls end Colliery 29th May 1808

H.U.Reay Esqr.

London.

Sir, I was duly favoured with yours of the 23rd Inst. by which I am glad to hear of the safe arrival of yourself and family in Town, and trust you will not suffer any material inconvenience from the fatigues of the journey. With respect to your enquiry respecting Walker Colliery the situation of that concern is such at present as almost to place the valuing of it beyond my skill. the basis upon which a Colliery must be valued, is the Number of years it will work, and the annual profit, or annuity it will yield for that time; now here is the puzzle with respect to Walker; for as notice is given to quit 3rd June 1809, can we look forward in valuing to a longer Term than we are legally entitled to do. But admitting that we might calculate upon

NEIMME/Bud/23/37

the corporation granting an extension of the Term that extension must be limited as to time by the contingent circumstance of Mr Brandling's Barriers at Felling Colliery being worked off, or not, as should those Barriers be wrought off there is little doubt of a period being soon put to the existence of Walker Colliery. As there is something of an incipient negotiation in contemplation with W.Brandling for his Barriers, to which the Walker Owners may eventually become parties, I take the freedom of suggesting to you the propriety of suspending your ideas respecting the purchase in question till the business with W.Brandling is more matured, as I think this single circumstance must alone determine the Point.

I am etc. etc. J.B.

NEIMME/Bud/23/38

Walls end Colliery 10th June 1808

M.Russell ESQr. M.P.

Clifton. Bath.

Sir, I write this to inform you that Mr Blackett called upon me last night to say, that he had got John Watson's estimate of the quantity of Coal in his Glebe, which he states at 1596 Tens. I desired to know if Watson has also put a Value upon it, but this he said was not done. I then pressured him to put a price upon it, when he said he would take £1700. I told him it was too much, when he said if I would bid him fairly he would let me see that he could deal liberally. I of course avoided making any offer in the best way I could, and hinted that I suspected that the way was not yet made quite plain with the D. & Chapter, but promised to think about what he should have for it against the next time I saw him, which will be when he comes to receive his Hay Tithe.

My Estimate of Blackett's Coal is as follows viz: A. R. P.

North Close and Dean Pasture..... 11 0 10

Churchyard 1 2 32

12 3 2

Home Closes, unwrought 4 0 8

16 3 10

Formerly wrought in the Home closes, 7A. OR. 30P. of which the Pillars will produce 26 66/100 Tens per acre including Small

NEIMME/Bud/23/39

The whole Mine will produce 96¼Tens per Acre including Small.

Then the Total Produce will be

A. R. P.

16 3 10 at 96.25 Tens 1618 Tens

7 0 30 at 26.66 Do..... 191 1809

Deduct 1/9th for small 201

1608

Ditto to be left in Barrier next Willington 1½ acres at 96.25 Tens 144 3/8

Net Produce 1463 5/8

It is questionable whether any Pillars may be got where the Home closes were formerly wrought which would reduce the quantity about 170 Tens more leaving only 1293 Tens. I think the difference between Watson's calculation and mine arises from his not having deducted so much for Barrier as I have done. Query would it not be the best way to agree with Blakett on the best Terms one can for a round Sum, and ensure his life for the amount in some of the annuity offices for 7 years, at the end of which there will not be much danger in risking the good faith of the D. and Chapter by working his Coal without obtaining their leave formally.

I am etc. etc. J.B.

NEIMME/Bud/23/40

Walls end Colliery 15th July 1808

Wm. Surtees Esqr.

Sir,

Agreeable to my promise I shall now reply to your observations respecting Benwell Colliery and first as to its management.

When you first did me the favour to let me have a Share, I flattered myself, that I might have been of service to the concern, by a regular, periodical attendance, and as a consulting Viewer; at all times; for which you were so obliging as to intimate that I should be allowed a Salary. With this view, I did attend regularly for some time, but found that I could not, without cohesive measures, introduce myself, agreeable to this Plan; and although the measures pursued in the management of the Colliery might not exactly coincide with my ideas, in point of economy and general arrangement at all times; yet they never have been so widely different as to induce me to make any formal opposition.

In short, whatever has been done, in the viewing department not exactly in conformity to my ideas, has been more of a nature to give irritation, than to occasion any material injury to the Colliery. As I do not wish to throw any reflections on Jopling's character, I shall here define it, so far as it concerns myself in this business, I then proceed. Jopling as a pitman is

NEIMME/Bud/23/41

a very competent man, the only objection, perhaps, is that there may be a little want of economy, but the leading feature is that he must be either absolute master and have his own way entirely or he must be absolutely subordinate and act strictly by orders, as unfortunately there is very little of the spirit of accommodation in his nature; finding this to be the case, and being fully aware of the impolicy of having a resident viewer acting in disgust, or in other words, in the Sulks, (which I am convinced would be the case with Jopling if he had not almost entirely his own way) I ceased to consider myself as principal Viewer and of course declined to accept any Salary, and have merely met the Company at the Colliery Office, to consult on general arrangements for a considerable time past. I must however so far do justice to the Agents of the Colliery, as to state, that I do not think the short profits for the last two years have arisen from bad management. The following as I shall endeavour to prove, Sir, are the principal causes. 1. The great decrease of Vend. 2. The decrease of Price, of the Oversea, Glass house and Small Coal. 3. The increased price of working from the great advance on Timber, Iron, Ropes, Horse Corn etc. etc. To elucidate this, I beg to refer you to the following Statement. viz.

NEIMME/Bud/23/42

Vend etc in:

	Adair's Main	Oversea	Glass house	Small	Land Sale	Total	Average working price	Average Selling Price	Profit
	Chs	Chs	Chs	Chs	Chs	Chs	s/d	s/d	£ s d
1804	13,395	2,677	7,714	832	5116.4	30,734.10	12/10	17/5	6,619.15.9¼
5	11,241	3,458	7,140	1,719	3,533.20	27,091.20	14/5	18/2½	5,413.2.6¼
6	12,125	3,638	3,792	2,746	2,851.4	21,131.4	13/6	17/11¾	3,000.17.4¼
7	10,831	1,816	4,972	2,677	3,421.8	23,717.8	14/9½	17/-	2,648.3.3¼

By comparing the Total Vend of 1804, with that of 1807 we find that the latter is 7,017 less than the former, beside the immense disparity of Small. In 1804 all the small except 832 ch sold as oversea and Glass house @ 13/- 14/- 15/- 15/3 and 18/3 p.ch and the 832ch.sold at 8/- 10/- and 12/- p.ch. In 1807 although the Total vend was only 23,717, the quantity of Small was 2677ch which sold for 7/- p.ch only. It is evident from the above that no system of economy or management whatever, can compensate for the loss of Vend, and decrease of Prices; and I am convinced that neither we nor the Coal Trade at large will find effectual relief until our communication with the continent is restored, to which I trust the present great political events, will ultimately lead us.

Wm Crosier and I have had many conversations on the subject of this letter. The propriety of letting the working of the Coals by the Ten had been suggested to him. At first I saw some objections to this Plan; but on turning it in my mind found

NEIMME/Bud/23/43

means to obviate them, and think we might hit upon a mode of making it palatable. It should not however advise a letting in this way unless a considerable saving would attend it, but at any rate it would be a satisfaction to learn the public opinion as to the price of working etc. The only way to make an effectual reform, by making a clean sweep of all the incumbrances is to let in this way, the present is a bad time on account of the high price of materials, but a certain Standard might be fixed, and the undertakers price to rise or fall accordingly and we need not let for more than 12 Mo. unless we should think otherwise. After you have considered this matter, I shall be glad to know your sentiments as it is necessary to decide, before binding Time (September). Mr Clayton told me some time ago that he has our Lease and would lay it out for m. I shall remind him of it the first opportunity and have the pleasure to be with the greatest respect

etc. etc. J.B.

NEIMME/Bud/23/44

Walls end Colliery 27th August 1808

Sir,

George Silvertop Esqr. Minsteracres.

I am sorry that I have not yet been able to procure so correct a Statement of Wayleave rent, paid on the River Tyne as I could wish, but I believe the following Statement of the Capital embarked by the Mine Proprietors, the Colliery Rent paid, and profit made in the year 1807 to be tolerably accurate.

I am Sir

Yours etc. etc. J.B.

Capital employed on the River Tyne in the Above Bridge Collieries£290,000

Below Ditto 593,000

£883,000

Profit in 1807 - £150,000 = 17 p. cent nearly on the Cap.

Colliery Rent - £50,000

N.B. the above is the aggregate Profit, no deduction being made for the loss sustained by particular Collieries.

The average Profit on the Capital employed in the above Bridge Collieries will be about 6p. cent.

The Below Bridge Ditto 11p.cent.

NEIMME/Bud/23/45

Walls end. Newcastle. Tyne September 9th 1801

Wm, Boncer. Merchant. Grimsby. Lincolnshire.

Sir, My friend Mr Tenneson having been so good as to introduce your name to me as doing business extensively in the Corn Trade, I take the liberty of addressing you to say that I shall be happy to cultivate a correspondence with you in that line, as from my different Colliery connexions I think it probable that business to good account may occasionally be done in Oats and Beans. As a flour manufacturer, I should also be glad of your occasional advices saying what is the state of your wheat market etc.

If you should at present be a holder of Wheat or Oats, I shall thank you to make me an offer of 300 to 500 Qurs. of the former and 100 to 200 Qurs. of the latter, free on board at Grimsby stating the weight and quality of each respectively, and also what may be about the usual freight.

Mr Tenneson informs me that Blue Tiles and Coal Tar are sometimes wanted at your Port, if at any time you should be in want of either of those articles, or anything else that is to be had from hence, I flatter myself that I have it in my power to serve you on as good terms

NEIMME/Bud/23/46

as any person and shall be glad to be favoured with your commands. I am Sir

your most obedient Servant

J.B.

=====

Walls end Colliery 8th October 1808

Jn. Bowlby Esqr.

Durham.

Sir, I have consulted Mr Williamson respecting the proposed new Lease of Walls end Colliery. He is of opinion that a new Lease with the clause of exemption respecting the Glebe totally omitted will be satisfactory to Mr Russell. the D. & C. demising all their Coal Mines in the Township of W.end (as in the present Lease) with liberty of ourstroke so far as they legally can or may grant the same into any adjoining Colliery or Collieries, Walker & Bigges-main excepted; but the words " having previously obtained the consent of the proprietors of such Collieries etc" must be omitted. If you should find my attendance at Durham on this business necessary, I shall thank you to give me

NEIMME/Bud/23/47

a couple of day's notice before I am wanted. I hope the Draft Copy of the new Lease will be approved by all parties & the Lease ingrossed ready for sealing against the 20th of next month.

I am etc.etc. J.B.

=====

Sir Ral. Millbank Bart. M.P. Seaham.

Walls end Colliery October 16th 1808

As you expressed a wish, when I last had the honour of seeing you, that I might view the Hall Pit at Harraton Outside Colliery as soon as convenient, I examined the accessible part of that Pit on Thursday last, and have not the least doubt, that the measures adopted for extinguishing the Fire, occasioned by the last explosion in the Hutton Seam, have answered the purpose effectually, and that the Pit may be safely opened out, and the ventilation restored, in the Hutton Seam Workings without delay.

As I understood this point to be your most immediate object of enquiry, I preferred communicating my Opinion thereon by letter, and shall report regularly as soon as I have opportunity. I have confirmed with Messrs Stobart and Steel on the

NEIMME/Bud/23/48

mode of procedure for the re-establishment of this Pit in Coal work.

I am Sir Ralph

your most obedient

Humble Servant

J.B.

Wm. Vazie Esqr.

Arch-way Office Rotherhithe. London.

Dear Sir,

Walls end Colliery 2nd November 1808

I received your favour of the 24th Ult: in course, but have not had a minute's leisure 'till the present to reply to it. With respect to the Thames Archway, I must beg to decline all correspondence, as my present engagements are such, as to prevent my devoting that time, and attention to the subject which it would absolutely require, either to be of service to the company or to do me any credit, at the same time I feel obliged to you for your intentions towards me and

am, Dear Sir

your most obedient servant. J.B.

NEIMME/Bud/23/49

Walls end Colliery 30th October 1808

Robert Mouncy Esqr. Carlisle.

Dear Sir, On looking over my Calculation of New Washington Colliery Rent for the half year ending December 31st 1807, I have discovered an error which it is necessary to correct. It arises from having chatged Mr

Musgrave the Way Leave Rent of 4s/- per Ten on the whole of the Leading from the Common instead of charging him with his own share only, viz. 5/12ths. The excess charged Mr Musgrave is £43.9.5½ which sum is placed to the Credit of the Reprs. of Sir W. Lawson, therefore to rectify the account it is necessary to add \$43.9.5½ to Mr Musgrave's proportion of the full half years Rent, and to deduct it from Sir W. Lawson's. The net half years Rent for each proprietor will then be

Mr Musgrave	£575.14.0¼
Sir W. Lawson's Reprs	326.5.6½
Mr Shafto	<u>180.18.8¾</u>
	1072.18.4

I am Dear Sir,

your most obedient Servant

J.B.

NEIMME/Bud/23/50

Walls end Colliery 13th 1808

Wm. Russell Esqr. M.P.

Sir

A meeting took place yesterday agreeable to appointment, when Robson & Watson attended on behalf of Messrs Bells & Brown, and after much discussion the following Basis was named for a regulation of the best Coals, which Robson & Watson said they would recommend to Bells and Brown. viz:

Walls end	70m
Willington including w.end.....	60
Walker.....	32
Bigges-main	31
Heaton	36
Hebburn	42
Temple's-main	34
Percy-main including the new Pit	50
Killingworth	<u>31</u>

386

Resolved that on the above Basis being approved by the respective Coal Owners, that the Regulation shall take place for one year from provided the inferior Collieries and also the Collieries on the Wear can be brought into a Similar Regulation and that a general advance of 3s/- p. Chaldron shall take place at the same time on the best Coals, and a proportionate advance on the inferior Sorts and Wear Coals.

Resolved also, that a meeting of the Proprietors of the inferior

NEIMME/Bud/23/51

Collieries be convened here on Thursday next the 17th Inst: at 11 o'clock for the purpose of endeavouring to effect a Regulation of their quantities preparatory to an advance of prices; and that a general meeting of Coal Owners of both Rivers be holden here on Monday the 28th Inst. at 11 o'clock for the purpose of carrying into effect the intentions of the present meeting.

I stated to the meeting that I had no instructions whatever on the Subject from Mr Russell, and therefore could neither assent nor dissent to the measures proposed, but stated that the last time I had any conversation with him on the subject, I understood that it was his wish to take 65m certain and the Trade might divide the remainder as they pleased. This was strongly opposed and as I could not move my ground, I was requested to forward the Plan of the proposed Basis to you, to be transmitted to Mr Russell for his consideration. As the opposition seems now to be convinced of the necessity of an advance for the exorbitant increase of the prices of Materials & Horse Corn, (which they admit to be at B.main & Willington 2/10½ p.Ch) I think there is no doubt of their coming into the Plan of a Regulation and advance; the principal difficulty will be with the inferior Collieries, but I should hope that there is a chance of even getting them brought into the measure, and on the Wear, Mowbray

NEIMME/Bud/23/52

in particular, is extremely anxious for it. This being the case it remains for Mr Russell and yourself to consider what plan to adopt with respect to W.end, whether to insist upon a certain quantity, or to take a fluctuating quantity on the Basis of 70m as proposed. The aggregate annual Vend of best Coals is about 320m which will give W.end according to the proposed Basis a Vend of 58,031 for the year; but as it is pretty certain that B.main cannot possibly supply her quantity, whatever she may fall short will be distributed equally amongst the rest according to their respective Basis; from which I have little doubt but W.end would get near 60m.

I did not see Mr Williamson till 8 o'clock last night as he only returned from Alnwick between 6 and 7. He has perused and approved the Draft of the new Lease and says that by the word particularly into the said Honestead etc in the outstroke clause, they have made that clause much stronger than we ever asked them to do.

I shall be at Durham by 10 o'clock tomorrow with the Draft and get the ingrossing put forward.

I am sir yours etc. J.B.

NEIMME/Bud/23/53

Mr Th. Calvert. Durham

Walls end Colliery 26th November 1808

Dear Sir, In consequence of your letter of the 12th Inst: and also Mr Pearson's request, I have viewed the Colliery at Dinton, in Company with Mr King on the part of the Lessees. I find by a clause in the Lease, that the Lessees can give up "in case the Coals to be won and wrought out of the said Collieries and Coal Mines hereby demised shall become bad and cannot by the best modes of working be made merchantable".

Now as the circumstance viz, that the Coals have become bad, and cannot by the best modes of working be made merchantable, has occurred, I conceive that the Lessees have a right to avail themselves of the privilege of giving up.

I am informed that in the event of Messrs Row & Co giving up Dinton Colliery, that the water will find a free passage into Mr Montague's Colliery which adjoins Dinton on the East, and is let to Messrs Cookson & Co. In this case I think it probable that Messrs Cookson & Co may find it their interest to purchase Dinton Engine and draw the Water out of that Colliery for their own security. Should this take place they must of course pay Mr Baker a Ground Rent for the Engine.

I am sir yours etc. J.B.

NEIMME/Bud/23/54

Walls end Colliery 17th January 1809

The Butterly Iron Co. Alfreton Derbyshire.

Gentlemen,

I have to acknowledge the Rect. of yours of the 7th Inst. and have now to request that you may immediately put in hand a 16 Horse rotative Engine for Wm. Surtees Esqr. and Co. Owners of Benwell Colliery.

I intend this Engine to draw one 16 Peck Corf at a pull from the Depth of 101 Fa. and will I should expect, draw from 50 to 60 Corves per Hour, exclusive of changing the Workmen etc. The neat Weight of 16 Pecks of Coals is about 4.42 Cwt. I do not know your mode of applying the Counterbalance, but if by a small Barrel on the rotative Shaft like B. & Watts, I should wish to have it fixed at the outer end of the Shaft, I shall feel obliged by your sending me the plan of the House as soon as convenient, being desirous to get forward with the Building, which will be of stone, as soon as the Weather will permit, and I hope that you may be able to finish the Engine in a shorter time (five months) than you name. I have seen the rotative Engine of your Manufacture, at Kenton and am much pleased with its appearance, but it strikes me that the Crank Shaft is of rather too small a Scantling for a 24 Horse Engine. I had no Rule to measure its Square

NEIMME/Bud/23/55

but it did not appear to me to be more than 6ln. I am led to this observation from the recollection, that all the Crank Shafts of B. & Watts 20 Horse Engines with which I was concerned, and which were 7½ In Square at the Crank end, broke, very soon after being set to work. They were 10 feet from Shoulder to Shoulder. You will please to excuse the liberty I have taken in making this observation, as I do it in the view that you may probably fix the Fly, Rope and Balance Wheels upon the Crank Shaft of the Engine which I now order, without any coupling (which I should prefer,) and that of course I would wish to avoid a repetition of the same kind of accident which I have before experienced with B. & Watt's Engines.

The Condensing Water for this Engine will be to pump 30 feet, and a square must be left in the outer end of the rotative Shaft for the purpose of attaching a Crank to work a pump for supplying the Reservoir out of the Pit.

In your next please to inform me the price of your 4 horse portable Engines, and also the price p. Cent for which you could deliver 500 to 1000 yards of Cast Iron Rail way at about 35lb the Rail of 3 feet long, or 70lb the yard of Way to be cast to pattern at Newcastle, as also the Credit you would allow.

I am Gentlemen, your most obedient Servant

J.B.

NEIMME/Bud/23/56

Walls end Colliery 3rd February 1809

The Butterly Company. Alfreton. Derbyshire.

Gentlemen,

I am duly favoured with yours of the 30th Ult. the Benwell Engine must be made for round Ropes, on which account I presume you will apply the chain Counterbalance and drum the same as Boulton & Watt. The only request I shall make, is that it may be forwarded with all convenient dispatch as I am desirous to have it completed as soon as possible. With respect to the strength of the Crank Shaft etc. I shall leave it entirely to Mr Brunton in the fullest

confidence that he will make every part of the e sufficiently Strong, as I conceive he is quite aware that drawing Coals is frequently very rugged work.

I have the direction of the mining department of a Colliery (Elswick) where I have reason to think that we shall shortly want a rotative Engine to draw 70 – 16 Peck Corves per hour from the depth of about 35 Fathoms and which I should think one of your portable 8 Horse Engines would suit, but I must observe that as this Colliery is not yet fairly on its legs, and extended credit on the purchase of materials is a great object to the Proprietors Lord Levaine, Tho. Hamble Wortly McKenzies Esqr and Wm. Ord Esqr who, although men of property do not much relish the idea of advancing ready money. I therefore take

NEIMME/Bud/23/57

the liberty to enquire, whether in the event of receiving an Order for an Engine of this description you would be agreeable to take payment in good Bills at 2 & 4 months each for half the amount at the end of twelve months?

I was induced to make inquiry respecting your 4 Horse Engines in contemplation of wanting a machine of that description for a lowering down Plain, in which for want of a sufficient descent the full Waggon will not have power to bring up the empty one. I propose to make up the deficiency of power by applying a small e but as I have not yet taken the fall of Ground, nor indeed, quite made up my mind as to the line of the Plain, it would be premature to say anything decisive on the subject until I have obtained the necessary data on which to found my calculation for the size of the Engine which may be wanted. I shall therefore suspend the discussion of the subject for the present.

When you state the price of your cast Iron Rail way at Eleven Guineas, "Freight paid" do you mean that the purchaser pays the Freight, or that you deliver it free of expense at Newcastle for Eleven Guineas per ton?

I am Gentlemen yours etc.

J.B.

NEIMME/Bud/23/58

Walls end Colliery 10 February 1809

Mr N. Ellison

Dear Sir, I had just taken up my pen to write you at the moment I received yours of the 7th Inst. and have now the pleasure to inform you that a general regulation of the Coal Trade on both Rivers has been at last put upon such a footing, and is now universally approved as to admit of its been carried into effect.

The Owners on the Wear have not entirely agreed amongst themselves as to the distribution of their Basis; but have pledged themselves not to exceed that proportion of the aggregate Vend which the Wear bears to the Tyne viz. 2/5ths to 3/5ths indeed I think there can scarcely be a doubt of their not very soon agreeing as the whole difference does not exceed 6000 to 7000 Chaldron on the whole Basis of 342,000. In anticipation of the Wear very soon settling this little difference together with the assurance of not exceeding their proportion of the whole Vend, the quantities on the Tyne have been regulated, and instructions given to the respective Collieries accordingly. The particulars of this Business I shall forward to you in a packet with other papers the very first opportunity, as an

NEIMME/Bud/23/59

advance of price has always been expected to result from a regulation, the Committee of the two Rivers met yesterday to discuss that subject. The two leading objects of their consideration were 1st. what the advance should be per Chaldron and 2. When it should take place. With respect to the first the fundamental principle established by the Committees, was that the advance should not exceed what would be a fair indemnity to the Coal Owners for the extra price paid for every article of Colliery Consumption (in which I am glad to find a coincidence of opinion with

you) but as there are scarcely two Collieries alike in this respect it was found exceedingly difficult to draw the line. The increase upon the first Class of Collieries on the Tyne varies from 1s/6 to 5/- per Chaldron and upwards and on the second Class 1s/- to 3s/-. It appeared to the Committee absolutely necessary that the second class of Coals should be advanced 2s/- both as an indemnity for extra charges and to enable the Wear to make a proportionate advance, to enable the 2nd Class to come up 2/- the best must advance 4s/- and in this case the best on the Wear will

NEIMME/Bud/23/60

advance 4/-. This being the opinion of the Committee it was agreed that each Member should consult his particular Friends, or a certain Number of Coal Owners, so that the sentiments of the whole should be collected individually against Saturday the 18th Inst. when the Committee meet again to report Progress, and should the general opinion of the Trade agree with that of the Committee viz to advance the best 4/- and the inferior sorts 2/- the time for making the advance will then be fixed.

I must confess to you in confidence that I have no hopes whatever of Mr Russell agreeing with Mr Brandling, Mr Russell's present state of health does not allow him to enter into the spirit of the business. The only injury that Hebburn Colliery can sustain in my opinion is the loss of Coal to be left in Barriers. At the same time I must acknowledge that it would be a relief to my mind (as it would relieve me in a considerable degree from the great responsibilities which I conceive to be attached to me on the occasion to take the opinion of two indifferent Viewers on the

NEIMME/Bud/23/61

subject.) And should the Owners approve of this at your recommendation (of which there cannot be the least doubt) I will if you think proper draw up a paper in the shape of queries to be answered by any two Viewers that you may think proper to consult. We are going on very well in the Colliery, although we have not quite got through the region of troubled Coal which has crossed our line of approach to South Hebburn. Your wishes respecting the Condition of the Coals have been attended to for some time back and shall be attended to in future; indeed the tenderness of the troubled Coal, noticed above, renders attention in this respect more necessary. The repairs of the B Pit Shaft are now in progress and I hope ere long to give you an account of something being done underground in that Pit, but I am sorry to have to regret the loss of Frank Johnson at this time (who died on Tuesday last) as he would have been of great use in opening out the old Pits. He has been afflicted with a Liver Complaint for several years, this Disease terminated in Dropsy which put a period to his existence. He was attended

NEIMME/Bud/23/62

by Drs Ramsay and Burnett, as there has not been time to consult either yourself or the Co. respecting Frank's successor, I have appointed his eldest son than whom I don't know a more proper person to fill the situation, and who has been officiating as under Viewer for the last three weeks during his Father's illness, until a person is appointed by the Co.

I have my suspicions as to the author of the History you mention, but as I have reason to believe that it is of a libellous nature and was only written as a Xmas tale for the amusement of a Friend, I hope for the sake of the author (who I suspect to be a Friend of mine) that you will not give it any further publicity, than merely in the circle of your particular friends. Nelson has been very steady and has exerted himself very much, during Frank's illness. I wish sincerely that he may continue to go in the same path. I hope your letter will be of Service, as it will convince him that you are informed of his Backslidings. I have no particular reason for supposing that Harrison is wavering, but

NEIMME/Bud/23/63

I think him naturally rather too accessible of which circumstance a certain acquaintance of ours will not fail to avail himself.

I am Dear Sir, etc. etc. John Buddle.

Walls end Colliery 14th March 1809

The Butterly Iron Co.

Gentlemen, I received the Drawings of the Benwell Engine in due course, and the Building is in progress. I shall thank you to forward a Sketch of the Condensing Cistern, and such other parts of the Carpenter work as may be necessary, as soon as you can with convenience. Please to inform me if it would be agreeable to you to deliver about 50 Tons of Rail way to be cast to pattern, in the River Tyne for Wm. Surtees Esqr. & Co. on the following terms, the order to be completed in from 2 to 4 months.

I am etc. etc. J. B.

Price £12 per Ton – twelve Mo. credit – To guarantee the way for 12 Months, the pattern being approved, as of adequate strength for Chaldron Waggons, the Coals weighing 53 Cwt. and the Waggons about 16 Cwt. the Rails to be cast in 3 feet lengths.

NEIMME/Bud/23/64

Walls end Colliery 20th March 1809

Wm. Ord Esqr. M.P.

Sir,

Since you left the North there has not been much business done in the Coal Trade here, as independent of the Ship Owners opposition to the advance, the wind has been so much from the Northward as to prevent the light ships getting down, I am however glad to observe that more Coals have been vended from Walker in the course of the last Fortnight, than any of the neighbouring Collieries, almost, have vended. With respect to the Ship Owners, they have had three general meetings, the last of which took place at North Shields last Friday; after much debating, it was resolved at this meeting, that the Club Ships might load any Coals under 30/- price and which had not been advanced more than 2/- and the Club policies were ordered to be altered accordingly against Friday next, after which the Club Ships will be allowed to load as freely as they please all Coals which come within the meaning of the act, as this alteration of the Club Policies, is evidently a concession on the part of the Ship Owners, and which has entirely resulted from the firmness and unanimity of the Coal

NEIMME/Bud/21/65

Owners, there cannot be a doubt of complete success, by persevering a little longer in the same system. Of this perseverance I am glad to inform you there can scarcely be a doubt, as everyone seems perfectly alive to the dreadful consequences that must unavoidably result from a want of success, and which can occur from a want of firmness only. As yet no one has wavered, and will not now, it is to be presumed, as after the alteration we have seen take place, in this immutable clause, in the Club Policies what further changes may we not expect? It may be considered as a complete breaking of the line, and a victory half gained. Indeed every circumstance, at present, appears favourable to the views of the Coal Owners. The London Market has got so much glutted with the Sunderland and inferior Coals from the Tyne that the strongest motive possible viz. interest must operate powerfully, upon the minds of the Ship Owners, when on looking at the prices of Coals on the 15th Inst. they see Charlotte main selling at 58/6, whilst Parkmain, Team etc are selling at 49/- and 48/-. This is glorious encouragement indeed for loading the inferior sorts. Besides this, as the wind has been for

NEIMME/Bud/23/66

this sometime from the Northward, when it gets about, we shall have a large fleet, of light vessels altogether and even admitting that the Clubbists should be so patriotic as to load all their Ships with Coals under 30/- the probability, is that all the free ships will load with the best Coals, as the inducement of ready twins, and the prospect, not to say absolute certainty of obtaining, so very superior a price at market, must to them, be irresistible. In the course of a Fortnight, I hope Sir, that I may have it in my power to inform you of further alterations, favourable to our wishes, in the Club Policies, and on the other side have stated for your information the quantities vended by the best Collieries from 31 December to and with 15th Inst. I am Sir

Your most obedient humble Servant

John Buddle.

Vended by the undermentioned Collieries from 31st December 1808 to and with 15th March 1809

NEIMME/Bud/23/67

Walls end

Willington.....

Walker.....

Heaton.....

Hebburn.....

Temples-main.....

Percymain.....

Killingworth.....

P.S. The Wind has been fair for the light Ships during all yesterday and this day, some have got in and a great number are at hand. A Newcastle Ship of 14 Keels is now under Walls end Spout loading at the advanced Price.

Walls end Colliery 26 Mar 1809

Wm. Ord Esqr.

Great George Street. Westminster. London

Sir, The Ship Owners held another meeting last Friday at which the resolutions of the former meeting, allowing the Club Ships to load any Coal under 30/- that had not been advanced more

NEIMME/Bud/23/68

than 2/- were confirmed. In consequence of this, almost all of the inferior Collieries have got long Lists on, but as several of them have Ships engaged on Freight, for one or more Voyages (which took place before the Regulation was established) they are enabled to aid the best Collieries by transferring their freighted Ships to them, or rather by loading their freighted Ships with the best Coals instead of their own. This is answering a good purpose for all parties as it is relieving the best Collieries and there cannot be a doubt of its paying the Freighters much better than by loading their own Coals. Ships of this description and some belonging to the Newcastle Clubs as also from London and other parts have been loading the best Coals pretty regularly although not in large quantities, since the arrival of the Fleet last Monday and Tuesday. The opulent Clubbists still affect great obstinacy in their opposition, but the firmness of the Coal Owners has evidently made a considerable impression upon their minds, particularly since the

advices of the account Sales of the 13 and 15th, 17th, 20th and 22nd Inst have been received. The State of the Market on those days shows most decidedly that the Inhabitants of the Metropolis

NEIMME/Bud/23/69

will not be satisfied, with the Sunderland and inferior Coals from the Tyne, but that they must and will have a larger proportion of the better sorts. The disparity in price, between the best and inferior sorts of Coals, now existing in the London Markets, has struck the minds of those Ship Owners, who have loaded the latter with fear and trembling. It has considerable changed the nature of the Contest, with the Ship Owners and Clubbists it has now become a contest of Interest and obstinacy, and having taken this Shape the issue cannot long remain uncertain, indeed the point is considered as carried by the majority of the Coal Trade and their firmness and resolution has increased with their hopes of success. Many of the Ship Owners who are in the Clubs declare that they are willing and desirous to load, but dare not risk the loss of their insurance. The dissatisfaction it is presumed, will ere long produce a change in the Club Regulations especially as some of the principle Ship Owners in Shields have loaded their ships

NEIMME/Bud/23/70

this week with the best Coals, Mr Jos. Bulmen has loaded two at Walls end and three at Hebburn and Walker since the arrival of the Fleet has been vending neighbour like the last. The last Week's Vend was

Charlotte -----17 Keels

So. Hebburn ---11

Walker ----- 6

34

To begin with tomorrow

Charlotte -----28

So. Hebburn- 6

34

I reminded the Committee yesterday of the situation of Walker Colliery and of the necessity there was under existing circumstances, that she should vend her Coals. This was admitted, and they flattered themselves that the prospects of the Trade were such at present, as to leave little doubt of the Vend being effected, without making any reduction of price. But in the event of any difficulty occurring in this respect, they beg leave to recommend that you may freight to such extent, as you may think proper or find necessary. I communicated this idea to Mr Shatforth

NEIMME/bud/23/71

and waiting your own and Mr Reay's instructions on the subject.

I remain J.B. Etc etc

Walls end Colliery 31 March 1809

The Butterly Company

Gentlemen, I was duly favoured with yours of the 25th containing your offer for the Gang Rails for Benwell Colliery. On consulting my Partners (although we observe that you decline to guarantee the Rails for any length of time) we conceive that your offer to replace such Rails ads may happen to break from "imperfection in casting, or bad quality of the Iron, which inspection of its texture where broken readily shows" approximate so

nearly to that kind of Guarantee which would be satisfactory as to induce us to give you the order in the fullest confidence that you will make the castings of Iron equal at least in quality to that made use of in this neighbourhood for similar purposes, the Rails being of the same strength in proportion to the Weight of the laden Waggon. I perfectly agree with you that 30 to 35 Cwt. on one Waggon would be

NEIMME/Bud/23/72

preferable to those we use, and I should certainly have used them on the present occasion had it been a new Way. But as it is merely an extension of an old Way, I am under the necessity of adapting the Rails to the Waggon now in use. On one part of the intended line of Railway, is an inclined plain where the Laden Waggon, will draw up the empty ones, and as the laden Waggon will descend with accelerated velocity (to about 12 feet per second) I shall give the rails for that part of the Road, a suitable addition of strength. As soon as I have finished the patterns of the Rail and Pedestal, I will forward them by the Coach, and shall be particularly obliged by your executing the order as soon as possible. It will be proper to have some distinguishing marks cast upon the different sorts of Rails.

I am etc. etc. J.B.

P.S. I hope our Rotative Engine will be finished in the time specified. Pray do you cast your Rail way from the Stock, or from Pig Iron

NEIMME/Bud/23/73

Walls end Colliery 7th April 1809

The Butterly Company.

Gentlemen, Tomorrow I shall forward two Patterns of the Gang Rail for Benwell Colliery together with a pattern of the Pedestal for fixing them in the Blocks of stone on which the Way is laid. The Rail pattern marked **L**. is for that part of the Road which lies nearly horizontal the other marked **H**, is to be laid on the inclined Plain.

The pattern **L**, is something stronger than the Rail guaranteed by our Founders for the same sized Waggon for 12 Months and will I expect weigh from 28 to 30lbs, the other is strengthened a little in the middle and will weigh about 2lb more. I have made the pattern $\frac{3}{8}$ ths of an Inch longer than I intend the Rail (which must be 3 feet exactly) to allow for the contraction of the Metal, but should this be too little or too much you will please to adjust it accordingly.

The principal point to which I must call your attention is that the end of the Rail may fit the Pedestal well, as I have observed, that inaccuracy in that part occasions the breakage of more Rails, than any other cause. Attention must also be paid to the holes in the end of the Rails, that the ends of the Rails may not come in contact without allowing the pins to draw them towards

NEIMME/Bud/23/74

each other, as I find the Rails to lay most firm, when their ends do not burr by about $\frac{1}{16}$ or $\frac{1}{8}$ of an In. after the fastening pins are driven. I expect that you will consider the patterns sufficiently strong, when I inform you that I laid better than two Miles of Way in the spring of 1807 for Waggon of the same size as the Benwell Waggon; the pattern of the Rail being similar to those I send you, the 3Ft. Rail weighing 26lbs and the Pedestal 4lbs. On this way there are some smart descents, notwithstanding which the breakage has been very trifling. The sooner you can execute this order the more it will oblige.

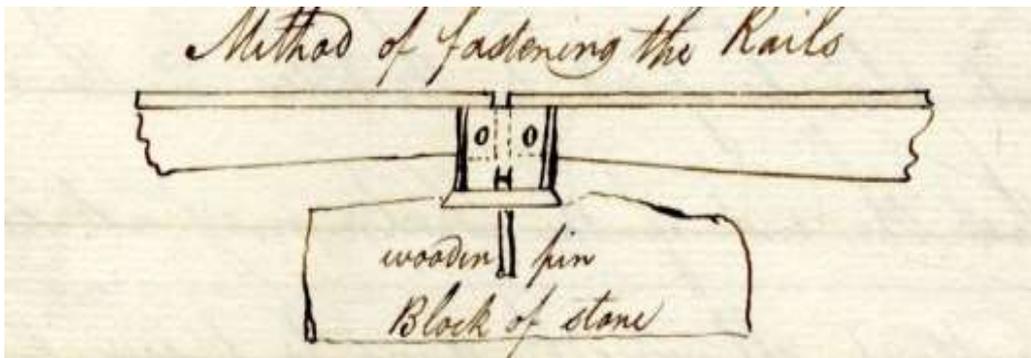
Gentlemen, your most obedient Servant

The Number of 3 feet Rails to be cast from the Patterns as under viz.

Pattern **L**..... 2480 Rails

H..... 920 ditto

Pedestals 3402



NEIMME/Bud/23/75

If an opportunity should occur it would be an accommodation to send a few hundreds of the pedestals before the whole order is completed, as we could be fixing them in the stones in the meantime.

Walls end Colliery 21st April 1809

The Butterly Company.

Gentlemen, I have received the sketch of the Condensing Cistern and winding Barrel for Benwell Engine, as also Mr Brunton's Letter. I have not been able to meet with a pattern for a centre piece for fixing the arms of the Barrel, as recommended by Mr B. amongst our Founders. I must therefore request that Mr Brunton may make it in his own way and you may Charge it to our acct. as an additional article. I hope you have by this time received the Gang Rail patterns and are proceeding with the Castings, which I am anxious that you may finish as soon as possible, as we shall be quite ready for the rails in a Fortnight. It quite escapes my recollection when I forwarded the patterns that 200 of the heavy rails (for the middle rail of the inclined plane above meetings) should be rounded at both edges on the top, thus  you will please to make a pattern of this description, and cast

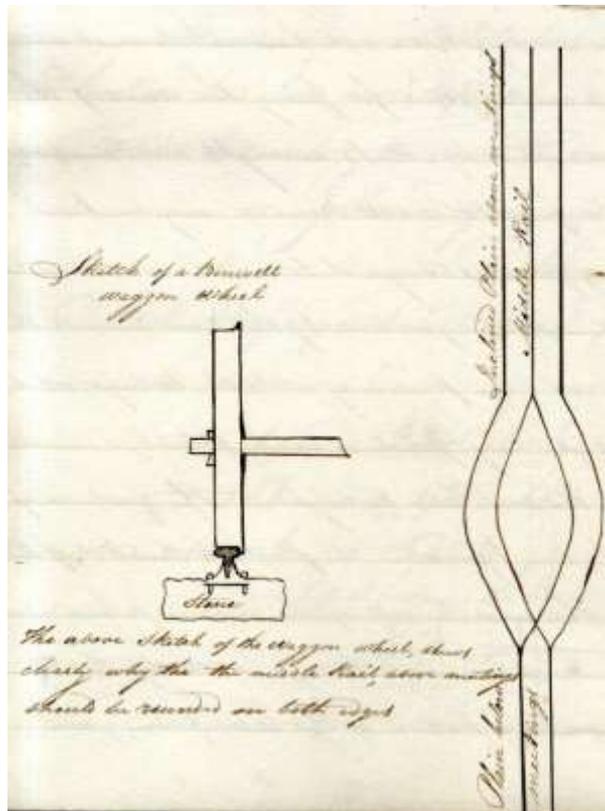
NEIMME/Bud/23/76

200 to 230 Rails from it. If you should happen to have an apparatus by you for ascertaining the strength of the Rails it would be satisfactory to me to know what weight each pattern of rail will bear when suspended by the ends as they will lie in the way.

In your next please to inform me when I may expect any of the Rails and Pedestals to be forwarded, and believe me

Gentlemen,

Your most obedient Servant J.B.



NEIMME/Bud/23/77

Walls end 21st April 1809

V. Ellison Esqr.

Dear Sir, Yours of the 15th Inst. did not come to hand till yesterday. by this you will have received mine of that date, which was written in such haste and in the midst of so many perplexities that I scarcely now recollect what it contained. I have taken the opportunity of handing you this packet by Mr Geo. Hawks of Gateshead. Mr Williamson's opinion has completely extinguished our favourite plan of a Counter insurance club; but the freighting scheme goes on and our Broker has procured a few Ships from London, Whitby etc. which we expect to arrive as soon as the wind will permit. With respect to the issue of the present contest I am seconded in my opinion by the best informed men in the Trade that it will be favourable to our cause if we choose to make it so, and I am glad to inform you that every individual interested in the Trade with whom I have had an opportunity of conversing lately, is firmly of this way of thinking and most resolutely bent and satisfied and determined as to the propriety of persevering. I have only to note the one single instance to the contrary (either amongst the best

NEIMME/Bud/23/78

or inferior Collieries) which I named in my last. And here again I must lament a circumstance, which I think I have before named to you, which is the impolicy in any Colliery Concerns of allowing the agents and their Masters to have different interests, and more, and more especially when the agents happen to be weak, indolent or conceited men, or perhaps a compound of the whole, who are much more industrious in seeking to raise up Hobgoblins to frighten their Masters into such measures as may best serve their own interests, or by a mischievous officiousness, endeavour to wriggle themselves into favour, than to promote the real welfare of their employers. I am however glad to inform you by a communication I received this morning that Messrs. Ord and Reay have suspended their order for reducing Walker Coals until Saturday 29th Inst. Good God are these Gentlemen aware that the fate of the Trade is in their hands? the difficulty of obtaining Ships on Freight has arisen from the want of ships at this end, after the sailing of the large Fleet of laden Vessels; it is soon enough to complain of a difficulty of that kind when it really occurs, let us wait the arrival of the Fleet of light Ships

NEIMME/Bud/23/79

which are now held back by a foul wind, for if the best Coals were lowered to 21/- and 42s Freight offered, it would not have the desired effect; the Ships cannot be obtained till they arrive in Port. When the Fleet arrives I have little doubt but we shall all get a fair share to load the best Coals, as it is pretty well ascertained that several ships belonging to Sunderland (where the advance has gone off as smooth as possible) as well as to other ports are coming to the Tyne for the express purpose of Loading the best Coals. After all if the worst should happen I have reason to believe that a Compromise for an advance of 2/- may be effected with the Ship Owners, provided our plans are not marred by the precipitancy or imbecility of some of our own body; the only danger we have to guard against, is the giving offence to the Trade in the Wear, as the foundation of their advance was laid on the expres Condition, that the best sorts on the Tyne should advance 4/-. The quantity of resting Coals at Hebburn is certainly considerable, but can scarcely amount to 12,000 Chaldrons. I think

NEIMME/Bud/23/80

but in this respect we are neighbour like, both Walls end and Heaton have considerably more, and it is some consolation that the heaping of Coals as we may now expect the weather to be, is attended with very little loss or inconvenience, and if we can only parry the Clubbists a while longer, we shall have plenty of Ships, from all quarters, coming to load the best Coals, as it is now unquestionable the best Trade they can go into.

We are going on very well on the working part of Hebburn Colliery and the stowing etc. for the prevention of the Creep is carrying forward with all possible expedition, but our progress in the B. Pit is very slow, from the very bad state of the workings which are very much fallen and choked up by the effects of the water where the Colliery was drowned up. The Coal towards South Hebburn beyond the upcast Dyke looks exceedingly well as far as we have yet been able to see it.

Wardhouse is zealous and I am sure exerts himself to the best of his ability and Nelson has remained more steady than I could have expected since

NEIMME/Bud/23/81

Frank's Death. Walton seems a good Fagg and to all appearance is striking to the business in a way that promises fair to bring the Acct. to a head. I have only to Lament the very expensive rate at which the Colliery is now working in the [?Slapp]. owing to a variety of Causes and which I fear the recent advance will not cover.

With best respects to your Br.

I am etc.etc.J.B.

Walls end Colliery 24th April 1809

H.U.Reay Esqr. 14 York Place, Portman Square, London.

Sir, I am just favoured with yours of the 21st Inst. The manner in which you have put the question as to the propriety of continuing the advance in Walker Coals for a month longer, inspires me with confidence to answer it frankly. I am thoroughly convinced in my own mind of the propriety of persevering for the time you name, not only with respect to the good effect it will produce to the Trade generally but upon Walker Colliery in particular, was this Colliery my own I should not for a moment

NEIMME/Bud/23/82

hesitate to adopt it. Our prospect of success is brightening considerably. Several Ships have arrived since Friday Evening last of which the best Coals have got a fair Share. Charlotte main & Walker have 90 Keels to load including a

Ship of 21 Keels which was upon the list last week, Walls end has got 70 Keels, and Hebburn 3 or 4 Ships but I do not know the quantity they will take. Percy main, Killingworth, Willington and Temples main have all got a share. Mr Hood informs me that one of the So. Shields Club Ships has taken on with him today to load Killingworth and another of them went to sea last week laden with Percy main. This looks well and I hope very soon to hear of many more examples of the same kind. I wrote Mr Ord on Saturday evening giving him an account of the result of the last general meeting of the Ship Owners, which is by no means indicative of a gaining of Ground on their part. I hope ere long to be able to give you better accounts and in the meantime have the Pleasure to remain

Sir, yours most respectfully J.B.

NEIMME/Bud/23/83

P.S. Mr John Watson told me on Saturday, that he is quite sure that Mr Brandling cannot work off his Barriers in anything like the time given out. He is of opinion that Filling contains nearly as much High main Coal in the Barriers and Pillars as Walker. I do not know the state of Filling Colliery sufficiently to enable me to judge how far Mr Watson's opinion may be correct.

It is an extraordinary Fact that the leakage of water through the unfortunate Frame Dams into Walker continues to lessen. The aggregate Feeders of all the Colliery including the leakage from the Dams do not exceed 10 hours work per day for Boulton & Watts Engine only.

Walls end Colliery 3rd May 1809

The Butterly Iron Company

Gentlemen, I am just favoured with yours of the 27th Ult. and note the alteration which you recommend in the model of the Gang Rails for Benwell. I agree with you that diminishing the thickness of the Rail and adding to its depth

NEIMME/Bud/23/84

will greatly increase its strength, and of course a rail so constructed would be decidedly preferable was the pressure of the Waggon Wheel always perpendicularly upon it, but from the Construction of our Waggon Wheels which are a little Conical thus  a considerable degree of lateral pressure takes place, and I have in consequence frequently seen Gang Rails broken by this sideway pressure when cast too thin, by the jolting of a laden Waggon upon a very gentle descent, although the strength of the Rail was quite sufficient to bear the weight perpendicular. I however have no objection to your altering the model of the Rail according to the suggestion of your own better judgement, but must beg of you to keep the above circumstance in view. The patterns of the Gang Rails not being rounded at the top edge to accommodate the face of the Waggon Wheel in some measure is evidently an omission. We have no established rule for rounding the Edges of the Rails, but I should think that the annexed Sketch may do for the middle Rail for Benwell. I am glad that you have begun to cast the Pedestals, and hope soon to hear that you are making progress with the Rails also, and that the Engine will very soon be ready to Ship. I have a better

NEIMME/Bud/23/85

opinion of Rails cast from remelted Metal than from the Furnace. I was very glad to hear from one of our Founders a few days ago, that he thought your metal would answer exceedingly well for Gang Rails.

I am Gentlemen yours etc. etc

John Buddle.



Wm Ord Esqr. M.P.

Walls end Colliery 8 May 1809

Sir,

The Vend having become favourable last Saturday morning, a considerable number of light Ships have arrived since that time, and Heaton informs me they have already got to the amount of 88 Keels on for Charlotte, South Hebburn, and Walker, and as he expects several light ships in tonight, thinks that a good many more will be got. I should think that all the best Coals have got a share of the Ships which have come in, as I now see Spanters at all the Staiths within my view. There can

NEIMME/Bud/23/86

now be no doubt of the Coal Owners carrying their point, by a steady perseverance in the present measures, but as it is difficult to say how long it may be (although it cannot be very long) before the Trade will go on quite smoothly. the reduction of Walker Coals in the interim might greatly retard, if not entirely prevent the attainment of their object, and as it is by no means wished to cramp the Vend of W. Colliery, considering its peculiar situation, but on the contrary to give every reasonable facility to its vend. Would it be agreeable to the proprietors of that Mine to maintain the present prices for any given period, as to the 30 June next for example, on condition that if they should not in the meantime vend a quantity of Coals agreeable to their wishes, that the Trade should at the expiration of such period, purchase such a quantity of their Coal, as may be agrees upon at the then current selling Price.

I am etc. etc. J.B.

NEIMME/Bud/23/87

N. Ellison Esqr.

Walls end Colliery 15 May 1809

Sir,

Victory at last seems to dawn upon us, we are gaining ground almost daily upon the enemy, and if we do not soon entirely vanquish him, the fault must be our own. If we do not now carry our point, we do not deserve even more, to have such an opportunity. Nothing but the most contemptible imbecility, or the vilest selfish policy can now overthrow us. Great dissatisfaction exists amongst the Clubbists, and some of the Clubs to avoid a Revolution have found it expedient to consent to a reform, they have rescinded or at least relaxed in some of their orders in council, in consequence of which, their ships are allowed to load on their own [amounts?] or to freight Coals under 30/- which have been advanced more than 2/- and I was assured by one of the Body two or three days ago, that they will soon cease to resist the advance, as they now think their case hopeless, and never entertained an idea that the Coal Owners would have shown

NEIMME/Bud/23/88

so much firmness, nor perseverance half so long. This persons Ships are on an American Voyage, but as soon as they return, which he supposes may be in a month, he is determined to load any Coals that it may be most for his interest to carry and several more he assures me, will act in the same way. My hopes of success are not however, grounded upon this kind of information, but upon something more substantial. The exertions of the Committee have brought a great many Ships into the Trade, but the high prices given for the best Coals in London have brought many more into it, in a short time there is every reason to believe that as many free and stronger Vessels will be in the Trade, as will carry off the best Coals, without the aid of the Clubbists. In the present state of the Trade a great many fewer ships are required to carry the full proportion of the best Coals, than in its ordinary state, as the dispatch, at the end is so quick, owing to the short turns

NEIMME/Bud/23/89

that the Vessels employed in carrying the best will make nearly two voyages, while those that carry the inferior sorts can make one voyage. Scarcely any of the best Collieries have ever more than a weeks turn, while the inferior sorts seldom have a shorter turn than a fortnight or 3 weeks and often longer, from the Club Ships crowding upon their Lists. The great preference given to the best Coals, by the Buyers, must keep those stronger ships in the Trade until it is so glutted with them, that their price is so depressed as to put them upon a Level with the inferior sorts, but the time when this may take place, if ever it takes place at all must be distant, at least sufficiently so, as to enable us to carry out point, I am supported in this opinion by the Judgement of all my Friends in London who have the means of obtaining the best possible information on the subject. They all agree that there will be a most informed and limited demand for the best Coals, with very little

NEIMME/Bud/90

if any intermission during the remainder of the year, at present the prices of the best Coals are much too high at Billingsgate when compared with the second best sorts. The former are paying the ship owners 22 to 24 [?] the latter are paying 14 to 15 per London C. The difference in price now is 3.6 per London C. "when this second Class of Coals sells at 47 in the Pool, the first Class ought not to sell for more than 50.6, yet the late decline in the London market, on the price of the best has alarmed some timid people, and has been adduces in argument against the probability of success on our part. " Pity it is that men are frequently more apt to suffer their apprehensions than their Reason to bias their actions. I begin to fear I have wearied you out on this subject as I believe I have already done, other some of my friends, but I trust its great importance will plead my apology. I will however endeavour to relieve you by changing the scene.

At Hebburn Colliery we

NEIMME/Bud/23/91

are going on very well, setting aside the idea of not vending so many Coals as might be wished, but this it is to be presumed will only be a temporary inconvenience and will not continue much longer. The working part of the Colliery is in good order, and producing the Coals in excellent condition. I have only to regret that the workings in the Stapp still continue to be more expensive than might be wished for, but the idea of establishing the advance renders it rather more tolerable to be borne, with Christian patience than it would otherwise be. The Stowing in the A Pit is more than half finished and the Creep is still advancing slowly but the stowing will be finished in time to prevent its [?] the prescribed Limits. In the course of a month I hope to inform you that the Business is accomplished. The Ventilation in the Western Division of the B Pit workings is nearly restored

NEIMME/Bud/23/92

and I expect soon to proceed with the Ventilation of Eastern Division also, it is quite impossible to form any correct opinion how long it may be before this Pit can be reinstated in Coal work, but I hope to accomplish it by binding

time. I feel great pleasure in reporting to you that I have had every reason to be satisfied with Nelson's Conduct and attention for some time past, his exertions etc in many cases of difficulty and danger have been very laudable of late. Jonathon Johnson has not been able for a Fortnight past to attend to his business; having been labouring under a Concussion of the Brain, occasioned by a Fall from his horse. Harrison was found drowned in Beads Bourne last Thursday forenoon, he had not been 3 hours absent from his Family when he was found, and from several circumstances which have since appeared there are strong grounds to believe that he committed

NEIMME/Bud/23/93

Suicide. The polar cry is that he has fallen a Victim to Wade's nefarious practices. The best Collieries have vended a good many Coals in the course of last Week, but I am sorry to observe that H. has hardly got a fair share having only vended about 70 Keels. I sent two freighted spouters to load them on Saturday by Mr Rankin's permission, one of them is now under the Spout, and the other will be loaded tomorrow I expect.

With best respects to your Brother

I am etc. J.B.

NEIMME/Bud/23/94

Geo. Silvertop Esqr. 142 New Bond Street, London.

Walls end Colliery 28th May 1809

Sir, I met Mr Fenwick by chance yesterday in Newcastle and in consequence of what then occurred I find it necessary to trouble you again on the subject of the Grand Lease renewal. He showed me a letter he had received from Mr Emms[?] and allowed me to make the following extract from it.

" Mr Silvertop having lately applied to his Lordship expressing a wish to exchange one of the lives in the Ryton Colliery Lease, and his plea for his L.ship's consent is that the Coals were sent nowhere but to the Baltic, and that the Trade there has ceased. The intention therefore is to make another winning which will be attended with a heavy expense."

Mr Fenwick wishes to have some information as to the situation etc. of this intended new winning, but as I have not had any communication with you on this point, except some general conversation as to the most proper situation for an effectual winning being near to Emmerson's Foundry, my observation and answers to Mr Fenwick were therefore as general as possible. Mr Fenwick has fixed to meet me on the premises in the

NEIMME/Bud/23/95

course of a week or ten days to gain such information as may enable him to make his estimate and report; in the mean time I shall be glad to receive from you any instructions or hints that you may think proper to favour me with especially if any new ideas have occurred to your mind since I last had the pleasure of conversing with you on the business. I am the more anxious to be favoured with any communication of this nature, to avoid if possible, committing myself with Mr F. in any way, that may in the least degree be at variance with your views, or hostile to your interest having learnt from experience that when an impression has once been made on Mr F's mind, it is exceedingly difficult if not impossible to remove it. I am therefore wishful to avoid giving any wrong bias in the first instance. I have not yet found it necessary to enquire the age of your Nephew. Seven according to Buffin is the Best expectancy of life, as appears from the following statement.

Years	Years Expectancy
6	42.000
7	42.250
8	42.500
9	40.833

I met with Mr Tommy Ramsey yesterday who informed

NEIMME/Bud/23/96

me that his Uncle had sent Mr Gray his estimate of the value of his shares of Stella G. Lease on Thursday last and leave you to judge of my surprise when he told me that it amounted to upwards of £1100!!! Mr G's shares are 1/24+1/60 and at this rate of estimating Mr Ramsey must take the whole value of the lease is about £19,000 – he surely cannot have been fully aware of the value of the existing lives.

I cannot yet proclaim victory, but it continues to approximate. I am Sir

your most obedient humble servant

J.B.

NEIMME/Bud/23/97

Wm. Russell Esqr. M.P.

Confidential

Walls end Colliery 25th July 1809

Sir, it was thought advisable under all circumstances at the Committee meeting on Saturday last that the offer to the Corporation for Walker Colliery should be removed, with the following alteration viz. that a Rent of £1000 per annum shall be paid for three years certain instead of Seven.

It is proposed that this sum shall be paid out of the general Fund of the Trade, but as the Scheme cannot be communicated to the Trade at large until the matter is finally settled, the following Collieries (being in the Secret) have agreed to pay their rent according to their respective Basis, and dividing Walker quantity viz. 32000 amongst them in the same proportion. In case no more Collieries come into the measure than the undermentioned their respective proportion of the rent, and shares of the Vend will be as follows.

	Basis			Basis			
Walls end	70	£	132. 3. 5½	Brought up	302	£	656.10. 3¾
Willington	60		130. 8. 8½	Bute & Hertfd.	28		60.17. 4¾
Heaton	36		78. 5. 1½	Miss Simpson	14		30. 8. 8
Temples	34		73.18. 3	Kenton	29		63. 0. 10¼
Percy-main	50		108.13.11	Sh. Hill	24		52. 3. 5¼
Benwell	25		54. 6. 11½	Team	21		45.13. 0½
Elswick	12		26. 1. 8¾	Wylam	17		36.19. 4
Flatworth	<u>15</u>		<u>32.12. 2</u>	Collingwood	<u>25</u>		<u>54. 6. 11½</u>
Carried up	<u>302</u>	Basis £	656.10. 3¾	Total Bases	<u>460</u>	£	<u>1000.0.0</u>

NEIMME/Bud/23/98

The additional quantity is a trifling Consideration in Comparison with the main object of being enabled to support the present price, by the measure. It now only remains to bill the Cat, or in other words, to find a proper person to come forward as the ostensible Owner with Bainbridge, which must be done on Friday next. I have my eye upon a person for this purpose, but do not yet know whether he will be willing to tend his name.

I have the satisfaction to inform you that in consequence of what passed with Mr J. Wright on Saturday he has loaded two of his ships with us yesterday and this day. This Succession of Wrights has caused a bit of an uproar and I have not the least doubt of his example being followed by many more. There are now 37 ships in the new Club.

NEIMME/Bud/23/99

Walls end Colliery 27th Dec. 1809

Geo. Silvertop Esqr.

Minsteraries.

Sir, I have been with Mr Wade today who has come to the determination of getting quit of Craw Crook Colliery in the best way he can, in consequence of a large Feeder of Water having burst into it and which is overpowering his Engine. He requests me to inform you that if you should be disposed to take it, he will put you in immediate possession on condition of your taking his Stock viz. Engine, Machine, Waggon, Waggon Way and Staith at a fair valuation to be made by indifferent people, and on your agreeing to pay Crawford's annuity of £400 but should you not be inclined to treat with him he will advertise it for sale.

As many advantages might ultimately result to the Proprietors of the Grand Lease from being possessed of Craw Crook Colliery I should beg to submit that Wade's offer

NEIMME/Bud/23/100

merits your serious consideration, and if you should have occasion to be in Newcastle shortly, I should be glad to have a little conversation with you respecting it. Should you think of treating with Wade it would be advisable to communicate with him without delay which would prevent his advertising it, and keep it from the attention of the Public until you are done with him.

Wishing you the Complements of the Season

I am etc.etc.J.B.

Craw Crook Colliery etc Rents

Colliery Rent £200 for 267 Tens of 550 Bolls. 15/- per Ten for overworkings

Way leave and Staith Room to Mr Standish £130. 0. 0

Way-leave to Mr Surtees 70.10

Ditto to Walker Lawson Reps..... 15.10.

Ditto Ryton Lairds 69. 0. 0

NEIMME/Bud/23/101

N.Ellison Esqr.

Walls end Colliery 10th January 1810

Dear Sir,

I have viewed the Staple Workings in the C Pit Hebburn Colliery this day, and regret to state the approach to S. Hebburn is most inauspicious. Under all circumstances, I am of opinion that the Owners are entitled to every indulgence from the D. & Chapter, as there can scarcely be a doubt that if ever their Mine is to be carried to market at all it must be through the exertions of the Hebburn Owners. As the agreement stands at present, between the parties, I conceive that as soon as we break through the S. Hebburn Boundary we subject ourselves to the payment of the whole amount of Certain rent from the Commencement of the Term (£1200 up to the 20th November last) whether the mine may be workable or not, but as it would be highly imprudent to subject ourselves to this payment of so large a sum if any doubt remained as to the practicability of working the mine, and which there is every reason to expect from present appearances. I think that the Dean & Chapter ought to attend to appropriation from the Hebburn Owners grounded on equitable principles, and which I submit the

NEIMME/Bud/23/102

following would be. That the Revd. Body should allow the Hebb: Owners to explore the Coal in S. Hebburn to such an extent as to enable them to ascertain whether it is workable or not, when if it should prove to be workable the owners would fulfil the Terms of the present agreement: but in the event of its not proving workable, the owners to be exonerated from the payment of the certain Rent. This appears to me to be so reasonable a proposition that I should hope the Revd. Body would attend to it, as it gives them the opportunity of ascertaining the value of their Mine without expense, and if it should prove good renders it immediately available, but if [?] it is not reasonable to expect any Revenue to arise from it. Should the Owners approve of this suggestion I should recommend the matter to be brought before the Body in the shape of a memorial, in which the heads which I now take the liberty of enclosing may be enlarged upon as may be thought expedient.

I am Sir

yours etc.

J.B.

NEIMME/Bud/23/103

Proposed Heads of a memorial to be presented to the Revd: the Dean & Chapter of Durham by the Owners of Hebburn Colliery.

1st. State that the Owners of Hebb: Colliery took the Coal belonging to the Dean & Chapter under the lands and grounds of South Hebb: and Monkton in November 1802 for a Term of 21 Years at the Certain annual rent of £180 for 225 Tens of 440 Bolls; and 16/- per Ten for every Ten wrought over and above that quantity.

2nd. That immediately after agreeing with the Revd: Body as above it was the intention of the Owners to have wrought the Coal Mines in question as soon as access could be gained to the same, but that they were prevented carrying such intention into effect by occurrences over which they had no control.

3rd. That since the month of August 1807 they have been using every possible exertion to gain direct access to the Coal Mines of So: Hebb: and Monkton through the medium of Hebburn Colliery, and have at last approached the Boundary of So: Hebburn within 50 yards, but during that time they have cut through such a succession of dykes, Hitches & Troubles and have

NEIMME/Bud/23/104

met with such quantities of inflammable Air, water etc. and have encountered so many difficulties and dangers, as are unparalleled in the annals of Coal mining; the expense of exploring during the above period has been upwards of £5000. Query is it right to state expense of drifting etc. towards So: Hebb: as the greatest part of that expense must have been incurred in working the Hebburn Coal?

4th. That, at present the Face of the exploring drift which is within 50 yards of S. Hebb: Boundary wears the most unpromising aspect possible, and gives the strongest grounds to doubt the practicability of working the c in So: Hebb: Royalty.

5th. Under the peculiar Circumstances of the Case the Hebburn Owners submit that they should be allowed to frive an exploring drift to the extent of 600 yards in a S. direction into So. Hebburn Royalty from where the present exploring drift will intersect the Boundary, when if the mine should prove workable and the Coal merchantable they would willingly fulfil the Terms of the present

NEIMME/Bud/23/105

agreement, but should the Seam not prove workable nor the Coal merchantable, they trust that the Revd. body would not exact the payment of the Certain Rent, as stipulated by the present agreement.

The Revd. Body may easily satisfy themselves of the Truth of the allegations set forth in this memorial by instructing their Viewer to view the workings of Hebb: Colliery in the line of approach to So: Hebb: and Monkton where he will be permitted to have free access, and such Plans and Sections of the workings etc. will be laid before him as he may require.

NEIMME/Bud/23/106

Walls end Colliery 17th May 1810

The Butterly Company.

Alfreton. Derbyshire.

Gentlemen

I am at present in treaty with a Coal Company in this neighbourhood for 1400 yards of Cast Iron Railway, (and eventually for 800 yards more) for Coal Waggons of the weight and construction as Benwell. We have agreed that the weight of each 3 feet Rail shall be 29 lbs. and the pedestals 7 lbs. each; consequently the yard of way will weigh 72 lbs. and the whole weight for 1400 yards will be 45 Tons. I agree to warrant the Rails for 12 months – the pattern to be similar to Benwell but must be increased to 29 lbs. per rail. I shall feel obliged by your informing me (by return of post if possible) at what rate per Cwt. you can deliver Rails of the above description, to my order in the River Tyne, allowing me the usual Discount of 2½per Cent. and in what time you can deliver them say at twice, by 700 yards

NEIMME/Bud/23/107

each time.

I have competitors in this business who will take Coals in payment, but as this sort of payment will not be convenient to me, an extended credit can alone put me upon a footing with them. I therefore trust that it will be convenient to you to allow me twelve months credit on the amount of the Castings.

I am etc. etc.

J.B.

Walls end Colliery 24th May 1810

The Owners of Barkworth Colliery.

Gentlemen

I shall be glad to supply you with 1400 yards of Cast Iron Waggon Way to weigh 58 lbs. per double yard, and 14 lbs. the two chairs, on the following terms viz.

The Rails - 12/6 per Cent.

The Chairs - 14/- per ditto.

The way to be upheld for twelve months

NEIMME/Bud/23/108

against any breakage of Metal by leading Coals.

Payment by bills at 12 Months from Date of Invoice. One half of the order to be delivered in 9 weeks, and the remainder in 12 Weeks, from receiving the same, in the River Tyne.

I am Gentlemen etc. J.B.

Walls end 26th May 1810

The Butterly Co.

Alfreton

Gentlemen

Your favour of the 25th Inst. offering to supply me with 1400 yards of Cast Iron Waggon Way Rails @ £12 per Ton and Pedestals @ £14 per Ton. Payment @ 12 Months from date of Invoice, has enabled me this day to contract with the owners of Barkworth Colliery for that length of way; and which I have agreed to uphold for 12 Months against all breakage from badness of Iron. I have also engaged to deliver one half

NEIMME/Bud/23/109

the quantity in 9 Weeks, and the remainder in 12 Weeks from time, which I trust there will be no hazard of fulfilling, according to the time you state for delivering the castings at Gainsborough. As part of this Rail Way is to replace a Wooden one now in use, it would be a great accommodation if you could forward 5 to 10 Tons at a time in succession as quickly as you can, taking care to send the proper No. of pedestals for the Rails.

I must also request that particular attention may be paid to making the weight of each Rail 29 lb. and the pedestal 7lb. I do not wish any change in the shape of the pedestal from that of Benwell but should wish the additional Weight of the Rail to be dispersed to the best possible advantage for giving additional Strength, and which I submit will be best applied in thickening the bottom part. I should likewise wish

NEIMME/Bud/23/110

to have the top of the Rail a little more rounded (thus ) than the Benwell rails which except the middle Rail for the Plain are rather too sharp at the Edges – as to the quality of the Metal, I trust that it will not be at all inferior to that of Benwell in which case I have little doubt of its doing us credit. I shall be glad to give an order for an Engine whenever an opportunity occurs, but at present there is nothing doing in that line in this quarter.

I am etc. etc. J.B.

Walls end Colliery 6th July 1810

The Butterly Company.

Gentlemen

I duly received your letter of the 28th Ult. and shall be glad if the Gentlemen for whom you are making the 8 horse Engine will give it up to the Owners of this Colliery – or if you can positively engage to finish one of that power in 6 weeks from the receipt of this. I must request you to put it in hand immediately. I really have more doubts of its being forwarded from Gainsborough or Hull, when finished, than of your completing it in the time,

NEIMME/Bud/23/111

as I have frequently experienced the most vexatious delays in the shipment of goods from these places. You will please to inform me if it would be convenient to you, to make the whole of this winding Engine, that is Vertical Plains, Nut and Spur Wheel etc. complete, and if you can finish the whole in the same time as the Engine. In this case I will write Mr Brunton to inform him how this winding Engine is to be employed, when he will be able to fit it up, in the most convenient way for frequent removal, from Pit to Pit. Your early reply for my government will oblige.

Gentlemen,

Your most obedient Servant

J.B.

P.S. I am glad to be informed of your getting on so well with my gang Rails, and hope that you will very soon forward some of them. Would it be agreeable to you to extend the order from 300 to 600 yards more? J.B.

NEIMME/Bud/23/112

Newcastle. 28th March 1810

Mr Milton. Mansion House. Hevysides Lane. Chatham.

Dear Sir Accept my last thanks for your favour of the 23rd Inst. I have consulted my Friends respecting the Coal Contracts, and we have resolved to make Tenders for Deptford, Woolwich, Chatham and Sheerness.

As it will probably be convenient to you to attend to the management of the Vessels etc. on their arrival, we shall be glad that you either officiate as our Agent, or take one half of the business with us as may be most agreeable to yourself. As we are quite ignorant of the expenses of delivering at the several places for which we intend to make Tenders, I must request that you will be so good as to gain all the information you can on this point before the 5th of April. And on the 3rd you may expect to receive our estimates, for the Tenders which we shall desire you to fill up, with the addition of the delivery Charges etc. and we shall request Messrs Clark & Burgess of the Coal Exchange to attend you as Bondsmen on the occasion. Will the 1/8 per Chaldron additional for Lighter use of mutage pay the expenses of delivery? Can you gain a hint of the Prices paid last year for the Places for which we mean to offer?

I am yours etc. J.B.

NEIMME/Bud/23/113

Walls end Colliery 21 July 1810

The Butterly Company

Gentlemen, I received your favour of the 13th inst. ~~and am glad~~ since which I have been in daily expectation of hearing from Mr Brunton respecting the 8 Horse winding Engine, which I am most anxious to have forwarded as delaying the Business for which it is intended will materially embarrass the arrangements of this Concern. I therefore trust that no time will be lost in its completion. I am glad to observe that a part of the Rails and Pedestals are forwarded and hope the remainder will soon follow. I am rather apprehensive that the pedestals will not be sufficiently strong in the Bottom immediately under the Bed of the Rail. I am led to this apprehension from observing that since the Benwell Way has gone to current Work, a very great Number of the pedestals have broke, or Split in two, immediately under the Rails. Whether this arises from the Rails being suspended in the pedestals from the Nitch being too narrow

NEIMME/Bud/23/114.

and operating as Wedges, or from that part of the pedestal being too weak to support the pressure, or both, I have not been able to ascertain. But to avoid this accident in future, I must request that particular attention be paid, to make the bottom of the Rail rest upon the Pedestal; and I think that the Bottom of the Pedestal may be thickened without increasing its weight, by thinning the side Beams and tapering off the upperside of the Bottom beyond the Holes.

Your attention to these observations will oblige.

Gentlemen

Your most obedient Servant. J.B.

NEIMME/Bud/23/115

Walls end Colliery 15th August 1810

The Butterly Company

Gentlemen

I have to request that you may put me 1500 Gang Rails in hand, at your earliest convenience, with a proper Number of Pedestals for the same. the above Rails are to lay 750 yards of way upon an inclined plane, which has a descent of 1 in 10 – 1 in 11, and 1 in 12. The Waggons contain a Newcastle Chaldron or 53 Cwt. of Coals; the weight of the Wagg. is 20 Cwt. To give the necessary dispatch, the full Waggons must descend with a velocity of 9½feet, and the empty ones must ascend with a velocity of 12½ feet per second. I therefore think that the Rails should not be less than 30 to 31 lbs. each, and the pedestals about 8 lbs.

I must beg to refer you to my last letter respecting the strength of the Pedestals in the Bottom and fitting the ends of the Rails properly to the Recess to avoid the accident of breaking, which has occasioned some inconvenience at Benwell.

I am etc. etc. J.B.

NEIMME/Bud/23/116

Walls end Colliery 19th August 1810

Mr Th. Milton Jr. Mansion House

Heavysides Lane Chatham.

Dear Sir, Yesterday's Post brought me your letter of the 13th Inst. and give me leave to assure you that I shall have much pleasure in having some real business Transacting with you in the Coal line; but must in the first place beg leave to make some observations. If the small Cargo of Coals which you now want is for burning Bricks, I have not the least doubt of obtaining such, as will answer your purpose very well, at a much lower rate, than those you name; but should they be for domestic purposes, I certainly should not think of sending anything of worse quality, or rather of worse size than primrose etc. The Coal which I should send for the latter purpose is, Adair's main, but I am apprehensive, that at the present rate of Freight (20) that they could not be delivered at your Wharf for 39/-. The annexed Statement of the cost of 80 Newcastle Chaldrons of the Coals, ready for Sea at this end, will enable you to judge whether it would answer my purpose, to send a small Cargo; and on this, I shall thank you for your advice, as I

NEIMME/Bud/23/117

do not know what additional charges may be incurred or how the Coals may measure out. I can send you Coals which will answer for burning Bricks very well at 18/- per N.C. Chaldron, or Small at 7/- or 8/- which with Round for the Eyes of the Kilns would I am pretty sure, suit your purpose.

Now my Dear Sir, as I feel much disposed either to send you a Cargo, on Consignment, or on your own Acct. as may be most agreeable to yourself; I shall thank you to advise me as to the sort of Coal which you think will answer best and I will endeavour to engage a Vessel of about 6 Keels for the purpose.

I am etc. etc. J.B.

80 Ch. Coals @ 26/- £104. 0. 0

10 Keel dues & Beer My. 9. 10. 0

*Clearing Charges at the

