

1839

1

Return
from
Edinbro'

Nov: 8th.Friday Started by the High-flier
2 Horse Coach from Edinburgh, with N. Wood
this mornng. at 7 o ' Clock, and arrived at New-
castle, at Ten, at night. We came to Dalkeith
Fordal, Black Shields, Ca[bra]-Mill, White Buren,
Gordon, Kelso, Coldstream, Corn-hill, Wooler,
Whittingham, Weldon-bridge, Long-horsley,
and Morpeth.

M^r. Morriss

Nov: 9th.Satdy. Went to Blue-house Washington
with M^r. Russell Blackbird, to visit M^r. Th.
Morriss, who is very ill. Found him Suffering
Severely, and very ill – his complaint is in the
heart, and is of the most dangerous nature
Returned to Newcastle, to business, and home
in the Evening.

M^r. Gresley
M^r. Davison

Nov: 10th.Sunday At home all day – went in
the Evening to Pensher.
Nov: 11th.Monday Met Mess^{rs}. Gresley & Davison
at M^r. Davison's Office Durham, on the renewal
of Lady Barrington's Coal Leases, at Ryhope &
Tunstal – Boldon & Whitburn, and Milburn
Lease of Biddick & Brockley Whins.

Let a Way-leave thro' the Bishop's Lease-
hold near Sherburn, from Kiep[er] Colliery to

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2.

M^r. Fox

Mess^{rs}. Dixon & Thevaites. This Branch is to
join the Durham & Sunderland Line.

Called on M^r. G.T. Fox relative to a question
between him & the Durham & Sunderland Rail-
way Co. relative to leaving the pillars of Coal
under their Line where it crosses, his Estate.

Seaham
Harbour

Nov: 12th.Tuesday At Seaham Harbour viewing
the works – the 5th. Course of Blocks on the
Pier-head, is nearly completed – the P[uzyo]lana
Cement Seems to Set, exceedingly hard, after it
has been a while under water.

M^r. Morriss

Nov: 13th.Wed. Called at Washington to see
M^r. Morriss – found him less feverish & Suf-
ferring, but very weak. Home in Evening

Miss Hobson

Found Miss Hobson Stopping with my Sister –
She is from Maidstone in Kent

Blenkinsop
Colliery

Nov: 14th.Thursday Spent the mornng. at
Home, and took the ½ Past 12 o ' Clock
Train from N.Castle, to Carlisle, with M^r.
J. Forster & his Apprentice Greenwell. We took
up R. Atkinson at Blaydon. M^r. Fletcher
met us at the Coffee-house, Carlisle, with his
Assistant, and after dinner we proceeded with

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3.

the Valuation of Blenkinsop Colliery 'till a late
hour

Nov: 15th.Friday We proceeded with the Valuⁿ.
of Blenkinsop Colly. this Mg. At 8 o ' Clock &
continuing 'till ½ Past Three. We made great
progress with the Valuⁿ. but it will take us

another day to finish it. We dined at ¼ to Four & Started by the 5 o 'Clock Train for Newcastle, where we arrived in 2¾ hours.

Jn^o. Hodgson
Hinde Esq^r.
M.P.

Jn^o. Hodgson Hinde Esq^r. M.P. with M^r. Green the Architect went up to Stocksfield with us yesterday in the R.W. Coach and M^r. Hinde returned to Newcastle with us this Evening.

Nov: 16th.Satdy.At Newcastle – transacted business at Sundry Colly. Offices. The W. Cramlington Co. decided to Advance £10,000 to pay off the Bank debt on the of Dec.

W. Cramlington.
Advance

M^r. Reissarine, French Engineer called upon me with a Letter of introduction from M^r. Mauby. Attended meeting of C. Trade Comm^{ee}. 40 P. m. to London & 32 to Coast issued for the remainder of the Mo.

M^r. Reissarine

Dined at Donkins. Home Evening

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4.

Nov: 17th.Sunday At home M^r. Reissarine dined with me – he is employed by the French Govern^t. to examine the various Machinry employed in the Coal-trade of this Country – he is an intellegent young Man.

Killed

Geo. Rutherford a fine lad of Seventeen Nephew to Geo. Hunter, & serving his term as an Engine Wright at Rainton Colly. was Killed last Friday mornng. by fallg. off a Scaffold in the Meadwows' Engine Pit. He was Standing on a Scaffold with another Man, examing. the Pump Collarings & by some means Slipped his Feet & fell. The other Man's Back was to him, at the time & he did not see him fall, but saw him immediately afterwards making a Snatch at the Rapper Rope as he was falling – he fell about 40Fa^t. and was dreadfully mangled.

Nov: 18th.Monday At home Mornng. Went to Pensher, by P.main, Shields & Sunderland. Roads very bad – Rode on

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Horse back.

Nov: 19th.Tuesday Spent the day at Pensher and at Rainton in afternoon - examined Adventure Pit Screens & Heapstead with a view to remodeling them.

Durham
Junction
Railway

The Durham Junction Railway Co. are building an Office & Stabling at the Meadows' Pit – to establish a Station at the end of their Line – which is to communicate by Omnibusses with Durham. They will also established Stations near Chilton-moor & at Pensher – so that the Public may travel from all those places by the Victoria Bridge & Brandling Junction Railway to Newcastle.

Howdon
New Engine
Percy-main
Colliery

The New Engine at Howdon has gone very well for a Week – the Water has lowered 29 Fms. in all Since the Engine Started. The Bensham Set, was Started last Thursday – and the Water has lowered 5 F^t. in the Shaft Since.

M^r. Morriss
died

Nov: 20th.Wed. M^r. Morriss of Washington died this Afternoon at 3 o ' Clock. I returned

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6.

Percy-main

Dean
Forest

from Pensher to Walls-end this Afternoon.
Nov: 21st.Wed. At Percy-main Colly. in the mornng. - the Howdon Engine has made very little impression on the Water those 3 days. Went to Newcastle in the Afternoon – to meet Mess^{rs}. Sopwith & Probyn, with M^r. Graham, to hold a Dean Forest Commission Meetg. at M^r. Sopwith's Office. Dined with M^r. Sopwith and had Music in the Evening with M^{rs}. Probyn & R^t. Atkinson.

Home in the Evening with M^r. Graham
Nov: 22^d.Friday Went to Newcastle with M^r. Graham this mornng. and attended a Meeting of the Dean Forest Commissioners. Dined with Mess^{rs}. Probyn Graham & R^t. Atki[nson] at the Central Exchange Coffee Rooms Practised with M^{rs}. Probyn R^t. Atkinson at Sopwith's in the Eveng. and then went home with M^r. Graham.

Nov: 23^d.Sa. Went to Newcastle with M^r. Graham and attended Dean Forest Comm^{ee}.

At home in Evg. with M^r. Graham.

Nov: 24th.Sunday Attended M^r. Morriss'

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Funeral. He was buried in the N.W. angle of Washington Church Yard

Nov: 25th.Monday Attended Meeting of the Dean Forest Comm^{rs}. at Sopwith's Office Home Eveng. with M^r. Graham.

Nov: 26th.Tuesday Attended Meetg. of the D.F. Commiss^{rs}. at Sopwith's Office 'till 2 o ' Clock P.M. and then went to Pensher to dinner with M^r. & M^{rs}. Probyn, M^r. & M^{rs}. Sopwith & M^r. Graham. We went in the Charriot hired of Angas & Wilkinson, with my own Horses. M^r. & M^{rs}. Morton Morton dined with us.

Nov: 27th.Wed. Went by Sunderland & Shields to Walls-end, to dinner with the above party Called upon Cap. Slater R.N. at Sunderl^d. on the Subject of the Survey of Seaham Harb^r. which the Admiralty had instructed Cap. Slater not to Survey & put upon the new Chart of the Coast about to be Published in Consequence of L^d. Londonderry's refusing to allow the Survey without the Lords of the Admiralty first asking his leave, and for his Ldp's Uncourteous treatment of Cap. Slater when he called upon him at Wyn^d.

Cap. Slater

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cannot Proceed with the Survey of the Harbour without fresh instructions from the Admiralty for which purpose it will be necessary for M^r. M^c. Donnell to present a Memorial or Petition to the Board.

I made out from Cap. Slater, altho' he was very guarded in his Language, that Cap. Beauford, who is at the Head of the Surveying department, as well as himself were highly offended at the Af[rout] put upon Slater by L^d. L. when he called upon him, at Wyn^d.

Geo. Bramwell

Convicted Geo. Bramwell the Runng. Fitter at Sunderland in an attempt to embezzle £2 for 2 Ch. of Steam Boat Coals Sold to a Whitby Fisherman, and discussed him

M^r. & M^{rs}. Probyn, M^r. & M^{rs}. Sopwith, and M^r. Graham came with me to Walls-end to dinner. We came from Sunderland to W.End in Angus' hired Charriot during a very heavy Fall of Snow. Had a Musical practice in the Evg. with M^{rs}. Probyn & R^r. Atkinson.
Nov: 28th.Thursday Held a meetg. of the Dean Forest Commission at my Office at W. End

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Dean Forest

had a dinner party consisting of M^r. & M^{rs}. Probyn, M^r. & M^{rs}. Sopwith, the Rev^d. M^r. & M^{rs}. Armstrong & M^r. & M^{rs}. R^t. Atkinson, M^r. & M^{rs}. Th. Burnet, and M^r. Graham. M^r. Glenton, M^r. De Carle, Miss Lock Miss Armstrong & M^{rs}. Armstrong's Sister joined us at Tea & we had Music in the Eveng.

Nov: 29th.Friday Held a meetg. of the Dean, Forest Commⁿ. at my Office – all the above parties with the exception of M^r. & M^{rs}. Armstrong dined with us and we had Music in the Eveng.

Nov: 30th.Sa. Held a Dean F. Commission at, Sopwith's Office – Agreed to lend £7000 on Debentures to the Carlisle R. Way Co. at 5 P. Cent. - the money to be paid next Wed. this will make £12000 lent to this Co.

Home in the Evg.

Dec 1st. Sunday At home – no Company.

Dec. 2^d. Monday Held a Dean Forest Commⁿ. at Sopwith's Office. Home Evg.

Jn^o. Charlton broke a Blood Vessel which will I fear disqualify him from doing my out-of doors Work in future

Dec. 3^d.Tuesday Went to Chester-le-S^t. in Donkin's Carriage, with him and

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10.

Nich. Wood, to attend the Monthly meetg. of the Coal-trade Comm^{ee}. 45 P. ~~to~~ London, and 38 P. ~~to~~ the Coast were is-

Issue of Vend	sued for the Mo. of December. Making the whole Issue for the year 639 P. m̄. The Issue in 1838 was 639 so that the Issue of the present year is 56 P. m̄. less than that of the last. Went to Pensher in the Evening.
N. Hetton Colly.	<u>Dec. 4th. Wed.</u> Attended the monthly Colly. Board at N. Hetton – present Mess ^{rs} . Wood Morton & Hunter. Went to Newcastle in the Afternoon with M ^{rs} . Burnet.
Theatre	Went to the Theatre in the Evening to see Ducrow perform the ancient Statues, and the Idiot Boy These performances are exceedingly clever, and pleased us very much Our party consisted of R ^t . & M ^{rs} . Atkinson, Tho ^s . & M ^{rs} . Burnet, M ^r . Burnet, Marg ^t . & Sally Westmorland
Dean Forest	<u>Dec. 5th. Thursday</u> At home finished the Attended a meetg. of the Dean Forest Commiss ^{rs} . at Sopwith's Office. Which finished the present Sittings. Home
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Valuation of Perct-main &c. Colls.	in the Evening. <u>Dec. 6th. Friday</u> Finished the valuation of the late M ^r . Maude's Shares of Percy-main, Backworth, E. Holywell, and W. Cramlington Collieries
M ^r . Russell	Spent the Evg. at a Quarttet party at Th. Burnets' <u>Dec. 7th. Satdy.</u> Met M ^r . Russell at N.Castle on the Affairs of Washington Colliery. This is an unprofitable concern, as according to the Statement of the Acco ^{ts} . up to this time it will lose money this year. There are no Leases of the Coal, the Colly. being merely held from Year to year, on a Certain Ann ^l . Rent of £300 Pble. to the Sco ^l . Lessors viz. S ^r . Ja ^s . Musgrave, [L] W. Lawson & J D. Shaftoe Esq ^r .
Musical Party	It was agreed that I should endeavour to obtain Leases for 21 Years from those parties when the Concern might probably be let Spent the Eveng. at a musical party at M ^r . Sopwiths' M ^{rs} . Probyn played the Second Violin to the quarttetts & Quintetts.
	<u>Dec. 8th. Sunday</u> At home, M ^r . & M ^{rs} . Tho ^s . Rankin from Bristol, & Miss Rankin dined
1839	12.
G Pit Walls-end Bensham	with us <u>Dec. 9th. Monday</u> Viewed the G Pit Bensham Seam, in the new opening below the 8 Fa. Dyke under the River. The Seam is in a Superior State here, and what is very Singular, there is very little Gas in it, but it is a bad Roof – a brittle blue Metal Stone At Percy-main in the Afternoon - the

Percy-main Water is lowering very Slowly, altho' the Engines have been going very well. Yesterday the Water lowered 8 In. at Howdon, and to day 4 In. Went to Stella in the Evening on the business of the Freehold & Grand Lease Collieries.

Derwent Colliery Dec. 10th. Tuesday At Medomsley & viewed the new Pit - "Derwent" Colliery which has just Started Work. Met M^r. Mar[ees] there, and discussed the affairs of the Concern Returned to N.Castle with him in a Post Chaise & rode home in the Afternoon

Royalties Comm^{ee}. Dec. 11th. Wed. Attended a meeting of the Royalties Committee at Chester, and went to Pensher in the Evening
M^r. Watson Matt^w. Watson entered upon his Service with me – to be a Man of all Work

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13.

Wages £ 22 P. Ann. & Washing, but to find his own Cloths – except that I am to give him the first Great Coat.

Royaltie's Comm^{ee}. Dec. 12th. Thursday Attended a meeting of the Royalties Comm^{ee}. at Sunderland – Returned to Walls-end in the Evg. by Shields

Coulson discussed Coulson the Staithman at L^d. Londonderry's Sp[at]s] at Sunderland, having been found to have been implicated with Geo. Bramwell in embezzling £2 for 2 Ch. of Steam Coals dismissed him.

Dec. 13th. Friday Attended a meeting of the Royalties Comm^{ee}. at Newcastle

Blenkinsop Colliery Met Mess^{rs}. Fletcher & Th. Forster at the Coal-trade Office, after the Committee broke up, and finished the Valuation of Blenkinsop Colliery.

Septett Club Attended a meeting of the Septett Club at the Assembly Rooms in the Evening

Dec. 14th. Saturday W. Lawson Esq^r. of Brough Hall, called upon me this mornng. relative to his Byker Colliery Affairs He informed me that Mess^{rs}. M. Dunn & Ridley had been to him at Brough on the Subject of their late application for

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the Low-main Coal under the Free-Porter's Close – that they complained of my Conduct towards them in the affair, and requested him to appoint another Viewer. He gave them a Suitable Answer.

Blenkinsop Valuation finished. Finished the Blenkinsop Valuation, which we got M^r. Donkin to draw up in a proper Form, when Mess^{rs}. Fletcher & Forster with myself Signed it, and thus completed the transaction Dined with Donkin – M^r. Pilkinton the Tythe Com[n^r.] dined with us.

Tithe Com-missioner Dec. 15th. Sunday At home in the Mornng.

Went to Pensher, with M^{rs}. Burnet in the Evening.

Bishop's
Leases

Dec. 16th. Monday Rode over Lord Durham's Coal Leases, under the Bishop at Harbour-moor, Finder-hill-moor Potte-moor &c. with Th. Crawford Jnr. to enable me to report thereon preparatory to the Fine for the Renewal of the Leases being Set.

W^m. Armstrong

Engaged W^m. Armstrong – to Succeed Coulson as Staithman at Sunderland to Superintend the Shipping of Lord Londonderry's

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Coals there. Wages 21/- P. Week, with House Coal & Candle.

Roddy-moor
Commission

Dec. 17th. Tuesday Went to Durham this Mornng. at 10 o ' Clock to give evidence in the Roddy-moor Chancery Commission Ord v. Lyon – Ord having filed a Bill against Lyon to compel him to execute a Lease of his Coal in Roddy-moor on an Agree^t. which Lion refuses to do on the ground of the Agree^t. not being in conformity with the ordinary usage of the Coal-trade in the Co. of Durham

Rushyford

The Commissioners were for Ord
M^r. Wilkinson M^r. Flower
For M^r. Lyon, M^r. Ward, M^r. Jn^o. Dunn
My examination occupied Six hours
I dined with the Commissioners, and went to Rushyford afterwards where I arrived at 9 o ' Clock in the Evening and Slept there.

Midridge
Limestone
Quarry

Dec. 18th. Wed. Went to Midridge this mornng. Viewed the limestone Quarry there for the Bishop – returned to Rushyford and thence to Durham where I arrived at 1 P.M. Had my disposition read over

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and Signed it – dined with the Comm^{ee}. and returned to Pensher at 9 P.M.

Seaham
Harbour

Dec. 19th. Thursday Visited Seaham Harbour this mornng. which is very full of laden Ships, as very few have been able to get out these 3 Weeks, the Sea having been constantly high with Easterly Winds during all that time. Altho' there is Scarcely any Wind to-day there is a very high Sea, breaking over the Pier & Break-Water, from a heavy Gro^d. Swell. This Succession of bad Weather has interrupted the Vend very much, and it is questionable whether the Vend for the month can be accomplished. The repairs of the Lady Francis Steamer is far advanced – when finished the Vessel will be Stronger than it was when new. Returned to Pensher, and went from thence to Walls-end in the Evening.

Royalties
Comm^{ee}.
Musical
Party
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Dec. 20th. Friday Went to Newcastle this mg. by the ½ past nine Train, and attended a meetg. of the Royalties Committee. Present H. Taylor, Geo. Johnson, N. Wood, & Donkin. Spent Eveng. at a Musical Party at M^r. Mack-
reth's. Introduced M^r. Hickson of Man-
chester a very agreeable Man and a good

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Chester
Tannery

Musician. Settled the Chester Tannery Rent Acco^t. with my Tenant M^r. James Robin-
son. He paid me £100 on Acc^t. having a Bal^{ce}. of £ due at the [] of Nov. last He complains heavily of the dullness of the Wool Trade.

Royalties
Committee

Dec. 21st. Saturday. Attended the Sev^l. Fitting Offices where I am Concerned in the morng. Attended a Meeting of the Royalties Comm^{ee}. at the Coal-trade Office, in the Afternoon.

M^r. Th.
Taylor

Home Eveng. Went round by Long Ben-
ton to see M^r. Th. Taylor – he is now able to walk a little on Crutches, but there is Still a Wound in his Leg and it is questionable whether more Splinters of Bone have not Still to come out.

Dec. 22^d. Sunday At home had a musical party in the Afternoon – Mess^{rs}. Hickson, P. Glenton. T. Burnet & R Atkinson formed the Party.

Flatworth
Pit
Percy-main
Colly.

Dec. 23^d. Mondy. Viewed Flatworth Pit, Bensham Seam – this is a very trouble-
some Pit – the Steep pitching of the Seam the great quantity of Troubles, and a bad Roof all contribute to make the working of the Coals very expensive. Decided to

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commence drawing Water with Tubs at the Bensham Shaft Percy Pit. We assume that the N. Machine can draw 20 – 190 Gall. Tubs an hour – So a ~~Hhd.~~ P. Hour, without materially injuring the Shaft.

Dec. 24th. Tuesday At home reporting on the Bishop's Coal Leases at Bedlington

Dec. 25th. Wed. Christmas-day – at home

P.main Colly.

Dec. 26th. Thdy. At Percy-main Colliery met M^r. Lamb there The drawing of the Water with Tubs at the Percy Pit is Succeeding, so far very well.

Dec. 27th. Friday Attended a meeting of the Royalties Committee in Newcastle at 12 o ' Clock, which occupied me all the Afternoon.

Septett
Club.

Attended a Meeting of the Septett Club at the Rooms in the Evening - had some good Music. *

Committee
meeting

Dec. 28th. Satdy. Attended meeting of the Royalties Committee at 12 o ' Clock, and the United Committee at Two.

Dined with Donkin

* Investigated the P[ujt] &c. Charges

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M^r. Dan^l.
Turner.

at Blyth Harbour, this morn^g. with
M^r. Dan^l. Turner, for the purpose to
estimate the Rent to be paid for the
Same by the Colly. Lessees.

D^r. Davy

Dec. 29th. Sunday Wrote D^r. Davy, on
Upton & Roberts' Safety Lamp.

At home

Dec. 30th. Home Morn^g. and went to
Pensher in the Afternoon

Bishop's
Leases.

Dec. 31th. Tuesday Rode with M^r. Th.
Crawford Jun^r. over Pelton Fell, White-
hall Common, Broomy-holme, and
E. Edmonsley Fell the Coal under which
is held under a Lease for years re-
newable every Seven, by L^d. Durham
under the Bishop of Durham – re-
turned to Pensher in the Afternoon
and wrote my report on those Mines
for the Bishop.

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Northum-
berland
Sessions

Jan^y. 1st. Wed. Attended the monthly meet^g.
of the N. Hetton Colliery Board, and
went to Newcastle in the Evening

Jan^y. 2^d. Thursd^y. Attended as a Grand Jury-
man at the Northumberland Quarter
Sessions Moot-hall Home in Afternoon

Theatre

Jan^y. 3^d. Friday At home morn^g.
Newcastle Afternoon, and Theatre in
the Eveng. Play as you like it, with
a Vocal Concert by a Russian Family &
a Pantomine Pretty well amused

Coal-trade
Committee

Jan^y. 4th. Satd^y. Attended meet^g. of the
C.T. United Comm^{ee}. the two members
of the Newcastle Comm^{ee}. who have to
Retire were balloted for – the lot fell
on M^r. Geo. Johnson & myself

M^r. Sopwith

Dined with Donkin – home Evening
Jan^y. 5th. Sunday At home M^r. Sopwith
dined with us. Discussed Mess^{rs}. Hall
and Forster's Report on Col. Heths' Mines
with him.

M^r. M^c. Donnell

Jan^y. 6th. Monday Called upon M^r. M^c.
Donnell at Ravensworth Castle – had a long

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Lord
Ravensworth

discussion with him, on Lord Londonderry's Af-
fairs. Had a conversation also with Lord
Ravensworth on the affairs of the Coal-trade

At Pensher in the Afternoon

M^r.
M^c. Donnell

Jan^y. 7th. Tuesday M^r. M^c. Donnell Spent the
Morn^g. at Pensher. I wrote my reasons at
length, for him, for recommending the letting
of the Seaham Coal, to the Seaton Co.

Mayor's
Ball

Went to Newcastle in the Evening to at-
tend the Mayor's ball – it was most nu-

Meeting
with Mess^{rs}.
Morton and
Stephenson

merously attended.
Jany. 8th. Wed. Met M^r. M^c. Donnell and
Stephenson with M^r. Morton, at Biddick
Hall to read over and discuss the Agree^t.
for M^r. M^c. Donnell's letting the Seaham Coal
to the Seaton Coal. M^r. M^c. Donnell ap-
proved the Agree^t. generally, but as Lord &
Lady Londonderry have returned, unexpectedly
to London – he wishes to confer with them
on the business before he Signs the Agree^t.

Lord Durham

Dined with Lord Durham at Lambton
Castle – we dined in the Small dining Room
the Party being Small – it consisted of Lord
Durham, Lady D-m – Lady Ann & Emily Lamb-
ton Mess^{rs}. M^c. Donnell, Stephenson & the Tutor

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with Sir C. Shap. The party was very agre-
eable – we had music in the Evening and
a capital, Christmas joke called the “Knight
of the Whistle”

M^r.
Stephenson

Jany. 9th. Thursday Met Mess^{rs}. Stephenson, Morton
& Crawford, at Beddick this mornng. to con-
fer with them on the Sinking of the new
Pit in Lumley which Crawford & Co. are [Van]
to do during the first 5 years of their Lease
3 of which are now expired. But Lord D-m
[demurs] about allowing it to be Sunk lest
it should be a nuisance to the Castle
as the Colliery cannot go on much longer
without this Pit being Sunk Crawford &
Co. will be obliged to give as their Lease
which will involve Lord D. in a very seri-
ous [pecuniary] Loss. M^r. Stephenson will
represent this to him, which may probably
induce him to allow the Sinking of the
Pit, to go on.

Lumley
Colliery

Seaham
Harbour
M^r. M^c. Donnell

Went to Seaham Harbour & meet M^r.
M^c. Donnell there. M^r. M^c. Donnell is
Suffering from a Pain in his head, and

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consulted D^r. Brown upon it. Returned
to Pensher in the Afternoon

Septett
Club

Jany. 10th. Friday Went to Newcastle this
mornng. And Spent the day there on various
business Attended the Septett Club at
the Rooms in the Evening.

Coal Trade
Committee
Meeting

Jany. 11th. Saturday Transacted business at
the Several Colly. Offices. Attended a meetg.
of the United Committees at the Coal-trade
Office. Collieries requested to return the
names of their Representatives against the
18th. for the purpose of electing a new
Committee. Dined with Donkin – home
in evening

Col. Heth
Mess^{rs}. T Hall
& Forster

Jany. 12th. Sunday Mess^{rs}. T Hall & Fra.
Forster came to me on their arrival from
America, to have a conference, on Col. Heth's

Mining Concerns. M^r. Sopwith dined with us.

Percy-main
Jan. 13th. Monday At Percy-main this Mg. the Engines have gone very Steadily during the last Fortnight – Since the Howdon new Engine Started the Water in that Pit, has

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has lowered 9½ Fath^s. and the Water in the Bensham Shaft at Percy has lowered 8½ fath^s. since the drawing of the Water by Tubs commenced. It has lowered 10 F^t. in the course of the last Week.

Col. Heth
Met Mess^{rs}. Hall & Forster at M^r. Sopwith's Office N.Castle, and Spent the day in examining their Calculations, and Report on Col. Heth's Black Heath Colliery &c.

Jan. 14th. Tuesday Met the above Gent. at M^r. Sopwith's Office & proceeded in the investigation of Col. Heth's Mining property
Jan. 15th. Wed. Proceeded as above, and got matters prepared for meeting M^r. Rob^t. Stephenson next Sunday. or Monday.

Seaham Coal
M^r. M^c. Donnell
Mess^{rs}. N. Wood & Morton met M^r. M^c. Donnell at my Office, Arcade when we got the proposal for taking the Seaham Coal by the Seaton Co. finally agreed upon in the form in which M^r. M^c. Donnell is to lay it before L^d. Londonderry, who is now in London.

Jan. 16th. Thursday Rode round by Backworth

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Holywell, E. Holywell & Percy-main, and inspected the various Works.

Limestone
Quarries
M^r. M^c.
Donnell
Jan. 17th. Friday Accompanied M^r. Geo. Taylor of Air to Durham, to See M^r. M^c. Donnell who is Staying with D^r. Wellesley. Made an Agreement with M^r. Taylor for a term of 31 years for M^r. M^c. Donnell's Limestone Quarries near Larn on the E. Coast of Antrim.

Returned with M^r. Taykor to Newcastle.

Had a Quartett Party in the Evening at Lisle Street with Mess^{rs}. Cockerill, Atkinson and Th. Burnet.

Comm^{ee}.
Meetg.
Jan. 18th. Satdy Attended Metting of the Tyne Comm^{ee}. an additional issue of 10 P. Cent to the Coast J. Colls. allowed

Col. Heth
Jan. 19th. Sunday Mess^{rs}. Sopwith, R. Stephenson F. Forster & Th. Hall, with me on Col. Heth's Mining Affairs – M^r. Cubitt, the Engineer, with the above Gen^l. Dined with me.

Jan. 20th. Monday Spent the day at M^r. Sopwith's Office with Mess^{rs}. Stephenson, Hall and Forster, on Col. Heth's business.

Finance Comm^{ee}.
Jan. 21st. Tuesday At Benwell Colliery, Attended a meeting of the Coal-trade Finance

Committee. Went to Pensher in the Afternoon
Jan. 22^d. Wed. Spent morn. at Pensher – called at
 Sopwith's Office & had a Short discussion with
 him and M^r. R^f. Stephenson on the framing
 of our Report on Col. Heths' Colly. Affair
 Home in the Afternoon

Percy-main
 Colliery

Jan. 23^d. Thursday Met the Percy-main Co. at
 the Colly. present Mess^{rs}. Lamb, Waldie, and
 Hetherington. The Water in the Bensham
 Pit is lowering very well, it is 12 F..2 F^t...3 In. below
 the Thill of the Main Coal, this morning, &
 is only 9 F^t.-- 9 In. above the top of the Sulphur
 Pipes – which is 26 faths. from the Bottom of
 the Pit. The pipes ceased to discharge the
 inflammable Air from the workings when
 the water was 16 faths. up the Shaft.

Walls-end Pay-day. At Newcastle
 in the Afternoon – home in the Evening
Jan. 24th. Friday Met Mess^{rs}. R. Stephenson
 Hall, Forster & Sopwith, at Sopwith's Office
 and finished our Report on Col. Heths'
 Ming. Concerns.

Col. Heth

Thalberg

Went to T^halberg's Concert at the Assembly

[Program of Thalberg's two Concerts]

M. THALBERG
 Has the honor to announce to the Nobility and Gentry of
NEWCASTLE,
 That he will, previous to his retiring from public, give
TWO CONCERTS
AT THE ASSEMBLY ROOMS:
 THE FIRST ON
 THURSDAY EVENING, JANUARY the 23rd, 1840;
 THE SECOND ON
 FRIDAY EVENING, JANUARY the 24th, 1840.
MR. THALBERG
 Will have, on this occasion, the assistance of the following distinguished Vocalists:
MADAME BALFE,
SIGNORA ERNESTA GRISI,
 AND
MR. BALFE.
 (THEIR FIRST APPEARANCE IN NEWCASTLE.)
 Mr. THALBERG
 WILL PERFORM ON THE PIANOFORTE
A NEW GRAND FANTASIA
 ON THE MARCH AND CHORUS OF BARDS IN LA DONNA DEL LAGO;
ANDANTE IN D FLAT,
 TO BE FOLLOWED BY
 STUDIES INCLUDING "IMPROMPTU EN FORME D'ÉTUDE."
A GRAND FANTASIA ON THEMES FROM MOSÈ IN EGITTO;
A NEW GRAND FANTASIA ON AIRS FROM WEBER'S OBERON;
 BRILLIANT VARIATIONS ON FAVORITE RUSSIAN AIRS;
 AND
A New Grand Divertissement
 ON THE FAVORITE MINUET AND SERENADE IN DON GIOVANNI.
 Conductor, Mr. BALFE.
 Single Tickets, 6s. each; and Family Tickets, to admit Four, 21s. each; may be had at
 the Music Warehouses.
 Mr. THALBERG will perform on one of ERARD'S New Patent Grand Pianofortes, brought from
 London expressly for the occasion.

PROGRAMME OF THE FIRST CONCERT.

ACT I.

Trio, "L'usato ardir," Madame BALFE, Signora ERNESTA GRISI,
 and Mr. BALFE.....(Semiramide).....Rossini.

Ballad, "The light of other days," Mr. BALFE.....(Maid of Artois).....Balfé.

Grand Scena, "Io l'udia," Madame BALFE.....(Torquato Tasso).....Donizetti.

New Grand Fantasia, introducing the Chorus of Bards from
La Donna del Lago, Pianoforte, Mr. THALBERG.....Thalberg.

Duo, "Non fuggir," Madame and Mr. BALFE.....(Il Campanello).....Donizetti.

Romance, "Assisa a piè," Signora ERNESTA GRISI.....(Otello).....Rossini.

Andante in D flat, to be followed by Studies, including "Impromptu en
 forme d'étude," Pianoforte, Mr. THALBERG.....Thalberg.

ACT II.

Grand Duo, "Dunque io son," Madame and Mr. BALFE,
 (Il Barbiere di Siviglia).....Rossini.

Aria, Signora ERNESTA GRISI, "Voi che sapete".....(Le Nozze di Figaro).....Mozart.

Song, "Travellers all," Mr. BALFE.....(The Siege of Rochelle).....Balfé.

Duetto, "La ci darem la mano," Signora ERNESTA GRISI and Mr. BALFE,
 (Il Don Giovanni).....Mozart.

New Ballad, "When first I over the mountain trod," Madame BALFE;
 written and composed expressly for her by.....S. Lover, Esq.

Grand Fantasia on Themes from *Mosè in Egitto*, Pianoforte,
 Mr. THALBERG (by desire).....Thalberg.

Rooms in the Evening. M^r. & M^{rs}. Balfe &
 Signora Ernesta Grisi were with him
 Thalberg's performance on the Piano Forte is
 perfectly wonderful, M^r. Balfe is a good
 musician – Sings & Accompanies well. And
 M^{rs}. Balfe & Grisi are fine & finished
 Singers – especially Grisi.

[Program of Thalberg's two Concerts]

NEW BALLAD,

FROM
FROM SIX NEW SONGS BY
S. LOVER, Esq.
SUNG BY
MADAME BALFE.

When first I over the mountain trod,
How fresh the flowers! how green the sod!
The breeze seem'd whisp'ring of soft delight,
And the fountains sparkled like diamonds bright.

But now I wander o'er the mountain lone,
The flow'rs are drooping, their fragrance gone;
The breeze of morn like a wail appears,
And the dripping fountain seems weeping tears.

And are ye chang'd, oh, ye lovely hills?
Less sparkling are ye, bright mountain rills?
Does the fragrant bloom from the flow'rs depart?
No! there's nothing chang'd but this breaking heart.

The above ballad is taken from the following selection of six,
recently published by SAMUEL LOVER, Esq.

How sweet 'tis to return.....	2s.
Where art thou roving?.....	2s.
When first I over the mountain trod.....	2s.
When gentle music's sounding.....	2s.
Hark to my lute!.....	2s.
Listen!.....	2s.

WORKS LATELY PUBLISHED BY

SIGISMOND THALBERG.

	s. d.
GRAND FANTAISIE on Themes from Weber's Oberon, Op. 37.....	6 0
IMPROMPTU (en forme d'étude), Op. 36.....	3 0
NOCTURNE, Op. 35.....	4 0
DIVERTISSEMENT on a Theme from the Gipsy's Warning, Op. 34.....	3 6
† GRAND FANTASIA on the celebrated Prayer in Mosè in Egitto, Op. 33.....	7 0
† ANDANTE in D flat, Op. 32.....	3 6
SCHERZO in C sharp minor, Op. 31.....	5 0
† GRAND FANTASIA on the National Airs Rule Britannia and God save the Queen, Op. 27.....	6 0
MI MANCA LA VOCE (Rossini's celebrated Quatuor)....	2 0
GRANDE FANTAISIE in B minor, Op. 22.....	5 0
GRANDE FANTAISIE ET VARIATIONS on two Themes from Don Juan, Op. 14.....	5 0
GRANDE FANTAISIE ET VARIATIONS on a Theme from I Montecchi e Capuletti.....	5 0
GRAND DUET for two Pianofortes on a Theme from Norma, performed by M. Döhler and the Author, price	7 6
The same for two performers on one Pianoforte.....	6 0

† The above may be had arranged as Duets for two performers.

PRINTED BY J. MALLETT, 59, WARDOUR STREET, SOHO, LONDON.

BALLAD,

FROM SIX NEW SONGS BY
THOMAS MOORE, Esq.
SUNG BY
MR. BALFE.

Oh, do not look so bright and blest,
For still there comes a fear,
When brow like thine looks happiest,
That grief is then most near.
There lurks a dread in all delight,
A shadow near each ray,
That warns us then to fear their flight
When most we wish their stay.

Why is it thus that fairest things
The soonest fleet and die?
That, when most light is on their wings,
They are then but spread to fly?
And, sadder still, the pain will stay!
The bliss no more appears;
As rainbows take their light away,
And leave us but the tears!

The above ballad is taken from the following selection of six,
recently published by THOMAS MOORE, Esq.

- The Language of Flowers, adapted to Thalberg's Andante.
- They met but once; Air by *Bellini*.
- The Musical Box; composed by *J. Barnett*.
- Oh, do not look so bright and blest; Air by *Moore*.
- When to sad music; Air by *Moore*.
- The dawn is breaking o'er us; composed by *M. W. Balfé*.

BALLAD,

SUNG BY
Madame BALFE. *Balfé.*
The Poetry by THOMAS MOORE, Esq.

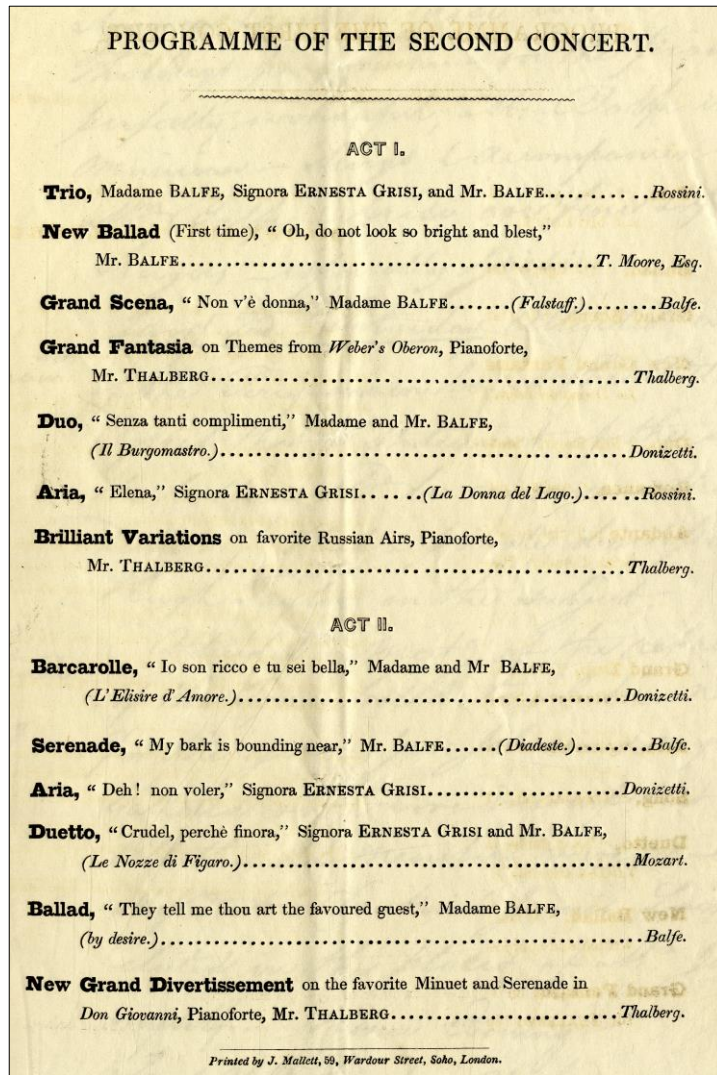
"Part of a translation of some latin verses supposed to have
been addressed by Hippolyta Torella to her husband during his
absence at the gay court of Leo the Tenth. The verses may be
found in the Appendix to Roscoe's work."

They tell me thou'rt the favor'd guest
Of every fair and brilliant throng;
No wit like thine to wake the jest,
No voice like thine to breathe the song;
And none could guess, so gay thou art,
That thou and I are far apart.

Alas, alas! how different flows
With thee and me the time away!
Not that I wish thee sad, heaven knows;
Still, if thou gay, be light and gay;
I only know that, without thee,
The sun himself is dark for me.

Do I thus haste to hall and bower
Among the proud and gay to shine?
Or deck my hair with gem and flower,
To flatter other eyes than thine?
Ah! no! with me love's smiles are past;
Thou hadst the first—thou hadst the last!

[Program of Thalberg's two Concerts]



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Percy-main
Co.

Jan. 25th. Saturday Attended a meeting of the Percy-main Co. at the Fitting Office Agreed that a Statement of the Situation of the Colliery Sh^d. be communicated to the Duke. Had a private discussion with Hugh Taylor on the Subject.

Tyne
Coal-trade
meeting

Attended a meetg. of the Representatives of the Tyne Coll^s. to elect a new Comm^{ee}. for the year – Geo. Johnson & myself being balloted out were incompetent to Stand All the old members were re-elected and Mess^{rs}. H. Donkin & James Loch were elected in the places of M^r. Johnson & myself. Home Evening

Jan. 26th. Sunday At home – no Company

Jan. 27th. Monday Viewed W. Cramlington

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West
Cramlington
Colliery

Colliery. Got an upcast Trouble, in the N. exploring drift from the E. Shaft, this morning while I was down the Pit. This Trouble is about 35 yards North from the up-cast which brought the Main Coal up to within feet of the level of of the Bensham Seam. It is more than Coal-height & I expect it is the last of a series of Faults in this direction

and that we Shall get a clear Field of Coal beyond it. The Main Coal between those Troubles is in it's usual State of perfection The Workings in the S^o. E. & S^o. W quarters of the Pit are in a very good State & will I expect Supply the Vend until Pit Room can be won out to the N. of the Troubles

Are working about 11 Keels P. day *

Backworth
Colliery

The new Engine Level Drift into the Standage at Backworth Engine Pit is now nearly finished

* Have got 5 Ponies into the W. Cramlington Pits – to put the Coals from the dip on Small Rollies – they draw two

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Single Corf Rollies at once.

Forest of
Dean

Jan. 28th. Tuesday Spent the mornng. with M^r. Sopwith at his Office, in framing Rules and Regulations for the working of the Coal & Iron Mines in the Forest of Dean preparatory to our next visit to the Forest in the beginning of March.

District
Bank

Attended the annual meeting of the District Bank – when a Dividend of 12 P. Cent for the last half year was declared.

M^r.
Hetherington

Advanced M^r. Hetherington £500 in part of £2000 on Security of his Shares of Backworth, West Cramlington and E. Holywell Collieries. He has got embarrassed in his affairs he Scarcely know show, and assures me that this Loan will Save him, as it will Satisfy his most pressing Creditors until he can turn his farmg. Stock into Money.

Pensher

Went to Pensher in the Afternoon

Rainton
Colliery

Jan. 29th. Wed. At Rainton Colly. in the mornng. - fixed upon an alteration in the Road from W. Rainton, at the Meadow's Pit, to [Suit] the Junction Railway Station where

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North-
Hetton Colly.
Board

the Ommibusses from Durham have to bring the Passengers to and from the Railway Trains Attended the N. Hetton Colliery Monthly Board – met Mess^{rs}. Morton & Nick Wood there – it was resolved to divide £3500 P. Share for the profit of 1839.

The Cash Balance in the Bank is £10412.. 9..9

Dividend of £3500 for 3 Shares — 10500.. 0..0

Sum over-drawn to make Div^d. £ 87..10..3

Bowburn
New Colly.

Jan. 30th. Thursday Went to Bowburn New Winning this Mg. to view the intended Line of Railway through the Bishops' Cassop Lease-hold for which the Co. have applied for Way-leave to the Bishop. M^r. Quelch met me on the Ground and went over the Line with me

The distance from the Pit thro' Hopper's
 Ground for which no way-leave is
 payable is 264 Yards yds.
 From Hopper to Cassop-edge ——— 660
 — Cassop-edge to Cassop New Pit 715
 New Way to lay ————— 1375
 From Cassop New Pit- by Th. Wood
 & C^{os}.new Pit to Spearman's Frech 3491
 Total thro' B-p's Leasehold ——— 4866

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Called at Pitlington & Rainton Coll^s. On
 my return to Pensher.

Seaham
 Harbour

Jany. 31st. Friday At Seaham Harbour this
 Fore-noon – the Harbour is crowded with
 loaden Ships, the Weather having been so
 Stormy & the Sea so high for a Week or
 ten days that very few Ships could get to
 Sea. At Newcastle in the afternoon
 and Spent the Evg. at M^r. MacKreths'

Comm^{ee}.
 meeting
 Byker
 Colliery

Feb. 1st. Saturday Attended a meetg. of the
 Coal-trade Comm^{ee}.

Agreed with M^r. Wood on the terms of a
 Renewal of the Byker Colly. Lease – for a
 term of 21 Years from May next - Certain
 Rent for the first two Years £500, and
 £600 for the remainder of the term

Dined at Donkin's Home Evening
Feb. 2^d. Sunday at Home

Backworth
 Colly.

Feb. 3^d. Monday Viewed Backworth Colly.
 this Mornng. The best quantity of Coal in
 the Crispin District is fast exhausting, and
 will only last about Eighteen Months.

Tyne Docks

Attended a Meeting of the Directors of the
 Tyne Docks at S^o. Shields. I was requested
 to report, with M^r. T. Harrison, on the

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minimum quantity of Coals which might
 be Shipped at the Docks – preparatory to making
 an effort to increase the Number of Sub-
 scribers. Meeting adjourned to this day
 week to receive our Report.

Feb. 4th. Tuesday Attended a meeting of the
 United Committees at Chester – 15 P. m.
 issued for the 1st. Fortn^t. of the Month

Feb. 5th. Wed. At home – wrote Report on
 Crow-trees & Bowburn Way-leaves.

Sent Agree^t. for Byker Coally. Lease to
 M^r. Lawson

Percy-main
 Colly.

Feb. 6th. Thursday At Percy-main Colly.
 Bill-day. The Feeder of Water Seems to
 have abated about 80 Gall^s. P. Minute

Wrote an official Letter to the Comm^{ee}.
 of the Office of Woods, and a Private
 Letter to M^r. Milne on the Subject of
 M^r. Graham's resignation of the Clerk-
 ship to the Dean Forest Mining Comm^{ee}.

Feb. 7th. Friday Examined the proceedings at

Derwent & Meadomsley Colliery. Examined the Surface of the Ground towards Shotly Bridge, where M^r. Jos^r. Richardson wishes to

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to obtain a Guarantee from the Co. not to Sink any Pits. Reported thereon to the Co.

Septett Club

Attended the Septett Club in the Evening.

Deputation of Coal Factors

Feb. 8th. Saturday A deputation of Coal Factors, consisting of Mess^{rs}. R^r. Clark Hill & Smith, attended a meeting of Coal Owners, at the Coal-trade Office They Stated that N^o. of diveations from the Rotation System was now becoming So great, that unless it could be put a Stop to, their Regulations could not be maintained. The means of accomplishing this was discussed and admitted to be practicable & resolutions were entered into for carrying them into effect

It was admitted [atn] all Sides that the only effectual mode of placing the Trade in the best & most healthy State that the great increase of Supply would admit of, was to limit the Issues So, that not more than 100 to 150 Sail of loaden Ships Should ever be accumulated in the London Market, at any one

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times The Party dined at Taylers the George Inn. Home in the Evening.

Feb. 9th. Sunday At home – had a Trio in the eveng. with R^t. Arkinson and Tho^s. Burnet.

Flatworth Pit

Feb. 10th. Monday Viewed the Flatworth Pit. Bensham. This Pit is but in a critical Situation as a great quantity of Gas is made in the Jenkin Pillar Workings, and the Run to the Furnace is [Shut]. Devised ever expedient and resource I could imagine to guard against explosion. As if an explosion Should take place it would be a very fatal one.

Percy Pit

Have lost the Clack in the Air Press Pump in the Percy Bensham Shaft, and as the Water is rising & falling in the Shaft it would Seem to be on an equilibrium with the Compressed Air in the Workings, and an Eruption is by no means unlikely. I therefore decided not to lose more time at present in endeavouring

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to get out the broken Clack but to Set on the Tubs again for a week or so to see whether the expected eruption will

take place.

Tyne
Docks

Attended a meetg. of the Tyne Dock Directors when it was resolved that I Should write a Letter to the Directors setting forth the minimum, and prospective Rivenue to be derived from the Docks – preparatory to taking measures for obtaining further Subscripts to enable the Directors to commence the Works.

Dined with M^r. Witham his Son Thomas, the Catholic Priest, and W^m. Hutton, at the Central Exchange Coffee Room.

The Queens
Wedding
Day

This being the Queens Wedding day a large Party dined in the Central Exchange – the Mayor in the Chair Feb. 11th. Tuesday Went to Pensher this Mornng. to meet Mess^{rs}. Th. Torster and Cocken, to proceed with the Valuation of Deanery & Cockfield Fell Collieries

Deanery
Colliery

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Seaham
Harbour

Feby. 12th. Wed. Went to Seaham Harbour in the mornng. with M^r. Cocken – All the loaden Ships got to Sea last Friday, and Saturday and the Harbour is again filled with light Ships – Sufficient to take off the month's Vend

Valuation of
Deanery, and
Cockfield
Collieries
M^r.

Spent the remainder of the day in finishing the Valuation of Deanery & Cockfield Colly. with Mess^{rs}. T. Forster & Cocken.

Hugh Taylor
Percy-main
Colliery
Tanfield
Moor Fittg
Office.

Feby. 13th. Thursday Spent the Mornng. at Pensher & come to Newcastle in the Afternoon to meet Hugh Taylor, to have a confidential conversation with him on the State and affairs of Percy-main Colliery. Home Evening

Litary Club
1st. Meetg this
year

Feby. 14th. Friday Spent the Mornng. at Tanfield Moor Fitting Office in examining the Colly. Acco^{ts}. in doing which I made discoveries which lead me to apprehend that great irregularities have been committed by M^r. Watson the Agent but further investigation is necessary – for which purpose M^r. Benjamin Arkless is to examine the Cash Acco^t. on Monday next.

Percy-main
Colly.

Feby. 15th. Saturday Met the Percy-main Co. at the Office & had a discussion with them on the State of the Colliery & on their memorial to the Duke on the Subject –

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United
Committee
Meeting

Attended a meeting of the joint Committees of the three Rivers at the Coal-trade Office The Garmondsway, Kelloe, & Cornforth C^{os}. not having sent in their adhesion, or Signed the Rules of the gen^l. Regulation, the meetg. was adjourned for a Week, when the measures to be pursued under those Circumstances are to be taken into Consideration 15 P. ~~æ~~. issued for the remainder of the

Month, making 30 for the Month – being the Same quantity issued last Feby.

Dined with Donkin – Party consisted of Donkin D^r. White M^r. Heath M^r. Ja^s. Losh Armstrong Anderson Engineer Hugh Taylor Ald^m. Potter N. Nichol Rob^t. Clark W^m. Potter Self

Home in the Evening.

Feby. 16th. Sundy . Home – W^m. Hutton dined with me.

Holywell Colly.
New or E. Holywell Colliery

Feby. 17th. Monday Viewed Holywell Colly. nothing unusual Stirring – decided to re-sume the N. exploring Drifts. Went through into the E. Holywell Workings and Rode at the new Pit. The great Swelly terminates at about 300 yards N. of the Shaft, and the N. exploring Boards have advanced about

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East or New Holywell Colliery

240 yards as nearly as possible on a horizontal line. The Coal is very Strong – Similar to Holywell, but if anything rather harder the Seam runs about 5½ feet thick, and is very dry altho' a Post-Roof prevails, nearly ready The workings. The Furnace is nearly ready for lighting, when this takes place, the two W. Holywell Pits will both be made down Casts. The furnace is 14 F^t. wide, with 4½ F^t. Bars. Are working 30 to 33 ~~xx~~ of 20 Peck Corves a day – could work much more if necessary, but the Trade at present is very Slack. The Pit is 44 Fath. Deep and f^t. Diam. Work with Cages & 20 Peck Corves at present

M^r. Th. Taylor

Feby. 18th. Tuesday Called upon M^r. Th. Taylor at Long Benton this mornng. to discuss the affairs of Backworth. W. Cramlington & W. & East Holywell Coll^s. &c.

Benwell Colliery

Ann^l. dinner Townley-main.

Proceeded to Benwell Colly. and gave directions on Sundry matters there – Returned to Newcastle, to the Anniversary dinner of the Townley-main Co. & their Small Coal Customers, at the Queen's-head The following parties dined Mess^{rs}. Jo^s. Hanks Geo. Hawks Th. Hoggett, Th. Bell, Brower

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Tyne Dock

Nichol Donkin, Hoyle, Kidd, Armstrong, Stable, T. Burnet, N. Grace, Armstrong,
Feby. 19th. Wed. Attended a meeting of the Directors of the Tyne Docks, at S^o. Shields when it was resolved to re-publish the Prospectus, with my Report appended.

M^r. Mortons

Went to Pensher & Spent the Evg. at M^r. Mortons, Biddick Hall – M^r. Mer-rison the Surgeon with his Wife, and two of her Sisters – the Misses Grey of Dilston there

Percy-main

Feby. 20th. Thursday Returned from Pensher to Walls-end, by Hylton-Ferry, W. Boldon

Depth of
Water in
Pits

S^o. Shields & Percy-main Stopped at Percy-main to examine the Pay Bills – Examined also the Backworth & W. Cramlington Bills. At the Percy Pit, the Water in Bensham Shaft is 14 F...0ft...9In. below the Thill of the Main Coal Seam but it has Risen 16 In. between 8 o ‘ Clock on Mondy. Mornng. and 8 o ‘ Clock this mornng. i.e. in 72 hours – this Shews that the Column of Water in the Shaft is nearly in equilibrio with the compressed Gas in the Workings – altho’ the Barometer has Stood at 30.5 during that time. If the Mercury

1840

40.

therefore, Should fall Suddenly – the exper[ienced] eruption from the Bensham Workings may probably take place. The depth of Water in the Bensham Shaft is nearly 26 fath^s.

Howden
Pit
Depth of
Water

On plumbing the Howden Pit this Mg. the depth of Water was found to be 11F...4F^t..8 In. but there is no doubt, a considerable quantity of rubbish, on the Scaffold.

Comm^{ee}.
Meeting

Walls-end Pay Dinner – present Mess^{rs}. Jn^o. Taylor, Rey, Burn, Atkinson, W. Oliver R^t. Morriss, R^t. Atkinson & his Wife. Feb. 21st. Friday At Newcastle – on Sundry Business. At Septett Club in a Eveng a very full meeting Feb. 22^d. Satdy Attended a meetg. of the United Comm^{rs}. The Garmondsway, Kelloe, & Cornforth Representatives Signed the Regulations Agreement.

Washington
Colliery

Agreed with W. Croudace that we Sh^d. go on with Washington Colly ‘till the [5th.] of Ap. Next 1841, altho’ the Agree^t. expires on the 31st. Dec. next. This will enable us to bind the Pitmen for a year from the 5th. of April next, and allow time for negotiating a Renewal of the Lease.

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Journey
to
Dowlais

Feb. 23’ Sunday Started by the 5 o ‘ Clock-train from Newcastle, this afternoon with M^r. Sopwith, on our way to Coleford, but he had to go to Liverpool & Bristol, and I to meet M^r. Jo^s. Gray, at the Dowlais Colly. before we meet at Coleford to-morrow Week the 2^d. of March. We arrived at Carlisle at 8 P.M. but as no Coach runs to Preston on Sunday Nights we were obliged to Stay at Carlisle all night, for the Mail in the mornng.

Feb. 24th. Monday Took the Glasgow Mail this mornng. and arrived at Preston 20 min. before Six P.M. - dined there, and proceeded by Mail-train to Birmingham where I arrived a little before midnight. M^r. Sopwith turned off at Park-Side for Liver-



pool. I went to the Swan Inn – High St.
Birmingham with M^r. Josh^a. Johnson who
came with us from Newcastle, on his way
to Dudley. The Swan is a very good Ho.
with civil Waiters.

I could find no Conveyance on the Line
from Birmingham to Dowlais, except the Mon-
arch, to Herriford

Feb. 25th. Tuesday Started by the Monarch this
mornng. at Six – breakfasted at Worcester at ½ past

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Nine – reached Herriford at ½ past three – took
the Mail there, and arrived at Abergavenny at
½ past Seven in the Eveng. The night being
dark and Cold & no Coack for Merthyr
Tydfil ‘till 2 o ‘ Clock to-morrow Afternoon
I resolved to Stay at the Angel Inn at
Abergavenny (an excellent house) all night
and to take a Post Chaise to Merthyr early
in the mornng.



The disappointment in meeting with a
Night Coach at Carlisle & having to travel
by the Monarch & the Mail – both very Slow
Coaches, has thrown me a day behind my
appointment at Dowlais I had delight-
full Weather, however, for my journey - a
Strong Frost with clear Weather & bright
Sunshine – the Road so dry that between
Carlisle & Preston the dust was troublesome

Herriford

The Country is looking very well for the
Season – the Land dry & the wheat, though
short is looking healthy. The Weather very
cold. I came from Birmingham by Wor-
cester, Malvern, Ledbury & Herriford to
Abergavenny. I was never in Herriford
before. It Stands in a very level Country

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and seems to be a very good Town - the
Principle Streets are wide & M^c. Admired
in the middle, with pavement on the sides
& the footpaths well flagged. The Houses
are built of Brick generally, but their are
Several ancient ones built with Oak frame-
ing & lath & plaster pannels. One which
seems to have been Some Sort of a Public
Building is a very curious one - being
Supported on Pillars of Oak. The Market
Ho. seems to have been originally of the
Same construction, but Cast Iron Pillars
have been Substituted for the Wood ones
Building is a very curious ones



The Market-House at Ledbury is of
the Same Construction. All the old
Cottage & Farm Houses in the neighbour-
hood are built in the same manner

In entering the E. end of the Town the
Cottages on the left Side, have their Smoke

Garden in front extending into the Street which incroaches on its' width and gives it a bad appearance

There appear to be 3 Churches – a large one with a Square Tower & pinacles at the four Corners & built Cathedral fashion – Another with a Square tower & a triangular

1840

44.

Spire.

Feby. 26th. Wed. Took a Post Chaise from Abergavenny to Dowlais this mg. where I arrived at ½ past 9 o ' Clock, and took up my abode at S^r. John Jo^s. Guests.

Dowlais

Sir John
J. Guest

Sir John & Lady Charlotte did not arrive 'till the Eveng. from London.



Spent the day, with Mess^{rs}. Gray & Beaumont, who attended on the part of the Marq^s. of Bute – and the Dowlais C^{os}. Agents, in examining the Colly. [Men] &c. and discussing the object of our meeting. Dined with S^r. J.J. Guest M^r. Price (the Rev^d.) dined with us – a very intelligent agreeable Man, and well versed I understand in Welch Literature.

The Rev^d.
M^r. Price

Feby. 27th. Thursday Spent 8 hours of this day Underground in viewing the Big Vein, the Race Lace, and Lo[wr] 4 f^t. Veins of Coal – with Mess^{rs}. Gray and Beaumont – who had a young Man of the name of Steel as an Assistant with them. Mess^{rs}. Geo. Hep-



1840

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ple, Jn^o. Evans and

Attended on the part of the Dowlais Co.

Dowlais
Colliery

Feby. 28 Friday Spent this day with the above named parties, in measuring the plans, and estimating the produce of the different Veins of Coal



Mess^{rs}. Gray & Beaumont declined going into the calculations of the produce of the different Veins, but assisted in measuring the N^o. of Acres of Coal, on their Plans, which they allege to have been wrought between the Years 1834 and 1838.

Feby. 29th. Saturday Occupied the mornng. at the Colly. Office, in continuing the admeasurement of the Colly. Plans, 'till 2 o ' Clock P.M. and then went into the Brew-house Level to examine the Works. of the Big Vein, and upper 4 feet in that Level. This occupied us 5 Hours – 'till 7 o ' Clock, when we returned to the Office and completed our measurements of the Plans at 10 o ' Clock P.M.



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46.

in the Colly. Office with Mess^{rs}. Jn^o. Evans, Heppell, and Martin, in obtaining further information on Sundry points connected with the Subject of my inquiry. Had an early dinner with S^r. John & Lady Charlotte Guest and set out for Coleford at ¼ past 3 o' Clock P.M.

Road from Merthyr to Abergavenny

Distance from Myrthyr to Abergavenny is 20 miles – from Abergavenny to Monmouth 17 and from Monmoth. to Coleford 6 – 43 in all.

The Principal places you pass on the Road from Dowlais to Abergavenny are the Serra[wie], Tredegar, and Lawellerie Iron Works. The road lies through a very hilly barren-moorish Country – There is a very long and Steep hill in passing the Lannellerie Works about 5 miles from Abergavenny. Arrived at Coleford at ½ past 8 o' Clock in the Evg.

Coleford Meeting of Commissioners

Mar. 2^d. Monday M^r. Probyn & M^r. Sopwith arrived at Coleford, and I rec^d. an official Letter from the Office of Woods

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M^r. Graham's resignation

and also a private Letter from M^r. Milne to inform us of Mess^{rs}. Roberts & Clerke of Coleford being appointed to Succeed M^r. Graham as Clerk to the Commissioners.



This appeared to us to be a most objectionable appointment especially as to Clarke and after much discussion we resolved to send M^r. Sopwith to London to see M^r. Milne and also Lord D[umaunon] if necessary – to explain our reasons for disapproving of Roberts & Clarke's appointment, and to endeavour if possible to reconcile the differences which have led to Graham's resignation, and to get him reappointed.

M^r. Sopwith goes to London

Mar. 3^d. Tuesday Had a conference this mornng. With Mess^{rs}. Roberts & Clarke to whom we expressed our wish that M^r. Graham Should be re-appointed. They concurred in opinion with us that M^r. Grahams Resignation would be highly prejudicial to the business of the Commission, and declared their willingness to with-draw if M^r. Graham Should be re-appointed. But Stated at the Same time if this Should



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not be accomplished, they Should think themselves entitled to a preference in the appointment.

M^r. Sopwith set out for Ross to

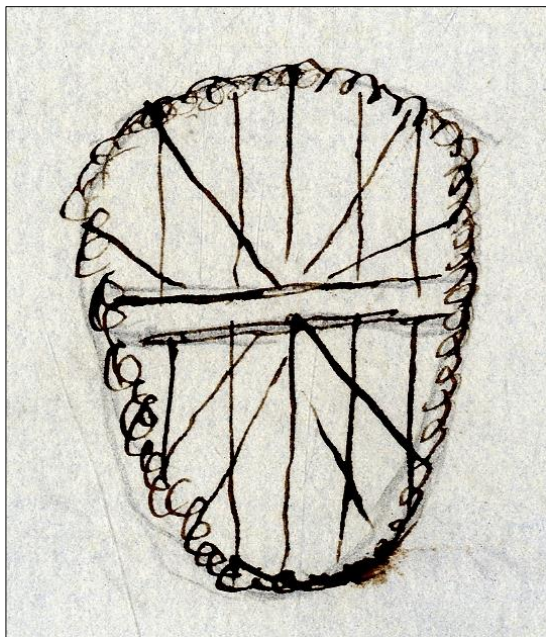
The Truckle
or fishing
Boat used
on the Wye



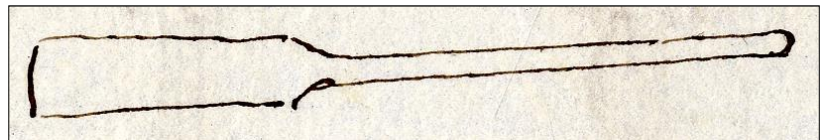
catch the Mail, there, for London at ½ past 4 o' Clock in the Afternoon & I accompanied him to Ross. On our way we had an opportunity of examining one of those Singular little Boats, called Truckles which are used on the Wye for fishing – chiefly for the Salmon Pink, or young Salmon the Season for which commences about the middle of march, and continues through the greater part of the Summer.

The Frame of the Truckle is formed of thin Slips of Sallow, or Willow, with a rim, or Gunwale of twisted osiers, like the top wreath of a cloths' Basket, and the frame is covered, with Duck varnish over, with Resinous Substances

[Diagram of Truckle] The length of the Truckle is about 5 F. .. 3 In. – it's breadth 3 feet, and it's depth 15 In. it is perfectly flat in the bottom, and only carries one Man who is Seated



[Diagram of Truckle and Paddle]



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Dean
Forest
Commission

on a board which connects the Gunwales and gives Stability to the Boat. The Boatman uses a Single paddle, which he works in the manner of Sculling with both hands, before the head of the Boat, and in this manner propels it with considerable Speed throu' or Rather upon the Surface of the Water as from it's flat bottom and great lightness – only 14 or 15 lbs. - it merely Skims the Surface. The paddle is of This Shape [Diagram] about 6 In. broad in the Blade, and 15 long – the handle about 3½ or 4 F^t. long. Saw M^r. Sopwith into the Mail, at Ross, and returned to Colef^d.

The Mine Quarries



Mar. 4th. Wed. Spent the day with Jn^o. Atkinson & Probyn, in framing the Mining Rules, and Regulations.

Mar. 5th. Thursday Went this mornng. with John Atkinson to see what are called the "Mine Quarries", in Bixlade Those are Freestone Quarries in the Sandstone Rock which lies over the Coleford High Delf Seam of Coal, and

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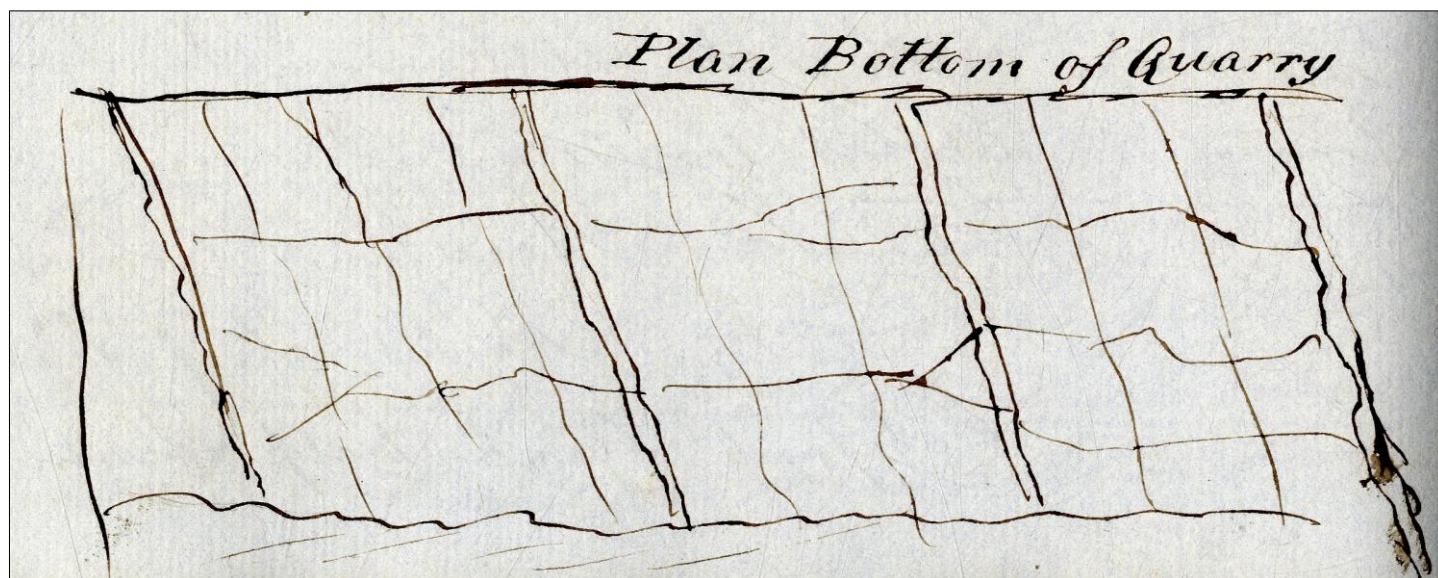
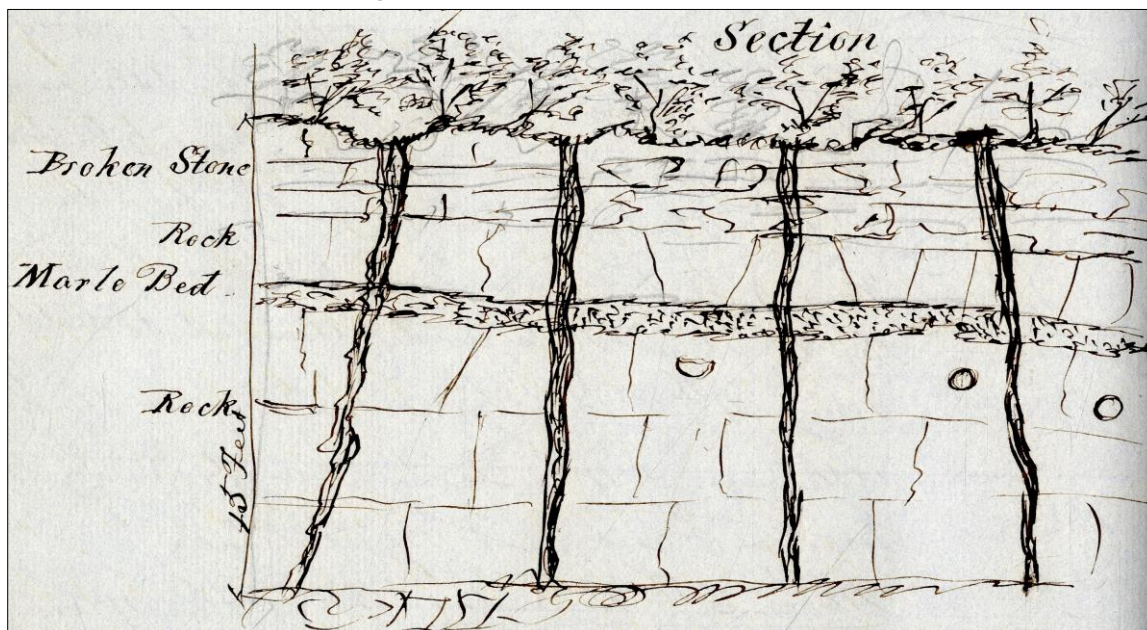
The Mine Quarries.

extends from the Surface, to the Coal – the thickness of this Stratum, there Trotter & Thomas' Air Pit is now being Sunk on Vallets' Level is

Those Quarries are called the ^o Mine Quarries, because the Rock is intersected with vertical Fissures, which are filled with very Rich Iron Ore.

[Diagram of Quarry Section]

[Diagram of Mine Quarry Section]



[Diagram of Mine Quarry Section]

The vertical Fissures run nearly parallel, in a S.W. & N.E. direction at distances of 8 to 15 or 16 F^t. from each other – they vary in width from 2 or 3 to 10 or 12 Inches and are filled with very Rich Iron Ore partly massive & partly in a disintegrated State. The Cross threads in the Stone between those Fissures, which do not run very Regularly as well as the parallel Fissures are faced with Seals, or plates of very fine Ore also varying from ¼ of an In. to 1½ In. thickness. The vertical Fissures are said to run thro' the Rock, the whole distance from the Surface, to the High Delf Coal.

Spherical Nodules of various Sizes (some very large) occur in the Rock – they seem to be composed of the same Sort of Sand Stone as the Rock, with an admixture of Iron Ore in minute grains, and are much harder than the Rock in which they are embedded. They are generally found in a Case which is attached to the Rock, and passes into it, by degrees, altho' it is as

much indeveated as nodules, where it embraces them – the Cavities generally have radiating Cracks from their edges as re-represented in the annexed Sketch



Beside the perfectly formed Nodules, which are frequently flattened and Kidney Shaped. Others occur of Semi-globular Shape & Segmented of various sizes – and are attached to the adjoining Rock, as if their progress had been Stopped while in the Course of formation

Besides those Nodules Some Vegetable organic remains are found but what I have seen are not well defined – they Seem to be Segilbarce & Calamites – that part of the Rock in which they are found is much ind[icated], but not f[erruginous].

The Region of those Mine Quarries Seems to be very limited – Some way between 50 or 60, and 100 yards in width but their length from S.E. to N.W.

does not seem to have, yet been ascertained.

Dined at General Deighton's, Newlands and had Music, in the Evening. The party consisted of Gen^l. & M^{rs}. Deighton M^r. Brickdale, M^r. Maichen & Miss Davis M^r. & M^{rs}. Probyn, M^{rs}. & Miss Lloyd, M^r. Ducarrel, M^{rs}. & Miss Brickwood. Mar. 6th. Friday Spent the morning

Gen^l. Deighton

M^{rs}. Bevan



on the business of the Commission Spent the Eveng. at Gen^l. Deighton's, and had music with M^{rs}. Probyn, M^{rs}. Bevan and Miss Lloyd. M^{rs}. Bevan is an excellent Piano Forte player, and a very Lady-like person. She is the Widow of Doctor Bevan, an eminent medical Practitioner at Newlands, who Killed himself by jumping out of the Window during a fit of temporary insanity - a few years ago – She is M^r. Disearrels Sister.

Symmon's Rocks

Mar. 7th. Saturday Spent the mornng. on the business of the Commission. The day being remarkably fine, I drove to Symmon's Rocks, with Jn^o. Atkinson in the Afternoon. Those Rocks are Situated

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on a promontory formed by a bend in the River Wye – in the Shape of an elongated, narrow heeled Horse Shoe. the Rock being at the narrowest part. So that when on the top of the principal ridge, you have the Wye flowing on each Side of you The Rocks are nearly perpendicular and about 200F^t. high above the River. They are formed of the lower Sandstone of the Coal formation, just where it is passing into the Mountain Limestone The Cliff exhibits a Section of the Limestone, which at the Northern end of the promontory Rests upon pudding Stone The Pudding Stone is here Seen cropping out on both Sides of the River, into which large masses of it have fallen from the Cliff on the E. Side of the Promontary.

Mar. 8th. Sunday Went to Longhope to dine at Arch Deacon Probyn's, and Stayed all night. Met Sopwith there who had come from London this mornng. after having

Longhope

[Plan of River Wye at Symmon's Rocks]



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reconciled in reconciling matters between the Office of Woods, and M^{rs}. Graham. M^r. G. will therefore be at Coleford next Tuesday, to Resume his office as Clark to our Commission.

Dean Forest
Commissⁿ.



Mar. 9th. Monday Breakfasted at 8 o ' Clock this mornng. after which M^r. Probyn drove M^r. Sopwith & myself in the Pheaton to Coleford, where we Spent the day in Revising the Mining Regulations, and of the business of the Commission.

Monmouth



Mar. 10th. Tuesday M^r. Graham arrived at Coleford this mornng. and resumed his duty, as Clerk to the Commission. Proceeded on the business of the Commission.

M^r. Probyn drove us to Monmouth before dinner – the day was exceedingly Fine – the Air mild & a bright Sun which allowed us, to view the beautiful Scenery in the valley of the Wye, and round Monmouth to great advantage

We drove to the Gail where Frost & the other Chartists had been confined. We also drove to the Monow Church, a very pure Norman Edifice, with a fine Nor-

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man Window, and a recently built Porch of Norman Architecture, beautifully executed

The Bridge over the Monow, near the Church, has a very curious Norman Gateway upon it. We returned by Redbrook and Newlands to Coleford, to dinner at 6 o ' Clock.

M^r. Machin

Mar. 11th. Wed. Spent the day on the business of the Commission. Dined with



M^r. Machin at White-mead Park. The Party consisted of Col. and M^{rs}. Davis M^r. & Miss Colchester of The Wilderness M^r. Machins two Sisters – two Misses Davis, Mess^{rs}. Machin, Probyn, Graham Sopwith, and Self.

Mar. 12th. Thursday Spent the whole of the day on business of the Commission



Mar. 13th. Friday Had a general meetg of the Miners at the Angel, to hear the Mining Rules and Regulations Read Sat late in the Evening to finish the 2^d. – Report of the Commissioners. This occupied the Forenoon, and in the Afternoon & Evening we proceeded with the

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business of the Commission, and framed our Second Report.

Commission

Mar. 14th. Satdy. Spent the mornng. in estimating the quantities, and allotting the tracts of Coal, to Gaithings, Brooks & Davis' Works near Park-end.



Started at ½ past Two P.M. with M^r. Probyn for Cheltenham, on my Return. He drove me in his Phaeton – we called at Longhope to See the old Arch Deacon, and then proceeded by Gloster to Cheltenham

Cheltenham

~~Glouster~~ Coleford to the Manor House at Longhope is 12 miles – from thence to Gloucester 10 and from Gloucester to M^r. Probyn's at Cheltenham 10 miles – we accomplished this with the Same Horses in 4½ Hours, including half Hour's Stop at Longhope. We arrived at M^r. Probyn's at 7 o' Clock, a Miss Robertson a young Scotch Lady about 19 – came to Tea, and we afterwards played Trios all the Evg. with Piano Forte, Violin & Violoncello – Miss Robertson plays the P.F. remarkably well and Reads at Sight with great facility

Miss Robertson

Mar. 15th. Sunday At S^t. Johns Church with M^r. & M^{rs}. Probyn – you pay 1/- for



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a Seat here, unless you have a Seat taken Walked before dinner with M^{rs}. Probyn to the old Wells, in Cheltenham.



Mar. 16th. Mondy. Started from Cheltenham at ¼ to Six this mg. In l' Hiron-delle Coach for Bridge North, on my way to [Burwarton] – the road lies through Tewkesbury & Worcester, to Bridge North At about 4 miles from Cheltenham on the road to Tewkesbury you pass the Baffs [Piffs] Elm the largest Tree in the Country – it is Short but of large diam. I could not Guess it's Size we passed it So rapidly but it is very large. The Country is very flat

Tewkesbury



between Cheltenham & Tewkesbury – the Land Strong Clayey – Several Orchards.

Tewkesbury is Situated on the E. Side of the Avon near it's confluence with the Severn – It is a borough Market town – its principal trade Stocking frame Knitting. The Church is a large venerable looking buildg. – of Norman Architecture – formally the Collegiate Church

The last decisive battle between the Yorkists and the Lancastrians took place within half

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a mile of the town in 1471. The town is generally built of Brick – interspersed with ancient Oak framed houses – population according to the last Census 5780. Nine miles from Cheltenham. On the road to Worcester we pass Seven Stoke, and just before we reach the City is Coventry Place the residence of Lord Coventry – a mean looking place.



Worcester

From Worcester to Kidderminster we passed through Hembersley, Warsley and Hartlebury the Country is very flat 'till you approach Hartlebury, near which Village is a Steep hill, in which the road is cut through the New Red Sandstone Rock, which prevales through all this part of the Country. There is also a deep cutting thro' this Rock as you leave Kidderminster on the road to Bridge North. The Country between Kidderminster and Bridge North is hilly and picturesque The road for 6 or 7 miles from Kiderm^t. is So hilly that it required 6 horses to the Coach. At Shatterford, a deep Ravine the New Red Sandstone Crops out, and there are some Lime Kilns – a Whin dyke Crosses the Road on the B. North Side of the road.

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Kiddermins-
ter

Kidderminster Stands on a Haugh on the N. Side of the Stour at about 3 miles from it's confluence with the Severn. It is a mean looking place but contains nearly 15000 Inhabitants. It is noted for it's Carpet Manufacturers 1600 Looms are employed – the brilliancy of the Colours in the Carpets is attributed to the quality of the Water of the Stour. The Staffordshire & Worcestershire Canal passes near the Town to Stourport where it joins the Severn. It is 14 miles from Worcester.

Bridge
North

Bridge North is a curious old place it is divided by the Severn into Upper and Lower Town. The former Stands on the old Red Sandstone Rock on a high Cliff about 180 F^t. above the level of the Bridge. A fine old Church Stands on

the Summit of the Rock. The buildings are mostly of Brick interspersed with Wooden framed houses – brick pannelled The Towns House, with the market place underneath is of this Construction, and on the N. Side of the Street a little below

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the Town-hall are three very fine Specimen, dwelling houses of this Style of building

The Inn at which the Birmingham Coach Stops is built on the same Construction the date 1646 is Carved above the door

The Honble
M^r. Hamilton

M^r. Hamilton's Carriage was waiting for me & took me direct to Barwaton [Burwarton] 10 miles from Bridge North, where I arrived at 1 o' Clock P.M.

Burwarton

The day being fine M^r. Hamilton walked with me up the Clee hill to see the Stratification of the Out-Crops of the Coal. The Hill is volcanic, and the Strata up-hoven & much broken & dislocated the Small patches of Coal detached & lying in terraces, towards the top of the hill. This hill is a part of the Ludlow Range, in the Silurian System & it's Geology is well described in M^r. Murchison's Book

Dined & Spent a pleasant Evg. with M^r. & M^{rs}. Hamilton, M^r. Russell and Miss D' Eync[our]t M^r. Hamilton has just rebuilt his house. M^r. Salvin Architect

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it is built on the Italian Style – it's interior arrangements are exceedingly convenient. M^r. Hamilton has a good collection of Paintings 3 or 4 originals of Hogarth's & a great many family Portraits The House is pleasantly Situated at the foot of the Clee Hills which Rise like an amphitheatre – 1800 F^t. above the Sea Level. There are some fine old ever-greens Yews, Hollys & Firs, in the low ground near the Ho. & M^r. Hamilton has planted a great deal on the hills – which are diversified with patches of Fuss and heather and have a wild & picturesque appearance from the house.

Mar. 17th. Tuesday Walked over the Brown Clee Hills with M^r. Hamilton from the Southern Part of which there is an extensive prospect into Herrifordshire and Staffordshire. Examined the Geology of the upper part of the Hill which Is a Mountain Cap of Basalt called Jew Stone, which is an excellent material



for making and repairing Roads. Coal lies below the Basalt, and Pits have been Sunk through 30 yards for the purpose of working the Coal. Sand Stone and Metal Stone interpose between the Coal, and the Basalt. W course Grit Stone lies below the Coal – called the Millstone Grit. It is a Breecia containg Pebbles of quartz & much resembling the Puddle Stone of the Forest of Dean

Dined & Spent a very agreeable eveng. with M^r. & M^{rs}. Hamilton, M^r. Russell and Miss D' Eyncourt.

Wed. 18th. Mar. Started from Barwarton at Six this mornng. in M^r. Hamilton's Carriage. Got the Birmingham Coach at Bridge North at Eight – and reached Wolverhampton at ½ past Eleven.

Took the train for Preston at 1 o' Clock and arrived there at ½ past Six P.M. and took the Exmouth from thence at 8 o' Clock for Newcastle

Thursday 19th. Mar. Arrived at the Newcastle at 1 o' Clock P.M. caught the Train

and got home in 10 minutes.

Walls-end Pay Dinner

Mar. 20th. Friday Attended a meeting of the Tyne Dock Co. to frame the Ann^l. Report against the gen^l. meetg. on the 26th. Ins^t. At Newcastle in the Afternoon and at the Septett Club in the Evg.

Mar. 21st. Sardy At Newcastle attended a meeting, of the Townley-moor Co. when a new System of manage^t. was discussed, but adjourned for further Consideration. Home early in Evg.

Mar. 22^d. Sunday At home had a Trio in the Eveng. with R. Atkinson & Th. Burnet.

Mar. 23^d. Monday At Percy-main an Eruption of Gas took place from the Bensham Seam Percy Pit, on the Ins^t. which lasted above 60 hours. It was very Powerful, and the Gas Fired in the Davy's 12 F^t. above the Pullies - or 60 F^t. above the top of the Pit. Fortunately the Wind was favourable and dispersed the Gas in the opposite direction to the Engine Fires. During the Eruption

the Water in the Bensham Shaft fell to within 4 fath. of the bottom. It is Std. however above the Furnace drift, and another eruption, altho' much less powerfull may be expected. The force of



the eruption has broken the Mortics out into which the Brattice Benctons are fixed and has displace the brattice for Several fathoms up from the bottom

Have ceased to draw Water with the Tubs, and are repairing the Brattice

Went to Pensher in the Evening.

The general Binding of the Pitmen took place last Sa. the 21st. when all the Collieries in the Trade bound their Men without difficulty, except Walbottle and Wide-open where the men demanded and claimed some advance of prices

Mar. 24th. Tuesday Spent the mornng. at Pensher

At Seaham Harbour in the Afternoon – have begun to throw Rubble Blocks over the

Pier & have got 2 Keels of Pier Blocks round from Pensher – but all work is

Suspended at present by the high Sea

Have

Seaham
Harbour



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66.



plenty of Ships in the harbour to carry off the Vend for the month.

Mar. 25th. Wed. Attended the N. Hetton

Colliery Board – only M^r. Morton and myself present. Have got the full

complement of men bound.

M^r. Davison called at N. Hetton Colly.

Office to consult me on some of Lord Barrington's Colly. affairs.

Mar. 26th. Thursday Attended a meetg. the

First Ann^l. Meeting of the Tyne Dock Co. The Report of the Directors was

read and the meeting was adjourned

for 2 months. At home in the Afternoon

Mar. 27th. Friday At Newcastle – attended meeting of the Scientific Society in the evg.

M^r. Th. Richardson produced the apparatus, and Shewed the manner of making Platinum malleable

Mar. 28th. Satdy. At Newcastle – decided

on the Plan of the new Winng. Pit for Fenham Colliery Dined with Donkin

and home in the Evening.

Mar. 29th. Sunday At Home – had a

Quartett in the Evening with R. Atkinson

N. Hetton



M^r. Davison



Tyne Dock

Ann^l. Meeting



Literary &
Scientific
Club



Fenham
Colliery



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T. Burnet and Paul Glenton

Mar. 30th. Monday Viewed the W. Cramlington

Colly. this mornng. with R. Atkinson and

Tom Taylor. The N. exploring drifts are

now upwards of 100 Yards beyond the

last up-cast – they have passed a Small

Hitch or two, but the Seam lies very

Regular, and the Coal is of it's usual

thickness and quality. It is therefore

to be hoped that we have now got

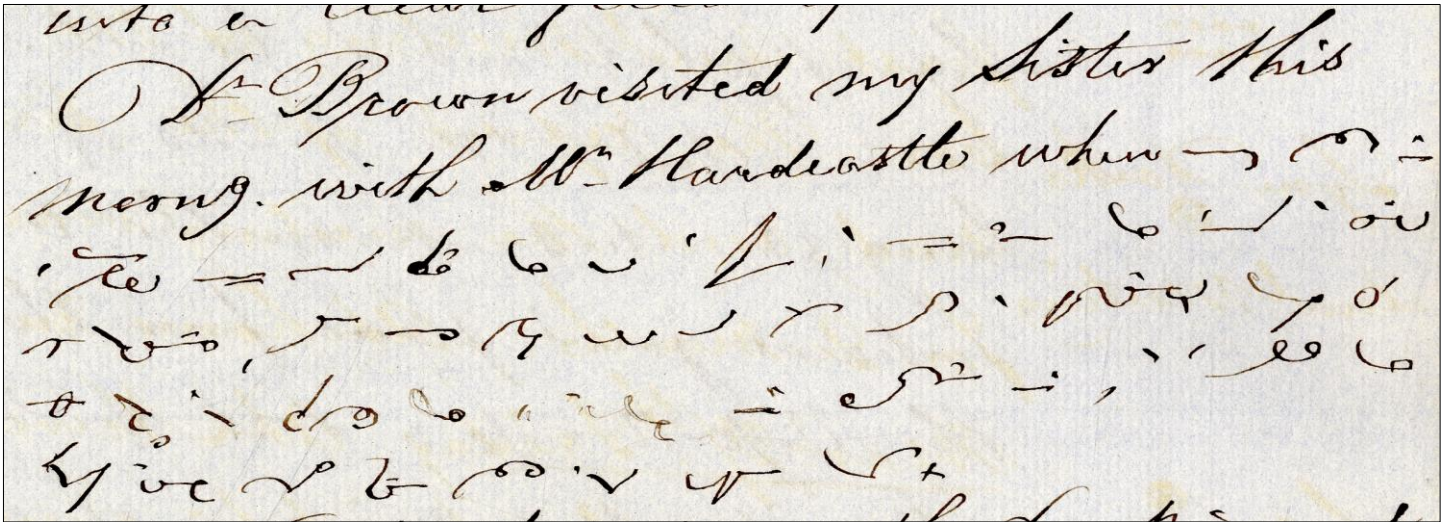
West Cram-
lington Colly.

into a Clear Field of Coal.

D^r. Brown visited my Sister this
morn^g. With M^r. Hardcastle when
[4 lines of Coded Text]

D^r. Brown

[Coded TEXT]



The
Iron Ship

Went to Hawdon with Donkin and R^t. Atkinson to see the large Iron Ship, the John Garrow, which is loading a Cargo of W. Hartley Coals for Bombay. This is a beautiful Vessel of 800 Tons meas^t. built in Aberdeen, entirely of Iron, with the exception of the Deck Beams & Planks and some flooring deals in the bottom of the hold. She is to take in 40 Keels of Coals & a quantity of Glass Crates

1840

68.

The
Iron Ship

about 1000 Tones of actual weight, and even then there will be a great deal of room left. This arises from the Small Scantlgs of the Iron Ribs 7 Stanchions &c. and not being Culed – that is to say She has only an outside Skin. The outside Skin is made of Boiler Plate in about 5½ or 6 F^t. lengths & 18 or 20 In. - broad.

The Joints are not overlapped as in Boiler building, but are flush with a narrow Slip of Plate inside to which the plates are riveted – the heads of the Rivets being Countersunk, on the Outside Those interior joint pieces form the inside of the Vessell into a sort of Pannel-work

The Standing rigging is made of Iron Wire – not twisted, but bound together by an outside lapping of a cloth prepared with [Caouchoue], and tarred yarn. The Mate told me that the whole weight of the Rigging did not exceed 5 tons. It had a much lighter appearance than Rope Rigging.

Mar. 31st. Tuesday At Benwell, and Elswick Collieries, met Mess^{rs}. Lamb, W.

Fenham
New Pit



Burnt

Maude, Cha^s. Lamb & R^t. Heppell at Fenham, and Set out the new Pit, which is Situated in the N.E. Angle of Benwell within 30 yards of the Fenham Boundy. the Coal (the Low-main Seam) from under which will be wro^t. by outstroke in Consequence of M^r. Ord not having reserved the right of Sinking, when he Sold the Surface to M^r. James Armstrong.

The Pit will be between 50 and 60 Fa^s. deep, and will be 8½ F^t. diam. to Suit the Cage and Tub System.

M^r. Lamb undertook to see M^r. Jn^o. Clayton, to ascertain if all the agreements are completed so as to enable us to commence the Sinking without further impedement or delay. The Sinking to be let by proposal. Went to Ryton & dined with M^r. Lamb – met M^r. the Portrait Painter there. Returned to Walls-end in the Evening

Jn^o. Winship, Hewer, who was Severely burn, in the Beaumont Pit, Benwell Colly. by an explosion of Gas, while seeking his Gear, amongst some Falling Stones on the 13th. Jany. last died on the 17th.



Fenham
Colliery
Leases.



Ap. 1st. Wed At home
Ap. 2^d. Thursday Home Morng. Pensher in Afternoon – called on M^r. Jn^o. Clayton in passing thro' Newcastle to inquire if the Agree^{ts}. for the Fenham Colly. were all completed, as we had decided to Sink the Pit, but would not begin unless the Road was made quite Clear by all the Agree^{ts}. being Signed by the respective parties.

He said nothing had been done Since the bargain was made, and he had not the minutes of it. He thought probably that M^r. Shaker had them & promised to write to him for them & to put the Df^{ts}. of the Leases in hand forthwith. He advised that we sh^d. not break Ground 'till all the Agree^t. were duly executed, The Colliery Leases will be from M^r. Adair, S^r. Jn^o. Swinburne and M^r. Ord. The Way-leave Lease from M^r. Granger

M^r. Clayton told me that M^r.

The
Brandling
Trust



Brandling's Trustees had now paid off £75000 of the debt including £32000 rec^d. for the Sale of Shotton – leaving £43,000 the Sum paid out of the Colliery profits and receipts from the Estates

M^r. Gresley



Septett Club



M^r. Jasp. Gibson



M^r. Jo^s. Hunter

Ap. 3^d. Friday Met M^r. Gresley at M^r. Davison's Office, Durham, and discussed Sundry Matters Relave to the Bishops' mining Affairs – See the Bishop's Note Book. At Newcastle in the Afternoon and attended the Septett Club in the Evening – a good meeting.

Ap. 4th. Saturday. M^r. Jasp. Gibson called upon me relative to an application from the Red Water Iron Co. to take the Coal in M^r. Riddles Swinburn Estate. I undertook to go with him to view the premises as soon as I could find time

Settle the affairs of Outstroke Licence with M^r. Jo^s. Hunter from Charlam into and through the Acorn Close.

Dined with Donkin, and home in Evening.

Ap. 5th. Sunday At home Rob^t. Atkinson went to Edinbro' by the Mail [ton's]

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Evening on his way to Lord Elgins Colls in Fifeshire.



Coal-trade Committee Meeting

Ap. 6th. Monday Attended the monthly meeting of the united C.T. Committee sat Chester. S^o. Hetton Co. fined £218 - Thornley £346..15..0 and Whitwell Grange £89..5..- for exceeding their Vends.



Several Ships were discovered to have cleard for Foreign Parts & delev^d. their Cargoes at the Coasting Markets. Those Cargoes were added to the Vends of the Colls. from which they were loaden & measrd. taken for preventing Similar Frauds in future I moved for an inquiry to be made into the present mode of Conducting the Rotation System in London & a Special meeting was appointd on the 17th. to take the Subject into consultation



At Newcastle in the Evening and at the Soire of the Poly[t]echnic Institution which was attended by upwards of 500 Persons.

Mess^{rs}. Lawson and Witham



Ap. 7th. Tuesday Went with Mess^{rs}. Lawson and Witham, by Hartley to Blyth – M^r. Lawson's object was to see Camboise, under which he has a [aniety] of the Coal, but

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73.



[Storm]

the day was So Stormy that we could not go over the Blyth River, and could therefore only look at the Situation of Camboise from Cowpen Staith & Cowpen Pit. We Stopped at Seaton Sluce to see the Harbour, but were prevented from Seeing it by the Storm, and were obliged to Stay at Hartley nearly 2 hours before





we could proceed to Blyth, as neither the Driver nor the horses could face the Storm. It blew a hurricane from the North with Rain hail & Sleet. The Sea was high and broke heavily on the Shore. We returned by Cowpen Colly Bebside, the Avenue-head, Delevel new Colliery, Seghill, Burradon Colly. and Hathwicks Mill to Newcastle. Dined at the Queen's-head at 5 o' Clock, and home in the Eveng. The Storm abated considerably during the Afternoon.



Home in the Evening



Seaham Harbour



Ap. 8th.Wed. Went to Pensher this mornng.
Ap. 9th.Thursday At Seaham Harbour which is full of light Ships – 70 Sail of large Vessels being in the Harbour. Have now got 6 Keels

1840

74.



M^r. Davison
Perambulation of
Lady Barrington's
Coal Leases



of Pier Blocks round from Pensher
No injury done by the Hurricane of last Tuesday, as it was an along Shore Wind
Ap. 10th.Friday Breakfast with M^r. Davison at Durham at 8 o' Clock, and then proceedd with him in his Carriage to Old Park, where we got on Horse-back, and Rode by the Bishops Closes, Byers-green New Winng. and Binchester to Bishop-Auckland.

M^r. Gresley joined us there, and Rode with us to Wood-house Close, and from thence by Copsy-Crooks & Shildon to Midridge Grange. M^r. Gresley left us here, and M^r. Davison and I proceeded by Midridge to Rushy Ford, where we dined, and then returned to Durham in Davison's Carriage

The object of our perambulation was to see the ~~the~~ Mining Ground under Lease from the Bishop to Lady Barrington & now in course of renewal.

M^r. Mackreth

I drove from Durham in my own Waggonet & Spent the Evening at M^r. Mackreth's.



Ap. 11th.Saturday At Newcastle – attended a meeting of the Tyne Representatives relative to the abuses of freighting, and employing Brekers to vend Coals. A Special Committee was ap-

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pointed to inquire into those matters

Dined at Donkins and home in evening
Ap. 12th.Sunday At home, W^m. Hutton dined with me

Percy Pit



Ap. 13th.Monday Viewed the Percy Pit in the Main Coal this mornng. and inspected the preparations which are in progress for resuming Coal-work tomorrow.

The discharge of Gas from the Bensham Seam having been reduced to the natural discharge from the workings in consequence



of the Column of Water in the Shaft having been drawn down below the level of the Furnace drift, and the Repairs of the Shaft Brattice having been completed as to throw the Air down to the Surface of the Water on the 7th. Ins^t. a Water-fall was applied which cleared the Shaft, & Workings of the Main Coal, so as to admit of the Furnace being lit, on the 9th. The Horses were put down on the 10th. and 11th. and the cleaning and repairing of the Rolly-way was pursued, and is nearly finished this day.

I had the Water in the Bensham Shaft plummed, and found it to be 12 feet deep.

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76.

and as the leak in the pumps has been Stopped and the Set is drawing very well, it will not be long I expect 'till the Water is all drawn out of the Bensham.

There is yet about 9½ Fath^s. in the Howdon Pit. The feeder of Water is reduced to Gall. P. m. Ap. 14th. Tuedy. Attended a meeting of the Brandlg. Junction Railway Directors, at Gateshead this mornng. with M^r. Hargrave, as a deputation from the d[irectes] of the Tyne Dock Co. to Solicit them either as a Body, or individually to Subscribe to the Docks, on the ground that the docks would be highly beneficial to the interests of the Railway.

Brandling
Railway
Directors



D^r. Headlam was in the Chair, and it was agreed that we Should furnish them with a few Copies of the Dock Prospectus – to enable them the better to consider the Subject.

Went to Benwell Colly. in the afternoon and home in the Evening

M^r. Th.
Taylor



Ap. 15th. Wed. Called on M^r. J. Taylor – at Long Benton this mornng. to confer with him relative to the Sinking of the New Pit at Backworth &c. He is still very unwell and can make little or no use of his Leg as pieces of loose bone are Still coming out of it, and the Wound is not healed.

Attended a meeting of the Special Comm^{ee}.

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on Freighting at the Coal-trade Office – took a look into the Polytechnic Exhibⁿ. Home in the afternoon.

Ap. 16th. Thursday Met the Percy-main Co. at the Colliery – present Mess^{rs}. Lamb W^m. Maude and Hetherington. The Percy Pit Started Coal-work in the Main Coal on Tuesday Mornng. and has gone on regularly Since. The Water has lowered very little either in the Bensham, or Howdon Pits Since last Monday – the Engines not having gone very well

Percy-main



We walked down to Hay-hole, to see the E. Holywell & West Cramlington new

Drops.

Dined at Walls-end Colly Pay.

Tanfield-moor Colly.



Ap. 17th.Friday Went to Tanfield-moor Colliery with N. Wood, and Geo. Johnson to investigate the State of the Colliery in consequence of my application to the Committee for an increase of Basis.

We went by Tanfield-Lee Colliery and Returned to Newcastle, by Derwent Bridge and the Chain Bridge. And dined at the Queen's-head.

Ap. 18th.Saturday At Newcastle – attendd a meetg. of the Coal-trade Comm^{ee}.

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when 25 P. m. was issued for the remainder of the Mo. making 50 in all

Dined at Donkin's home in Evening.

Ap. 19th.Sunday At home

West Cramlington Colliery



Ap. 20th.Monday Viewed W. Cramlington Colliery – the N. Headways Drifts are now advanced 154 yards beyond the Up-cast Dyke and have only crossed a down-cast hitch of 18 In. in that distance. At present therefore, or E. drift seems to be entering a Swelly. This Seam is Subject to Swellies in all parts of the Country.

Decided to turn both E. and W. Boards out of those Head^s. - 14 Yards Winnings 9 Wall – 4 Board – only every other B^d. to be turned for the 1st. Pillar, to form a Barrier. Have ordered Bridge Rolly Way-Plates of Laycock & Co. to lay the Way in those Headways – for 22 Peck Tubs mounted on 12 In. Waggon Wheels by which the use of the Rollies will be [dissused] with At Backworth Colly. considering the expediency of preparing the old



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Pit, or Sinking a pair of new ones for Working the dip Coal. My notion is decidedly in favour of the new Pits

Backworth Colly. New Pits

M^r. H. Taylor as Duke's Viewer is very averse to the Sinking of those Pits on acco^t. of their nearness to Backworth House (about 500 yards) and the injury to the Land. The matter is however of great importance to the Co. and they must come to a Speedy decision upon it

The Rev^d. Tho^s. Piele, and 3 of his Boys dined with us – Went to Pensher with M^r. Burnet in the afternoon

M^r. T. Forster Valuation of S^t.Helen's Colliery



Ap. 21st.Tuesday Spent the day at Pensher M^r. T. Forster with me in the mornng. when we made the Valuation of S^t. Helen's Colliery from my minutes and Valuation made in Dec. 1938

Junction Railway

Took a Walk to the Pensher Railway Station – the Trains are now running

Trains

very Regularly between Rainton-Meadows and Gateshead – they go to Gateshead from Pensher in $\frac{3}{4}$ of an hour and return in the Same time



Ap. 22^d.Wed. Attended a meeting of the United Committee of Newcastle at Newcastle to discuss

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Committee Meeting

the expediency of continuing, or abolishing the Coal Factors' Regulation. After a long discussion a Special Committee of 5 was appointed to investigate, and Report on the Subject.



Lord Londonderry

Ap. 23^d.Thursday Met Lord Londonderry at Seaham Harbour – he came to the Hall last night, with Lord Adolphus. We walked to the Harbour, and examined all the Works, and about the Town, and the new Church. His Lordship expressed his entire approbation of every thing & and was quite Satisfied.



I then Ro[d]e with his Lordship to the new Winning at Dalton, where they are preparing to Set the new Pumping En. a 200 horse power, to work. They expect (ten days, but I think it will be) to Start the En. in ^ a Month.

The Sinking was Stopped by a large feeder of Water at the Sand, below the Limestone at the depth of 80 fathoms

Dined, and Slept at Seaham Hall – The Rev^d. M^r. Carr of S^o. Shields dined with us.

Ap. 24th.Friday Breakfasted and Spent

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the Morn^g. with Lord 'L. at Seaham Spent the day at Pensher. At Newcastle in the Evening and Read a Paper, on the Iron Miners in the Forest of Dean, at the Literary and [Sci]entific Club.

Backworth Colly. New Pits

Ap. 25th.Sa. At Newcastle – The Backworth Co. decided to Sink a Pair of new Pits in the S.W. Water Level from the old Pit. Met M^r. Russell in Town – gen^l.



Conversation with him, on his Colly. Affairs Dined with Donkin



Holywell Colly.

Ap. 26th.Sunday At home.

Ap. 27th.Monday Viewed Holywell Colly. decided to resume the N. exploring Drifts beyond the 4F^t. Down-cast.



At Percy-main in the Afternoon – there is now only 7 F^t. of Water in the bottom of the Bensham Pit.

Went to Lanchester Common in the Evening & Slept at Ed^d. Smiths – it requires 2 $\frac{3}{4}$ Hours to drive from Walls-end to Smiths



Ap. 28th.Tuesday Viewed the Derwent

Derwent
Colliery

Colliery. And also the Hare-law Pit
– the Machine will be ready on this Pit
in about 3 Weeks. Called at Tantobie

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Tanfield
moor

and discussed the Affairs of Tanfield-moor
Colly. with Benjⁿ. Arkless.

Cleadon
Limestone
Quarries

Ap. 29th.Wed. Examined the Limestone
Quarries at Cleadon worked by Swinburne
These quarries are under the Bishops
Copy-hold and are held by M^r. Swinburne
under a Lease from the Bishop for
21 Years from 1825.



I rode to Marsdon & from thence along
the Coast to Whitburn and Returned
by Cleadon Westoe & Shields to W. End

Went to Newcastle in the Evening
to meet M^r. Seymer, on his way from
Dunse – on the Affairs of Tanfield moor
Colliery.

M^r.
Seymer

M^r. Seymer is the Brother of the
late M^{rs}. Pitt, and is a Creditor to a
large amo^t. of the late M^r. Pit, and
as the Colly. has to be Sold by the Court
of Chancery for the benefit of the Cre-
ditors M^r. Seymer is deliberating on
the expediency of purchasing the Con-
cern – Subject to the Claims of two
prior Mortgagees, he being only the

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third Mortgagee. He does not know the
precise amo^t. of the Claims of the two
Mortgages, but thinks it may be about
£3000 – this of course he would have to
pay to them Should he purchase.

M^r. Seymer's Adress is "Henry Ker
Seymer Esq^r. Handford Blandford"
Ap. 30th.Thursday Went to Tanfield-
moor Colly. this mornng. with M^r. Seymer
We took the Chaise from the Queen's-head
at 6 o ' Clock, and breakfasted to Tantobie
at Ben^j. Arkless at 8. We went round
the Colly. - the Situation of which I ex-
plained to M^r. Seymer, and Returned
to Newcastle, at Twelve.

Tanfield-
moor Colly.



Coal-trade
Meeting

Attended a meeting of the Special
Comm^{ee}. on the Rotative System at the
Coal-trade Office, and dined with M^r.
Seymer at the Queens-head

M^r. Foord

May 1st. Friday Breakfasted with M^r.
Foord, at the Queen's-head, and Spent
the mornng. with him discussing the
Affairs of the Albion-mines – especially as
to the proposed System of working the
new Collieries. Attended a meeting



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Septett Club

of the Septett Club in the Evening.
May 2^d. Satdy. Attended a meeting of

Coal-trade
Meetg.



Colliery Representative – to discuss the
Freighting System – referred to a Special
Committee Dined at Donkins, home
in the Evening.

M^r. Gregson
died Sud-
denly

M^r. Gregson of Durham, dropped
down in a fit, in the Street at Durham
and died immediately – the cause of his
death is Supposed to have been an As-
piration of the Blood Vessels of the h[ear]t

M^r.
Rasthorn

May 3^d. Sunday At home – M^r. Rasthorn
from Vienna – recommended by M^r. De-
le-Beche came to me to gain Mining
information &c. He is a very well bred
intelligent young Man.



May 4th. Monday M^r. Rasthorn went
down the Walls-end Pit this mg. and
Spent the greater part of the day in
my office looking at Plans, Sections &c.
and gaining information on various
Subjects I called upon M^r. Th. Taylor at
Long Benton, on the Subject of Sinking the
new Pit at Backworth, when we agreed only
to Sink one Pit.

M^r.
Th. Taylor

Went to Pensher in the Afternoon - found

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M^r. R^t. Wake & Cap. Alexander there.

Coal-trade
Committee
Meeting



May 5th. Tuesday Attended the Monthly-meeting
of the United Coal-trade Committee at Chester, when the
Special Comm^{ee}. on the Rotation System delivered
their Report. Issued 30 P. m. for the 1st. Fort^t.
in May



May 6th. Wed. Started by the Mail this mg.
at 2 o ' Clock from Newcastle, with R^t. Atkinson
for Edinburgh & arrived at ½ past Two P.M

Edinburgh



M^r. Melville called upon me to explain the
nature of the great drainage question I had
come to investigate, and bro^t. M^r. Buckanan's
Plan & Sections with him. M^r. Buckanan
called afterwards. Called upon M^r. Bald
in the Evening.



Drainage

May 7th. Thursday Went to Sheriff-Hall,
Edmondstone, and New Craig-hall Colliery –
this mornng. with M^r. Smith M^r. Wanchope's
Law Agent & Manager. M^r. Buckanan the
Engineer who has made the Plans & Sections
of the Several Collieries & R.T. Atkinson.

Edinburgh



The Sheriff-Hall & new Craig-hall Collieries
belong to S^r. Jn^o. Hope & Edmonstone belongs
to M^r. Wanchope. On our way we called
upon M^r. Wanchope at Edmonstone – a very
nice young Gentleman about 23 or 24 Years of
Age. We then proceeded to Sheriff-Hall Colly.
and commenced the investigation of the State
and circumstances of it & proceeded afterwards

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to Edmonstone & new Craig-hall for the
Same purpose, which occupied the whole day

'till 6 o ' Clock in the Evening.

The object of this investigation was to enable me to Report on a Plan of general drainage of the Collieries for which purpose the Proprietors have agreed to Coal See

###

Returned to Edinburgh to dinner. The Honb^l. James Bruce & M^r. Walker of Corn-hill called upon me in the Eveng.

R^r. Atkinson went to the Theatre at half Play to hear a Concert – the Music only in – differently performed.

May 8th. Friday Breakfasted with the Honble. James Bruce, M^r. Chene and M^r. Thompson, at M^r. Oswalds – 26 Murrey Place – to discuss the terms on which it is proposed to let the Elgin Walls-end Colliery to M^r. Marshall.

The Honble. James Bruce

###

Drainage

M^r. Bald

Spent the remainder of the day with R^t. Atkinson & M^r. Buchanan on the affair of the proposed drainage of the Collieries. M^r. Bald called upon me.

May 9th. Satdy Met the Honble. Ja^s. Bruce with Mess^{rs}. Chain & Thompson

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at Sempson's Hotel, Queen's Street, this Mornng. at 6 o ' Clock – to discuss & peruse the D^f. of the proposed Lease of the Elgin Walls-end Colliery – this occupied 3 Hours.

The Honble. Ja^s. Bruce

Returned to the Black Bull & had an interview with M^r. Melville W.S. on the Subject of the Drainage

Drainage

Went to the Stoney-hill, or New Craig-hall Colliery with R^t. Atkinson to gain further information on the Subject of the drainage.

###

Went into the workings of the Splint Seam, by the Inclined Tunnel by which the Coals are drawn out of the Mine instead of a Shaft. The tunnel is 600 yards long & Slopes at the Rate of 1 in 9 near the top but gradually reduces to 1 in 10 or 12 near the bottom. It is large enough to admit the Same Waggons that travel on the Dalkieth Rail-way – So that the Coals are put into the Waggons at the Bottom of the Plane, and are

Tunnel

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conveyed direct from thence to Edinbur' or to the Water at Fisher-Row. A 20 Horse Engine draws a Waggon up the Plane in 5 Minutes & Returns an empty one in 2½ or 3 Minutes – the Waggon carries

S S

###

Returned to Edinburgh.

Mess^{rs}. Bald
& Buchanan

Mess^{rs}. Bald & Buchanan dine with [us] and Spent the Evening 'till Mail-time
M^r. Ja^s. Bruce called in the Evening & informed me that they had made considerable progress in the negotiation with M^r. Marshall for letting the Colliery to him. And he seemed to have little doubt of closing a bargain with him.

Started at ½ past ten by the Carlisle Mail

Journey home

May 10th. Sunday Arrived at Carlisle at ¼ Past Eight this Mg. - Breakfasted – took the Train for Newcastle at Nine – arrived at N.Castle at ¼ past Twelve, and proceeded to Walls-end, where I arrived at a little past one.



Found M^r. John Evans from Dowlais

1840

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Iron Works waiting to See me on the Subject of my Report, on the Colliery.

M^r. Jn^o. Evans

May 11th. Monday Spent the morning with



M^r. Jn^o. Evans on the Dowlais business and went to Pensher in the Afternoon.

Drainage



May 12th. Tuesday Spent the day at Pensher

Commenced writing my Report on the Edmonstone Drainage.

Seaham Harbour



May 13th. Wed. At Seaham Harbour – the Sea has been high for a Week but no injury has been done to the Works. The



7th. Course of Blocks is completed on the Pier-head. Continued my Calculations for the Edmondstone drainage Report.

Railway Train to Gateshead &c.



May 14th. Thursday Started this Mg. a little before ten , by Train from the Pensher Station – got to Gateshead ¼ before Eleven and

Took the N. Shields Train at Eleven and arrived at Percy-main at ½ past Twelve



Returned to Walls-end to the Pay dinner by the ½ past one Train.

Percy-main

Met Mess^{rs}. Lamb, Hetherington, and Taylor at Percy-main. The Water is now off the Rolly-way at the bottom of the Bensham Pit, but the Roof is found to be very much fallen Access

1840

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Percy main Bensham

has only yet been had to the 1st. [Stenley] each way along the Rolly-way – the whole of the working's are completely charged with Gas, but the Air dilutes it as it comes off, and it does not fire in the Davies in the up-cast Shaft

Rode to Pensher in the Evening



May 15th. Friday Spent the Morn^g. at Pensher

















At Newcastle in the Afternoon – Saw Donkin on the Wylam and Seaton Business



Spent the Evening at MacKreth's

May 16th. Saturday At home - finished

		Report on the Dowlais Coal Mines.
Music		Mess ^{rs} . R Atkinson, T. Burnet, Glenton and Foot dined with me and had a Quintett in the Afternoon.
		<u>May 18th. Monday</u> Perused Df ^t . Lease
		of Coal-mines in Boldon & Whitburn from Lady Barrington, to Mess ^{rs} . J. & W. Brand-
		ling N. Wood, Phillipson & W ^m . Anderson
		At Percy-main, Afternoon – no further
		progress made in the Bensham since
		the 14 th . Inst.
1840		<u>May 19th. Tuesday</u> Spent Mornng. at home
		91
		went to Pensher in the Afternoon – perused
		Df ^{ts} . of Fenham Colliery & Way-leave Leases.
Rainton		<u>May 20th. Wed.</u> At Rainton Colliery in the mornng – ex ^d . the Screens, and Tub apparatus at the Adventure Pit.
N. Hetton		Attended the N. Hetton Colly. monthly Board – Mess ^{rs} . Morton & Wood there
		Geo. Hunter in London.
Seaham Harbour		<u>May 21st. Thursday</u> At Seaham Harbour where from the high Sea, no work could be done at the Pier-head during the last Springs. Fixed the price for the Sale of the building Sites, with M ^r . Webb, as follows viz
		On the N. & S ^o . Terraces 4/- P. S[qr] yard
		In Railway Street 2/ 6
Building Sites		Church Street 2/ 3
		Pilot Terrace – 2/-
		Henry Street 2/-
		Tempest Street 4/-
Survey of Harbour		Called upon Lieut Kartright R.N. who is employed with Lieut Calver, under Cap ^t . Slater, in Surveying the Harbour, and adjacent Coast Kartright is Surveying on Shore & Calver is taking Soundings.

1840		92.
May 21 st . Survey of Harbour		Lieut Kartright is a very intelligent person and is thoroughly Conversant with the principles & practices of marine Surveying
		The grand triangulation has already been finished, and he is filling up the details
		He uses a Small Theodolite and all the Lines are calculated, the calculations are verified by double operations. Copies of the Field Book, and all the operations at length are Sent to the Board at the Hydrographic- Office.
Dalden New Winng		Called at the Daldon New Winning on my way from Seaham – the great Pump Engine Started at Fort ^t . ago, and is now in full operation, & the Sinking has been Resumed. The Engine is working 2 – 19 In. Sets out of the bottom, and the

Machine is working a 16 In. Bore.

The Machine En. on the Bre-Pit is working 2 – 16 In. Pumps out of the Bottom – So that the collective pump Power out of the bottoms of the two Pits – is 2 – 19 In. and 3 – 16 In. Sets – The 19 In. Sets are 8 F^t. Strokes – the 16 In.

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are 6½ feet Strokes They are drawing at present upwards of 3000 Galls. P. Min. – but more Water is expected, as the Pits are not yet down to the Sand, which lies at the depth of 800 fath^s. from the Surface.



The Pits are 14 feet Diam. The En. Pit is in 3 divisions 2 of which are occupied by the pumps, and the 3^d. is for drawg the Stones up – for which purpose a Separate Rotary – Engine is placed upon it

This heavy Engine works remarkably Smooth, and Steady – no perceptable vibration in the House The Main Pill^r. is 14 F^t. thick of heavy Ashler-work

The 2 – 19 In. Pumps will draw	Galls.
at a Stroke —	192
The 3 – 16 In. ditto —————	<u>166</u>
Joint Power P. Stroke ———	<u>358</u>

Supposing the maximum Speed of the large Engine to be 12 Strokes P. Min. and the Machines to be 14.

Then the Main En. 192 X 12 = 2204

The Machines — 166 X 14 = 2324

Maximum Power of Engines 4,528

But considering the loss of time incurred by

1840

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changing Buckets &c. the utmost effort of the Engines cannot be Stated at more than 4000 Gall^s. P. minute.

The Pit is laid out to 20 f^t. at the Bottom and 10 Sinkers are in the Bottom each Shift May 22^d. Friday Went to Cornforth this Mornng. to inspect the Branch of Railway between that Colly. and the Clarence Line i.e. that part of it which comes thro' the Bishop's Lease-hold – the distance is only 190 yards. I went by Pitington Little-Town, Shadforth & Quarrington a very bad irregular Road. and difficult even on Horse-back, being over the Limestone Hills, and the Vallies between.

Cornforth



Returned by Black Gate & Sherburn to Pensher, and thence to Newcastle

Brandling Railway

Met Mess^{rs}. Potter, Dunn & R^t. Atkinson with Mess^{rs}. N. Wood & Geo. Johnson to discuss the Subject of a contract for Shipping the Towneley-main Coals by

1840



the Brandling R-Way at S°. Shields

We only talked over quantities & terms but did not get anything definite done

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May 23^d. Satdy. At Newcastle - Attended



Metg. of the P. main Co. at the Office Agreed with M^r. N. Wood on the preliminaries of an Agree^t. with the Brandling Railway Co. for Shipping the Tanfield-main Coals at S°. Shields, as the Stanhope & Tyne



Co. have demanded an advance of price which I cannot comply with

Advanced £200 for my Share of the expence of winning E. Holywell Colliery

East Holywell

Dined with Donkin.

May 24th. Sunday At home – N. Wood



called upon me, and finally Agreed with him for Shipping the Tanfield-moor Coals by Brandling Railway – to commence for 21 years from Martinmas next.

Tanfield moor



May 25th. Monday Viewed the Bishop's Stone Quarries at Bedlington. Called at W. Cramlington Colly.

Bedlington Quarries



Met Mess^{rs}. Th. & Hugh Taylor at Backworth Colliery, and made, an arrangement for Sinking a new Pit.

Backworth Colly.



May 26th. Tuesday Spent the mornng. at home, and



went to Pensher in the Afternoon –



May 27th. Wed. Spent mornng. at Pensher, and



Returned to Walls-end in the Afternoon

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May 28th. Thursday Viewed Percy Pit, in the Main Coal & Bensham this mornng.

Percy-main Colly.

In the Main Coal, have got a beginning made up the E. Bank with 9 men, and all matters are going on very well.



The Water was all drawn out of the Bensham & the Pumps thrown off on the 16th.



The Roof has fallen very much in every part

and the arching of the Furnace drifts is broken down and two Drifts laid into one. The Shifters have only been able to get 40 yards up the Furnace Drifts yet as they are completely choked up, as are the Rolly-way, and "Back drifts" both to the N.W. and S.E. The N.W. Back drift is ridded out 60

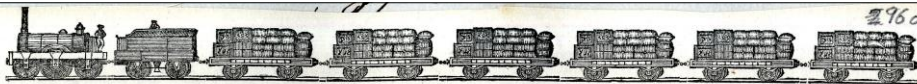


Yards from the Shaft – but it is clear that the ridding out, and reventilation is going to be a very expensive business. Fortunately as



much Air is passing round by the N.W. cross-cut, and Furnace-drifts as enables the Shifters to pursue the ridding-out of those places, but N.W. and S°. E. Rolly-way Cross-cuts are both inflammable to the Shaft-Lip. The utmost possible Care must therefore be taken in attending to the Davies.

NEWCASTLE & SHIELDS RAILWAY CHARGES



NEWCASTLE AND SHIELDS RAILWAY.

TOLLS AND RATES OF CHARGE FOR CARRIAGE OF GOODS.

	s.	d.		s.	d.	
COALS, conveyed by the Company's waggons any distance less than one and a half mile,.....	0	6	ton.			
Ditto, one and a half mile and upwards,.....	0	4½	ton per mile.*			
Lead, Iron, Stone, Flags, Tiles, Slates, Bricks, Bark, Hides, Pitch, Tar, &c., (Should the charge not amount to 9d., 9d. will be charged.)	0	6	ton per mile.			
Grain of every description,..... (If less than a last 6d. per quarter, or less than a quarter, 6d. will be charged.)	4	0	last.			
Four-wheeled Carriages,.....	4	0	each.			
Gigs and Carts,	2	0	"			
Hand Carriages,	1	0	"			
Coach Wheels,.....	0	6	"			
Calves, Pigs, and Dogs,	0	6	"			
Sheep,	0	3	"			
Lambs,	0	2	"			
Mahogany, in logs not exceeding 1 ton, Ditto, ditto, 3 tons, Furniture charged according to bulk and quality.	0	3	cwt. } including			
	0	4	do. } crantage.			
Hay, Hemp, and Flax,	6	0	ton.			
Ditto, in quantities less than a ton, charged at the rate of	7	0	ton.			
Straw,	0	4	thrave.			
STAVES, Laths, Cement, Copperas, Soda, Salt, Cordage, Marble, Earthenware, Groceries, Soap, Butter, Bacon, Beef, Potatoes, Fruit, Colours, Rags, Paper, Leather, and Paints,						
	0	3	cwt.			
Herrings,	0	6	barrel.			
Sugar, Starch, and Tobacco, in hlds.,	4	0	each.			
Molasses, in punchons,.....	4	0	"			
Coffee,	2	6	tierce.			
Hops,	0	8	pocket.			
Flour, Meal, &c,	0	7	sack.			
Bran, Pollard, &c.,	0	4	"			
Furs, Glass, Magnesia, and other light goods, in cases or hlds.,.....	0	6	cwt.			
Trusses, Parcels, and Boxes, under 28 lbs. weight,	0	3	each.			
Ditto, 28 lbs. and under 112 lbs.,	0	4	"			
Ditto, and Sail Canvas, 1 cwt. and upwards,	0	4	cwt.			
Hats,	2	0	hhd.			
Ditto,	1	0	case.			
Ditto,	0	6	dozen.			
WINES, Spirits, and other hazardous goods,						
	5	0	pipe.			
Ditto,.....	3	0	hhd.			
Ditto, in hampers, not exceeding 3 doz.,	0	6	hamper.			
Ditto, in ditto, exceeding 3 doz.,.....	0	2	dozen.			
Ditto, in casks, containing less than 3 galls., ..	0	2	cask.			
Ditto, in ditto, containing 3 galls. and upwards,.....	0	1	gallon.			
Ale and Porter,.....	1	2	barrel.			
Ditto ditto,	0	7	half-barrel.			
Ditto, in hampers or boxes, not exceeding 3 doz.,	0	6	hamper.			
Ditto, in ditto, upwards of 3 doz.,	0	2	dozen.			
Soda Water and Lemonade, in boxes or hampers, not exceeding 3 doz.,	0	6	each.			
Ditto, in ditto, upwards of 3 doz.,	0	1	dozen, extra.			
Oil of Vitriol, in carboys,	0	8	carboy.			

The above goods to be conveyed to and from the Stations by the Owner, or Person to whom they are addressed; if delivered by the Company, a charge will be made for cartage, &c.; and if allowed to remain at the Station over night, an additional charge will be made for warehouse rent.

* Fractional parts less than a half mile will be charged as half a mile, and more than half a mile as a mile. All goods will be charged on the gross weight; and a fraction of a half cwt. will be charged a cwt.

To be delivered by the Company free of all extra charge, except to Tynemouth, when the toll will be charged.

Merchandise Goods not considered Luggage.
 Parcels, not received at the Stations previous to the arrival of the train, cannot be forwarded until the following train.
 No empty returned Packages will be received at any of the Stations unless properly addressed, and the carriage paid in advance.
The Company give Notice, that they will not be answerable for any loss or damage to any Goods in their hands as Carriers, or in their warehouses, or upon their landing places, arising from fire, the act of God, or civil commotion, or to any Animals sent by their trains although every precaution will be taken to secure their safe conveyance.

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Met Mess^{rs}. Lamb, Jo^s. Lamb, W^m. Maude, Heatherington & T. Taylor at the Colliery Office. Discussed the affairs of the Colliery and also the Subject of the New Pit, at Backworth.

May 29th. Friday Home morn^g. - attended a meet^g. of the Wear Comm^{ee}. at the Coal-trade Office, on the Rotation System &c.

Braham At the Theatre, to see Braham & Horncastle in the Cabinet. Braham notwithstanding his Age 72 Sings with extraordinary taste & power. I though the Sung the "Bay of Bis-ca-o" as well and with as much power as he did 30 or 40 years ago. Horncastle



Comm^{ee}.
Meetg.
M^r. Clayton

is a good performer & Sings very well
May 30th. Satdy At Newcastle at-
tended a meetg. of the Tyne – Comm^{ee}.
Called on M^r. J. Clayton, and explained
to him the over-demand of Outstroke
on the Fenham Coal by M^r. Adair –
he referred me to M^r. Straker

Discussed M^r. Thompson's offery
to M^r. Blakett for taking a quantity
of the Wylam Coals to his Iron Works
Dined with Donkin

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May 31st. Sunday At home – made progress
with Report on the Edmondstone drainage



June 1st. Monday Viewed Backworth Colly.

Backworth

Victoria district – nothing extraordinary
Went to Pensher by Percy-main, Shields &

Percy-main

Sunderland. Have got to the Bensham
Furnaces at Percy-main & found them Standg

Iron Ship

Called at the Wearmouth to see the new
Iron Ship, the "Vulcan", built at Aberdeen by
the Same person who built the John Garrou
This Ship is built differently to the Jo^o. Garrou



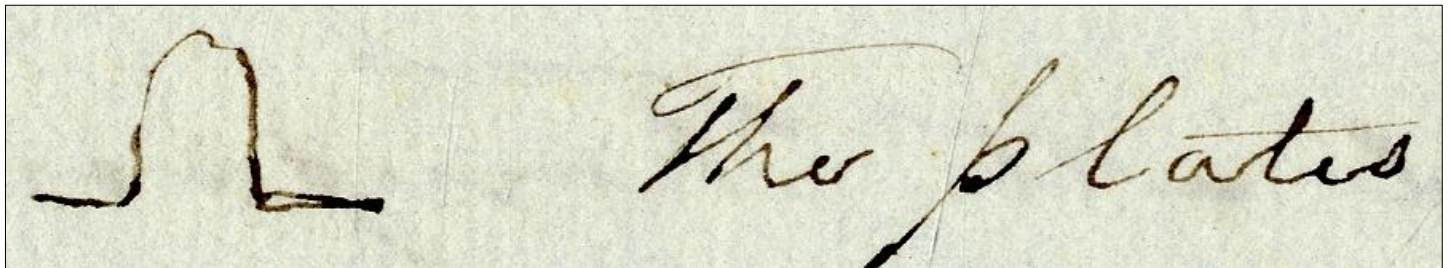
as the plates are over lapped & Rivetted in
the Same manner as a Boiler is built –



having the appearance of a clincher-built
Vessel. I got the following particulars respeg.
the Ship from her commander Cap. Thompson
95 F.-- 2 In. Keel. Brea. of Beam Outside 25 F.-- 5½ In.
Inside width of Beam 24 F.-- 4 In.

Depth of hold 14 F.-- 7 In. Draft of Water with
62 Tons of Ballast 6 Feet is expected to carry
22 Keels of Coals, at 12 feet draft of Water
The Keel is made of rolled Iron Plate ¹³/₁₆ In.
thick bent thus with a Flange on each Side
[diagram] The plates ³/₄ In. thick up to the 1st.
Futtocks – ⁵/₈ up to the Wales – the Wales
³/₄ two taer of Plates – on tier ⁵/₈ th.

[FLANGED KEEL PLATES]



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one tier ½ Inch 318 Tons new, and 298 old
measurement. Is a very handsome Vessel



Brig-rigged. Is very flat midships, but
two clean-ends. The Cap. says with the 62
Tons of Ballast She Sailed and Steared remarkably
well in coming up from Aberdeen, and was very
weatherly. She belongs to And^w. White & Co.



A Quadrant is fixed on the top of
the Rudder instead of a Tiller to Stear

with – the curved part of the quadrant is towards the Stern, and it is worked by Chains from the wheel.

Seaham Harbour

June 2^d. Tuesday At Seaham Harbour – have got the 8th. Course of Blocks finished on the Pier-head – only want Six Courses more to complete it to it's full height

Called with R^t. Atkinson on my way to Seaham, at Hetton Colliery, and the Merton, or Dalden new Winning

Hetton Colliery

The Small Waggon, or Tubs with flat Wheels & edge Rails, which have lately been introduced into the Blossom Pit Main Coal, are answering very well – they carry 26 Pecks, and are worked by Ponies.

On the 22^d. Ulto. The Sand

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The Dalden New Winng

blew up the Bottom, one firing a Shot in the Dalden En. Pit, – in a very short time the Sand choked the two Low Sets of Pumps and filled the Cisterns of the Standing Sets. They have put in an additional Set of Pumps to draw the Water down so as to get the Cistern Cleaned, but have not yet got it to work.



The Mechanical Engines are going as hard as they can, 16 Strokes P. Min. and drawing 2300 Gall^s. which keeps the Water down to a Level of 9 Fath^s.

above the Sand. This of course is the measure of the Feeder at that level, but no idea can yet be formed of it down at the Sand.

C.T. Meetg.

June 3^d. Wed Attended the Monthly meetg. of the United C.T. Committees at Chester 25 P. m. issued for the Fort^t.



June 4th. Thursday Spent the day at Pensher, returned to Walls-end in the Evg.



M^r. Ja^s. Archbold

June 5th. Friday Met M^r. James Archbold this mornng. to Shew him where I wished to Sing our new Pit in his Fenham Ground He bro^t. M^r. W^m. Liddell with him – we marked out an Acre of Gro^d. and he



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West Towneley

said he would give me an answer in a few days as to whether he w^d. allow his Gro^d. to be broken, or not.

Went to W. Towneley Colly. to meet Mess^{rs}. Potter & Dunn – with R^t. Atkinson.

We agreed to finish the pumping apparatus on the Freehold Pit – to try the 2^d. Seam of Coal, with all dispatch & to continue the Boring from the Bottom of the Pit to explore the Strata below.




The further consideration of Sinking a new Pit, in or near to the Entercommon

to be delayed until the above measures are completed.


Fixed Simpsons Salary as Resident Viewer at £120 Per Ann. and the Keep of a Cow and Barry Fenwich as Staithman at £70 P. Ann. Dined with M^r. Dunn, at Hedgefield – at Newcastle, Evening.

June 6th. Satdy At Newcastle – meeting w^t.

Backworth  Backworth & Percy-main Owners – decided on Sinking new Pit at Backworth of which official notice to be given to M^r. H. Taylor Obtained M^r. H. Taylor's Sanction to Robbing the Pillars, in the Whitehill Point district

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 Saw M^r. Straker who undertook to Settle the Outstroke & Way-leave terms for the Fenham Coal – to make an Agree^t. with for Archbold for Sinking a Pit in his Ground.

June 7th. Sunday At home – Th. & Ann Burnet dined with us. Went to Newcastle in the Evg. & Slept there to be Ready to Start for Hexham by mornng. Train



June 8th. Monday Left Newcastle by the Train at ½ Past Five, this mornng. breakfasted with M^r. Jasp. Gibson at Hexham. Went with him to M^r. Riddells Swinburn & Colt's Crag Estate

M^r.
Jasp. Gibson

Colt Crag
Estate
735a..3r..17p.

to investigate the Coal-field there – the Ridsdale Iron Co. having applied for a Lease of the Coal, Iron Stone Limestone & Clay, in the latter. Colt-Crag, is about 11 miles from

Hexham



Hexham – we travelled in a Gig. The road lies up the vale of the N. Tyne as far as Chollerford. It is a beautiful Valley and the day being remarkably fine, we had a very pleasant Journey. Returned to Hexham to Lunch with M^r. Gibson & returned to N.Castle by the ½ past 3 o' Clock Train & to W.End by the 6 o' Clock N. Shields Train in the Evg.

June 9th. Tuesday Met Benjⁿ. Arkless at Tanfield-moor Fitting Office – to arrange

Tanfield-m


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matters realative to the Colly. during my absence at London & Dean Forest.



Spent the day at home.

Percy-main  June 10th. Wed Viewed Percy Pit, in the Point District, Main Coal, and decided on the Plan of working the whole Coal and Pillars, there, in future. Spent the day, at home, and went to Pensher with M^r. Burnet in the Evening.



M^r. Stephenson  June 11th. Thursday Breakfasted with Mess^{rs}. Stephenson & Morton, at Lambton Castle, and received M^r. Stephenson's Instructions to value, the Coal in

Lambton
Castle



Ludworth and Sherburn.
Returned to Walls-end to the Pay-dinner and Started by the Train from N.Castle



Journey to
London

at 5 P.M. for Carlisle, on my way to
London. Arrived at Carlisle at 8 o' Clock
and Started at 9 by the N. Britain Coach
for Preston.
June 12th. Friday Arrived at Preston at
¼ to Seven this morn'g. Breakfasted &
Started by the Train for London at ¼
to Ten. Arrived at Birmingham at 3 o' Clock

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Birmingham
and London
Rail-way.

Dined at the Railway Hotel Birmingham
and Started for London at 4 o' Clock []
the distance between the Station at Birmingham
and the Terminus, & Station at Euston Sq^r. is
112½ miles, which we ran in 5 hours pre-
cisely, including all Stops at Stations
The Line from Birmingham passes thro' the
Co^s. of Warwick, Worcester, Northampton, Buck-
ingham, Hertford, and Middlesex. It passes
the following places – going from Birmingham
within a mile Coventry, Rugby, Fenny Stratford
Leighton, Buzzard, Birkhamstead, Watford
and Harrow. The greatest inclination on
the Line is 16 f^t. P. mile, except that part between
Cambden-town & the Station at Euston []
about a Mile in length, on which a Stationary
Engine draws the Train up.

There are 35,000 Tons of Iron Rails in this
Line. There are Seven Tunnels on the Line

1 st . Beechwood	—	292	yards	long	
2. Kilsby	—	2423	d ^o .		} Miles Yards 3 .. 1592
3. Snow Hill	—	484	d ^o .		
4. Linslade	—	285	d ^o .		
5. North Church	—	352	d ^o .		
6. Watford	—	1936	d ^o .		
7. Primrose Hill	—	1100	d ^o .		

There are Seven Stations from Birmingham to

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London viz

Birmingham to Coventry	—	18	Miles
Coventry to Rugby	—	17	
Rugby to Blisworth	—	27¼	
Blisworth to Wolverton	—	9½	
Wolverton to Tring	—	20¾	
Tring to Watford	—	14¼	
Watford to Euston Square	—	17½	
		<u>112¼</u>	

I arrived at Tavistock Covent Garden
at 20 min. past nine in the Evening – having
been just 28 hours & 20 minutes between New-
castle & Tavistock.

M^r.
M^c. Donnell

June 13th. Saturday Waited upon M^r. M^c. Don-
nell at Mivart's Hotel this Mg. and had a
long discussion with him, on L^d. Londonderry's
Affairs. Then went to M^r. Jn^o. Gregson, and
talked over the affair of the difference be-
tween him & L^d. Londonderry, about the
Stewardship of the Manor of Gillygate, and

M^r. John
Gregson

which had induced Gregson to give up the
Solicitorship of M^r. M^c. Donnell's Trust.

On talking the matter over with him he
consented to go on in the Trust affairs pro-
vided he Should not be bro^t. into personal
communication with Lord L. which might be

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done by his Ldp. appointing a Solicitor of his
own, with whom Gregson might communicate
without coming in personal collision with his
Lordship. Dined with Donkin at Green's Hotel
with the following party.



Mess^{rs}. A. Nichol & Son – Sopwith, Ramsay
Lee Hunt & Son. Watson.

Coal-trade

Had a consultation on the affairs of the
Coal-trade this mornng. at the Imperial Hotel
with Donkin, N. Wood, R^t. Clark, and
Jno. Watson.

June 14th. Sunday Breakfasted with Donkin at
his Lodgings 44 B[emars] Street – Met N. Wood
there and had a Consultation, on the affairs of
the Coal-trade, and on our intended meeting with
the Coal-Factors & Merchants.



Greenwich

Went to Greenwich with M^r. Sopwith
we went down the River, in a Steamer
and the day being very fine, we had a
Pleasant Voyage, with an interesting Sight
of the Shipping &c.

We called upon M^r. Riddell, at the Naval
School & went to Chapel with the Boys &
Girls of the Institution, who were all well
dressed & good, order. We dined at

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the Ship Tavern, and Returned to London
by the Greenwich Railway. This is one
of the most clattering, noisy, and disagreeable
Railways, I was ever upon

We went to Buckingham Palace, in ex-
pectation of seeing the Queen in the Park
but she had returned & gone into the
Palace 5 Minutes before we arrived.

June 15th. Monday Sir James Duke breakfasted
with me this mornng.

Meeting
with
M^r. M^c.
Donnell
and
Jn^o. Gregson

Met M^r. Jn^o. Gregson at M^r. M^c. Donnell's
Hotel – Mevails' 42 Lower Brook Street. Had
a full discussion of the circumstances of the
late unpleasant transactions, which led to M^r.
G_'s giving up the Solicitorship of the
Trust. He, however, agreed to continue the
Solicitorship of the Trust, on Condition, 1st.
That he Should not be called upon to have
any personal communication with Lord &
Lady Londonderry. 2^d. That in the event of
their being called upon to Sign any Deeds
&c. it Should be done thro' the medium of
a Solicitor to be appointed by them, and
3^d. That, the Country Solicitor for the Trust

whoever he might be, Should act under M^r. Gregson's direction who would take upon himself the sole responsibility of the [Lon] Business of the Trust. M^r. Gregson wrote a memo to this effect, to which M^r. M^c. Donnell and I, put over Initials



I then met M^r. M^c. Donnell at Holder-ness House, where we had an interview with L^d. & Lady Londonderry & explained the arrangement we had made with J. Gregson, with which they expressed themselves very well Satisfied.

M^r. Gregson is to proceed forthwith to effect the Loan of the Money to pay for the purchase of the Seaham Railway

M^r. John Gregson of Durham as Executor to his late Fathers' Will demands Pmt. of the Balce. due to his Fathers' Estate – about £3000 before he will give up the Papers in his Father's Office. There are no m[ean]s of meeting this demand, unless an additional Sum can be borrowed on the Seaham Railway

Went to see Cattin's Indian Gallery

at the Egyptian Hall. There are 507 Paintings of Portraits of different races of Indians, Landscapes, Indian Sports & Pastimes, with Bear-hunts, Buffalo-hunts &c. &c. and innumerable Costumes, Scalps, Weapons &c. &c. All in very fine order, and giving the fullest information of the manners, & Customs of all those tribes of Savages. The Landscapes give an excellent ides of the nature of the Country. And on the whole it is a most interesting Exhibition



Went also to see Darby's celebrated picture of the Deluge – it is no doubt a fine picture but I was not So much pleased with it as I expected. I do not like the blood-Red Setting Sun, and the Angel is not in good Keepg. with the rest or rather the character of the picture – it is out of nature.

Darby's
Picture of
the Deluge

June 16th. Tuesday Breakfasted with M^r. John Gregson, and discussed the Affair of the purchase of the Seaham Railway &c.

M^r.
Jn^o. Parkinson

Called upon M^r. Jn^o. Parkinson at his Office 66 Lincoln's Inn Fields, and explained to him the nature of Watsons irregular Conduct in the management of the Cash Acco^t. Tanfield-moor

Sir J.J.
Guest

Colly. Cash Acco^t. He informed me that M^r. Seymer had bid the Trustees £18000 for the Colly. Called upon S^r. J. Guest, at 8 Spring Gardens and had a Conversation with him, on the Affair

of my Report on the Dowlais Colly. &c.

Had also a long Conversation with Lady

Charlotte

Donkin

Called upon Donkin, and discussed the Affairs of Wylam Colliery.

Polytechnic Institution

Visited the Polytechnic Institution in Regent Street. There does not seem to be much new Since the last Season.

Meeting with Coal Factors and Coal Merch^s.



June 17th. Wed. Donkin, and I, met a deputation of Coal Factors & Coal Merchants, at the Comm^{ee}. Room of the Coal Factors, at the Coal Exchange this morn^g. to discuss the State of the trade The deputation of Factors, consisted of Mess^{rs}. R^t. Clark, Bou[c]t^y, Smith, and Scott – Mess^{rs}. Bumpard, and Peter Davy, were the Deputation for the Coal Merchants.



The latter complained of the great interference with, and injury to their Trade which arises from the great Number of Ships, which are made the Factors Regulation, under pretence of being Chartered by some Gas Co. or

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for Gover^t. Contracts. These Cargoes, on acco^t. of the Speedy delivery, are imported at 1/3 to 1/6 and even 2/- P. Ton less freight, than those which have to abide by the Rotation System. This enables the persons acting in this manner to under-sell the Regular Merchants, to the great injury of the Regular Merchants, and to the general injury of the Trade in all it's Branches And both Factors & Merchants agree that unless this sort of clandestine traffic can be put a Stop to, the Factors Regulation cannot possibly be carried on.

On a full discussion of the Subject in all it's bearings, the Factors as well as the Merchants gave it, as there decided opinion that the grievance complained of, could only be remedied, by limiting the issues [sr] as to, get the Ships to wait their turn at



the loading Ports, instead of waiting their turn for delivery in – London. And that the Gas-Coal Ships Should also be made to wait a loading turn, alltho' not so Strictly as the Vessels employed in the ordinary Coastg.

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trade

Seaham Railway Purchase

Called upon M^r. Jn^o. Gregson, and met M^r. Peter Walker at his Chambers. After some discussion, and explanation of the nature of the Seaham Railway prospectus &c. he agreed to lend the money for its purchase. And thought he w^d. have it ready by the 1st. June – provided the necessary Law Inst^s. could be got ready in the mean-time. I gave him a Certificate of the validity of the Estimates of Profit &c. to be made by Lord Londonderry f[rom]

the purchase of the Way.

M^r. Ch^s. Perkinson & his Solicitor came to M^r. Gregson's, just after M^r. Wright left, and entered into a long discussion as to the Security to be given to them in the event of L^d. L. failing to pay the Instalments as they became due

It was finally agreed that if we failed in paying the Instalments, they should take possession of the Way again and carry it on, as at present until the

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Instalments shall be paid

Met M^r. Blackett at Donkin's Lodging and had a long discussion on the Affairs of Wylam Colliery. Came to the conclusion that the first Step to be taken was to endeavour to complete the proposed Contract with Benjⁿ. Thompson.

M^r. Graham Called upon M^r. Graham 3 Matre Cov^t. Temple, and fixed to go with him to Newnham, next Monday.


Southampton June 18th. Thursday Donkin and I started for Southampton, and Portsmouth by the Southampton Railway. We took the 10 o' Clock Train at Seven Elms Vaux-hall, and arrived at Southampton at ¼ past one. The distance from Southampton to Seven Elms is 77 Miles. The following are the Railway Stations between Seven Elms & Southampton. Viz Wandsworth, Wimbledon, Kingston, Dilton Marsh, Whittridge Working, Farnbrough, Winchfield & Hartley, Basing Stoke, Winchester, Southampton. This Line of Railway is entirely thro' a Chalk Country, and although the Country generally Speaking is very flat, especially near London there are a great many long & deep Cuttings in it, as well a large embankments. The



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Country round Southampton is very pretty being undulating, and well wooded. It is Situated on the N. Side of the large Estuary called Southampton Water. The Town is of Considerable extent, with a long Quay in front

 A Pier projects into the Water, about the middle of the quay, and near it's W.end, is a long Timber built Jetty for the accommodation of the numerous Steamers which frequent the place Immense Numbers of Pleasure Boats, and Yachts were anchored in front of the Town, which gave it a very picturesque appearance.

Dock They are now making a very large Dock at the E-end of the Town, we were told that it would have 17F^t. depth of Water at



low Tide, and 23 at high Water in the new Dock. We Sailed from the Pier at ¼ past



3 P.M. in the Princess Victoria Steamer and arrived at Cowes, 25 min. before 5 o' Clock

Cowes

We had a pleasant Sail down the Southampton Water – the principle object we passed was Kelshut Castle – a Small Fortification, on our right. We landed at Cowes Pier, and had only a few minutes to look into the first Street from the Water Side. It is a pretty looking place, and the Bay in which

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it lies was full of pleasure Boats and Yachtes of all sorts and Sizes. The Yachtes are generally Cutter Rigged – Some Schooners. The Spring Tides flow 14 F^t. at Cowes. It seems a place of little trade, but there is a considerable Ship-building Establishment, near the Quay when the Steam Boat passengers land. Sailed from Cowes at 5 o ‘

Ryde

Clock, and arrived at Ryde, at Six.

Here we landed at a timber-built Jetty which extends 2226 feet from the Shore to low-water mark, which enables the Steam Boat passengers to land at all times of Tide

Ryde is a clean pretty looking place, with an excellent Inn at the Pier. Innumerable Pleasure Boats, are lying in the Roads – which may hired.

We took a Fly and drove out to the Village of S^t. Hellens, which is about 5 miles E. from Ryde. In our Way we passed a very pretty – wooded Valley, called S^t. Johns and S^t. Claire, the Residence of Lord Vernon A beautiful place commanding a View of Spit-head, and Portsmouth. We then passed a place called Nettlestone to S^t. Helens. S^t. Helens Stands on the W. Side of a large Bay, or Estuary called Bredon

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on the opposite Side of which is the Village of Bembridge The Verdure, Hedges, Trees & Corn are exceedingly luxuriant – our drive seemed to be almost like passing through, a Conservatory or immense Green-house. In the higher Chalk-hills however, there appeared to be some bad Land.

Slept at the Pier Inn at Ryde – a very good House.

June 19th. Friday Sailed from Ryde for Portsmouth at 10 min. past 7 o ‘ Clock this Mg. and landed at Portsmouth Point at 8 o ‘ Clock the distance being only 4 Miles. We went to the George Inn. On our way across from Ryde to Portsmouth, we passed within about a mile of the Craft employed on the Wreck of the Royal George at Spithead. But the Divers were not at Work – the Sea not being Sufficiently Calm.

Portsmouth

We breakfasted at the George, and the hired Boat called a Wherry – the rate of hire 2/- P. Hour. two men manage the



James
Abraham

Boat which is Rigged with two Sprit Sails
and a fore-Sail. The Boat belonged to Ja^s.
Abraham of the Sally Port, who with his
Father a veteran Man of Wars' Man 78 yr.
of age navigated the Boat.

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The
Britania

It blue exceedingly hard & then began to rain
in Short the Weather became tempestuous
– nevertheless we persevered & Sailed Round
the Harbour – viewing all the Men of War
We first went on Board the Britania a
120 Gun Ship. She is in the Sea going order
but has not all her lower Deck Guns on
Board – and only 200 Men, her full com-
plement being 1300. We went through
every part of the Ship, and were Struck
with the cleanliness and exact order in
which every thing was Kept.



The Small Arms in the Gunner's Store
Room, were as tastefully arranged as the
Arms in the Tower of London. The Water
Tanks in the hold, are made of Sheet Iron
and are admirable Contrived for their purpose

I observed that the Deck Deals were
laid diagonalwise.

The Victory

We next went on Board the Victory a
98 Gun Ship. It is not intended that this
Ship is to go any more to Sea. But She
is Kept in clean order, with 100 men
on Board and has Jury masts. A Brass
Plate 6 In. diam. is let into the Quarter
Deck on the Spot where Nelson Fell, with

Nelson

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the words "Here Nelson Fell" engraved upon
it. We went into the Cockpit, and saw the
place, on which the Hero died – it is a
dismal Den. We saw the following
Ships in the Harbour

The York Hulk	————	74	
— Britania	————	130	— 130
— Victory	————	98	
— Vindictive Frigate	————	50	
— Nelson	————	120	
— Neptune	————	130	
— Prince Regent	————	120	
— W ^m . Pitt	————	74	
— Hemin	————	74	(given to the Queen by the Persian Ladies)
— Hibernia	————	120	
— Fox Frigate	————	46	
— Galatea	————	46	
— Queen Charlotte	————	130	
— Excellent	————	98	x The Flag Ship
— Carnatic	————	74	S ^r . Th. Hastings

With probably 20 more Commander

I had a Letter of introduction from S^r. James
Duke to S^r. Th. Hastings, but the day was
So Stormy & the Ship was lying far up
the Harbour that I did not go to her

Gunnery, and teach the Gunners for the Navy their duty. The Britania is 2700 Tons Burden, and draws 23 F^t. Water. Height of Main Mast from Deck 170 F^t.

—— Water to Deck —— $\frac{60}{230}$

We next visited the Dock Yard, Docks Mast Houses, Ropery, Block-making, and Anchor Smiths Shops &c. which are all on a magnificent Scale, and in full work The Block-making Machinery is exceedingly ingenious, and well worth seeing, but I have not time to explain it – each Block goes through about 20 different processes, before it is finished. We went on Board the Queen, the last new Ship, launched, and not yet quite finished – She is said to be the largest Ship in the Navy, altho' only pierced for 110 Guns. But her lower Deck Guns are 68 Pounders. She is certainly a Stupendous & magnificent Fabric. She is said to be 3200 Tons, and to draw 26 F^t. Water the length of her upper Deck 286 F^t. The S^t. Vincent 120. and the Vanguard 98 Guns are undergoing Repairs in Dock, and the War Spite 74 is being cut down to a Frigate

Went to Southampton by the Bristol Mail in the Eveng. & Slept there June 20th. Saturday Took the $\frac{1}{2}$ past Six Train for London this Mg. and arrived at the Taverstock at $\frac{1}{2}$ past Eleven. Met with the Countess of Elgin & her youngest Son & Daughter at Southampton – they had just landed from Havre having left Paris on Thursday mornng.

The Countess
of
Elgin



M^r. Ker
Seymer

Tanfield-
moor Colly.

Lord
Londonderry

The Opera

They had Suffered much on the Passage in the Steamer, during the Tempest on Thursday night & were much jaded – they came to London in the Same Railway Coach with us. Met M^r. Ker Seymer at Parkinsons Lincoln's Inn Fields, when he decided to endeavour purchase Tanfield-moor Colliery. at £22000 includg. M^r. Pitts Share of the Winlaton Lordship if the Court of Chancery will confirm the Sale.

Met Lord Londonderry & M^r. M^c. Donnell at Mivart's Hotel, and discussed the affair of the Seaham Railway purchase & other matters with them

Went to the Opera with Donkin in the Evening. L'Elisir d' More the opera by Donezetti Signors Mario, Tamburine &

Lablanche - Madames Persiani & Castelli were the principle Singers. Madame

Persiani, is a beautiful Singer, altho' not a very powerful Voice, but it is exceedingly Sweet and flexible – She Sings with exquisite taste & finish.

Taglionis' [deaning] was immutable as Usual & Seg. Guerra is also a very fine Dancer.

When we left Southampton this Mornng. great preparations were making by the Towns People, to give the Railway Directors a public Dinner – the Duke of Sussex was to preside We met the Duke & his Suit, going down the Railway.

Ceurvoisir Ceurvoisir was found guilty of the Murder of Lord W^m. Russell this Afternoon, and after he was removed from the Dock, he confessed his guilt.


M^r.
Ramsey the
Portrait Painter June 21st. Sunday Occupied at home all the mornng. Dined with M^r. Ramsey N^o. 12 Charles Street, Oxford Street, and went to Hyde Park in the Evening. Saw the Queen and Prince Albert with his brother driving a Pony Phaeton. I Saw the Queen very near – She is a very Small Figure, was dressed very plain and looked pale and Sickly

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June 22^d. Monday Called on M^r. Graham at his Chambers 3 Mitre Court, Temple, and fixed with him to Start by the 2 o ' Cloak Train from Paddington, on the Great Western R.W. for Newnham. Called upon M^r. J. Gregson, and discussed the affairs of the Loan for the purchase of the Seaham Railway further with him.

M^r. Graham
Jn^o. Gregson
Jn^o. Parkinson
Great Western
Railway Called upon M^r. Jn^o. Parkinson, and discussed the affairs of Tanfield-moor Colly. with him. Started with M^r. Graham from Paddington at 2 P.M. on the Great Western R.W. in a First Class Train for Stephenton 56 miles We passed the following Stations viz.

 Ealing, Sou, W. Drayton, Slough, Maidenhead, Twyford, Redding, Pangbourne, Goring Moulsoford, Stephenson.


Abbingdon We were 2¼ hours on the Road, and on arriving at Stephenson we took the Oxford Coach to Abbingdon – 5 Miles, where we Stopped and dined with M^r. W. Graham, who has a very nice place, at the N. end of the Town, where he lives in good Style, on his own Estate. His Brother oldest Son and Vicar of the place dine with us.

We took the Mail for Stroud at 1 o ' Clock
June 23^d. Tuesday in the Mornng. and passed thro' Ferrington, Lechlade, Cirencester, Fanford [Chalford?],

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and Stroud 46 miles from Abbingdon.

 We took a Fly to the Passage, and arrived at Newnham, at 8 o ' Clock to breakfast. Met R^t. Atkinson & Mauns Scott – and M^r. Probyn

Newnham

joined us Soon Afterwards. Commenced
the business of the Dean Forest Ming. Commⁿ.

The Coaches and everything belonged to the Great Western Railway, we filled up, in the best manner, and the Iron Rails being laid upon longitudinal Frames of Timber, the Carriages run exceedingly Smooth, and it is I think the most comfortable Railway travelling I have experienced.

June 24th. Wed. Spent the day at the Bear Inn Newnham, on the business of the Commⁿ.

June 25th. Thursday Ditto

June 26th. Friday Ditto

June 27th. Saturday Spent the morning on the business of the Commission at the Bear Inn. And dined at the Rev^d. E. Jones' at Hay-hill, with Mess^{rs}. Graham, Sopwith Mauns Scott, R^t. Atkinson & the Rev^d. M^r. Crawley Curate at Newnham. M^r. Jones was indisposed and could not dine with us.

June 28th. Sunday Took R^t. Atkinson to see

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Monmouth

Ross, Monmouth, & Chepstow. We took an open Phaeton, with one Horse, and Started from Newnham at 6 o' Clock A.M. and arrived at Ross, to breakfast at Eight We passed on the Road to Ross, Flexney Hall, S^r. Th. Crawley Gun's Paper Mill – the Lee, and the Village of Weston. We Spent some time in looking about Ross, & went into the Church to

Ross

See the Elm Tree which is growing in the Man of Ross Pew &c. We then Started for Monmouth, and passed Goodrich Hall the Seat of S^r. Sam^l. Merrick – the celebrated Antiquarian. The Scenery on the Wye & the neighbourhood is very beautiful – we had a very good view of Symmonds' Rocks in passing Whitchurch.

Monmouth

We took a Stroll in Monmouth and saw the Ancient Bridge over the Mona with its Tower. We then proceeded to Chepstow Nothing can exceed the beauty of the drive down the Wye. We crossed the river by the Monmouth Bridge, and travelling down it's Eastern bank, by Redbrook and the Tin-plate Works, we repassed the River by the Iron Bigge's-wase Bridge, and went on

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Tintern

to Tintern – here we had a good look at the abbey, which is a Splendid Ruin, and Stands on a haugh by the Side of the River in a most Sequestered Situation. The fine Mullions, and tracery, in the great Western Window, is in a fine State of preservation, but the large Windows in the Trancept, are greatly dilapidated. The surrounding Scenery is romantic & beautiful We next came to the far famed Wind-

Wind-Cliff.

Cliff which Struck us, as it does every one with admiration. Besides the magnificent Sylvine Scenery, which is here presented to the view, the Steep escarpment, and almost perpendicular face of the Rocks, present a fine geological Section of the Valley. Between the Iron Bridge above Tintern & the Weind-Cliff we pass Successively thro' a part of the old Red Sandstone, the Conglomerate, or Pudding Stone, and the Mountain Limestone.



Chepstow

We arrived at Chepstow about half past two P.M. and went to the River, where the Shipping lie just below the Bridge. There were only a few Small Vessels, and Barges

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Chepstow

lying, and the place presented the appearance of little trade. Ship-building seems to be the principle business carried on. There is a small dry dock just below the Bridge, but it seems to be little used.



The Bank on the E. or opposite Side of the river, to the Town, is a perpendicular Lime-Stone Rock of great height, which prevents all access to the River, on that Side.



The River is crossed by an Iron Bridge of four elliptical Arches – 2 larger ones in the middle, and 2 Smaller, at the ends. This Bridge is constructed on the same principle as Green's Wooden Bridges, with 5 Ribs, & diagonal Braces.

The Castle

The tide rises 50 F^t. perpendicular, here at Spring tides – the Water is very muddy, and leaves a great deposit of sleek which gives the River an unsightly appearance at Low Water. The Castle Stands on the right or W. bank of the river, about 150 yards above the Bridge. It is a very plain Norman Castle of considerable Size – the principle Tower, & warders tower, adjoined are in a pretty good State of Repair, as is the Gate Way also but the Battlements are Knocked off the



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latter, and there does not seem to have been any Corbels on any part of the Walls. It has been surrounded by a large Wet ditch of which the only remaining vestage is a Sort of Horse-pond. We dined at the Beaufort Arms – a very good Inn, and Started for Newnham a little before 5 o' Clock – from the high ground above the Rocks on the E. Side of the River we had, an excellent view of the Town. It is Small, but is a very clean looking place, with a great many very good houses in it. The Church is undergoing, an ex-



Proprietors of 14,659.

"On a careful review of the continuous increase of the business of the Society and its accumulating resources, already forming in itself so ample a guarantee to the policy holders, the Directors were induced by a resolution, dated 28th January last, to suspend the further issue of the remaining 31,377 shares, except at a premium, increased from time to time as the prosperous progress of the Society would warrant.—(Hear, hear.)

"The premium fixed on the first issue is one pound each share, and the number determined on by the Directors to be issued at that premium is 8,000. The remainder of the shares will be emitted in the same manner, but with an increasing premium.

"The sum to be received from this source will be very considerable. It will be applied, in the first instance, to the discharge of all previous expenses, and the surplus (which will belong exclusively to all the proprietors) will be invested, and its income appropriated to diminish the annual charges of the general management, so that at the first division the entire profits will be distributed, and afterwards, with the least possible deduction, among the assured and the proprietors of the guarantee capital of the Society (exclusive of the five per cent. as interest paid to the latter), in the proportions regulated by its deed of settlement.

"The number of policies issued by the Society, including Deferred Annuities, amounts to 1,230, and the aggregate premiums received therefrom amounts to 31,219. 19s. 7d. The sum received on Immediate Annuities amounts to 21,251. 3s. 2d., and the present income of the Society is equal to 19,065. 8s. 9d.

"The claims already paid by the Society on five policies amounts to 1,800l., and the sum received on short and lapsed policies, upon which no claim can accrue, amounts to 1,571. 1s. 9d. It is upon these results, so early exhibited in favour of the National Loan Fund Life Assurance Society that the Directors have ventured to anticipate for the future steady and prosperous results.—(Hear, hear.)

"The business to be transacted in the present meeting is the election of Directors, who go out by rotation, two of whom are re-eligible—namely, Hunter Gordon, Esq., and John Rawson, Esq., and who are candidates for the office; for the election of Clement Tabor, Esq., who is proposed by the Court of Directors to fill up one of the vacancies, and also for the election of two Auditors—namely, Dr. Olinthus Gregory, F.R.A.S., and Professor Wheatstone, F.R.S., who are re-eligible, and candidates for the office. The meeting is also called on, in accordance with the 15th clause in the deed of settlement, to fix the remuneration of the Chairman and Directors. The annual sum appropriated up to this period by the deed of settlement was 1,500l. The actual amount received by the Directors, including the salary of the Chairman, in the last year has been 1,129. 4s. The Directors are of opinion that an increase in the number beyond the present vacancies would be highly advisable. For the purpose of effecting this object, when such individuals have presented themselves whose position in society would render them highly eligible, a special general meeting of the Society will be called.

"In conclusion, the Directors beg to express their thanks for the efficient support they have received from the Local Committees of the Society, and their future reliance on the cordial co-operation of the Proprietors at large, comprising so many individuals of high respectability and influence, in assisting them to carry out the great objects of the institution."

The Report was received with marked attention—frequently cheered—and at its conclusion it was warmly applauded.

Mr. STODDART, Treasurer of the City of Edinburgh, moved that this very gratifying Report be adopted. In doing so he would trespass on the meeting for a few minutes; but, as he knew the value of time, it should not be long. His attention had been particularly directed to the subject of insurance—it was one that was attended to in Scotland to a very great extent. It was unnecessary for him to remind them that the Scotch were naturally a very shrewd and cautious people, and that they therefore did not hastily involve themselves in any schemes. Now he was tolerably well acquainted with the largest institutions in that country, and with their origin and progress: and he hesitated not to declare that there was not one of them with which he was acquainted that had made such rapid progress as had this Society. He had been connected with one which recently

at its general meeting, where there was possessed a paid-up capital, and which issued policies for premiums were only 31,000l. at the end of a year and a half, there was a receipt of upwards of 31,000l.—(Loud cheers.) That was a striking illustration of the rapid progress of this Society.—(Hear, hear.) Without desiring to detain the meeting, he could not but advert to one very distinguishing feature of this Institution, namely, that regarding deferred annuities.—(Hear.) He declared that it was calculated to confer one of the greatest boons on the country, especially on the labouring classes, on clerks, and on all persons with limited salaries or incomes. When they became unfit for further labour, the most effectual means of securing support were here pointed out. The plan of those deferred annuities, and that of the life annuities, were among the very best provisions for old age and for family provisions that ever were devised.—(Loud cheers.) Even those who could set apart only a few shillings at a time would here find the very best mode of appropriating the same for future benefit.—(Hear, hear.) He saw other institutions, similar in some respects, growing up around them, copying the plan of deferred annuities, that was gratifying; but still was it not taking a leaf out of their book? Although this was plagiarism—to adopt the mildest expression—it was so far gratifying that it was proof that the public were now more extensively beginning to be aware of the benefits arising out of the principles of this society. Still this society was entitled to the credit of having first promulgated the principles now so extensively but only partially imitated.

been read, which showed that the Directors had not actually divided the whole of the very moderate sum which they were entitled to divide among themselves.—(Cheering.) He knew the value of time in London to all, more especially to all men of business; and although the remuneration voted might look large in one sum, yet when it came to be divided out into dribblets, and extended over a whole year, it would appear that the Directors, so far from having received any remuneration, had actually attended at a loss to themselves.—(Loud cheering.) To his communications with the Board of Directors he had always met with the most ready and rapid answers. He was a man of business himself, and knew the necessity of speedy communications well, and had he found that his communications to the Directors had remained for some time unanswered or unattended to, of course he should have concluded they were not men of business; but the contrary was invariably the case, and the rapidity of their communications had only been equalled by the rapidity of the communication between the northern and southern capitals of the empire. Were they entitled to their thanks or not?—(Loud cheers, and cries of "Yes.") There were also other officers on the establishment, besides the Chairman and Directors, to whom their thanks were likewise due.—(Loud cheers.) He did not refer now to Dr. Elliotson or Mr. Syme, because those gentlemen were included in his former proposition. The varied and high attainments, and the deservedly proud position of his friend, Dr. Elliotson, were a complete security that only such lives would be taken as fell fairly within the scope of the Society's tables. But thanks were not due to him alone; the fact that only 1,800l. had been paid for insurances, shewed that all their other medical officers well understood the nature of life contingencies, and the risks which were incurred. They were also deserving of their thanks. There was also another person most eminently entitled to their thanks, and that was the person by whose mathematical skill their tables had been calculated. There was a degree of complexity in these calculations, and their number was so great, as made it absolutely hopeless to follow him in them, but they had all had ample corroborative testimony of the correctness of the calculations on which the scheme is based. They found that the calculations of life had been made under the actual value—this was safe, profitable, and sound to them, while, at the same time, they were enabled to act with proper liberality, so as to do justice at the same time to the Institution and to the public generally. They could not give more for money than money would produce. They had to calculate the risk so as to leave a fair profit to themselves, without at the same time, unfairly taxing the public.—(Loud cheers.) A more difficult calculation it was scarcely possible to make. The calculations as to the deferred annuities could not be obtained from previous tables, and the difficulties of these calculations were increased by the peculiar feature of their scheme, giving their option to the annuitants to receive instead a heavy policy at death, however small their then chance of life might be. Extensive calculations had to be made to enable the Society to do this without danger to themselves, and without acting unfairly by the public. The gentleman who had made these calculations in such an accurate manner was entitled to their most cordial and sincere thanks.—(Cries of Hear, hear, and loud cheers.) But all these things would have been of little avail, if they had not found a competent Secretary. If they had not a good Secretary, the labour of the Directors would often be of little avail.—(Hear, hear.) As manager and agent of the Board of Edinburgh, he of course in his small way—(a laugh)—although he believed the Board of Edinburgh, by the by, did more business than any other local board—(cheers)—had had constant communications and correspondence with the Secretary; and he believed he was speaking not only his own sentiments but those of his brethren, the other Managing Directors of the Local Boards, when he said that they had every reason to be satisfied, not only with the zeal, talents, and efficiency, but with the courtesy, urbanity, and kindness—(loud cheers)—of the Secretary. He would, therefore, ask them whether they could hesitate in acceding at once to the proposition he was about to make; that the thanks of the Proprietors be given to the Chairman, Directors, and other officers of the Society.—(Immense cheering.)

Mr. JAMESON.—After such a reception, I will not ask any one to second the motion, as I believe every one present has done so.—(Immense cheering.)

The question having been put, and carried unanimously, The CHAIRMAN said, I confess that of all the tasks which have been imposed upon myself and the other Directors, from the commencement of the institution up to the present moment, each one has appeared light to the one which I now have to execute. Both my colleagues and myself feel quite overpowered by the cordial manner in which the resolution just proposed has been received. I therefore wish, as briefly as possible, to say how impossible it is for us to give a proper degree of expression to our feelings on this occasion.—(Loud cheering.) The manner in which Mr. Jameson introduced this resolution ought to be most gratifying to our feelings, and if anything can sanction us in giving expression to our feelings of congratulation on our success, it is our having been able, at this, our first annual meeting, to show to you that we have reaped such an ample harvest of public confidence.—(Loud cheering.) I have, during the greater part of my life been engaged in the proposition of many things new, and can say from experience, that although it may be difficult to obtain the support of public opinion in the first instance, yet that where deserved it will ultimately be obtained. Therefore, had the degree of support which we have obtained not answered our expectations so early as it has done, I should not have doubted of our being enabled ultimately to carry out the principles of the society, knowing as I do, that they are calculated largely to benefit the country, and the prosperity of the general community.—(Cheers.) You have been pleased to couple, with the expression of thanks to us, thanks to the medical officers likewise. It would be unnecessary in me now to attempt to state

I had almost forgot to notice a very neat Swiss Cottage, built by the late M^r. Rook on the left Bank of the Wye, near Bigge's Ware, Iron Bridge It stands close by the Road Side, and was built by M^r. Rook as a Shooting Box. It is pleasantly situated, and is very tastefully laid out.

Meeting
at
Speech House



June 29th. Monday Attended a meeting of the Commission, and Free-Miners at the Speech House to discuss the Rules & Regulations for the working of the Coal-Mines of the Forest. We got seve[ra]l of the Regulations Settled, but some required further Consideration and it was agreed that a Committee of Miners should meet the Commissioners at Newnham tomorrow to discuss and endeavour to get them finally settled.

Mining
Regulations
Settled

Dined at the Speech house, and Returned to Newnham in the Evening. The day was remarkably fine, and we saw the Forest to great advantage
June 30th. Tuesday The Committee of Free Miners, waited upon the Commissioners this Mornng. at the Bear Inn. And after a long discussion, the mining Rules, and Regulat^s. were amicably Settled.

Commission



July 1st. Wed. Attended a sitting of the Commissioners at the Bear Inn Newnham when we made upwards of 60 Coal Awards.

Started from Newnham with R. Atkinson and Posted to Bristol, where we arrived at



½ past Nine, in the Evening, after having stopped near an hour, in going through Berkeley Castle.

Bristol

July 2^d. Thursday Went with M^r. Francis Fry to the Short Wood Colly. this mornng. The Colliery lies on the line of the Bristol & Gloucester Railway – 7 miles E. of Bristol



We viewed the Workings of the Colly and returned to Bristol in the Evening, after having gone to Park-field to See the locality of that Colliery. the day was very Wet, and uncomfortable.

Suspension
Bridge



July 3^d. Friday Breakfasted with M^r. Tra-fry, at Cotham, which is a mile out of Bristol, near Clifton. After Breakfast we drove round Clifton, and to S^t. Vincents Rocks where the Suspension Iron Bridge is being erected – Span 700 feet. The Piers at the two ends of the Bridge, are nearly finished



We then drove by the new Road, up the River Side, into Bristol, and in our Way, saw the Docks &c. and on the opposite side saw the large Iron Steamer building for the Great Western Steam Shipping Co. This will be the largest Steam Ship, yet built, but we had not an oppor-



Journey
home from
Bristol

tunity of going into the building Yard to examine the Vessel. We drove Round Queen's Square, which is now completely rebuilt, since it was burnt down during the Riots in 1831

We called upon M^r. Th. Rankin, at the Barton, and took the Mail at $\frac{1}{4}$ past three for Birmingham where we arrived at Midnight July 4th. Satdy Took the Train from Birmingham this Mg. at $\frac{1}{4}$ past Two and arrived at Preston, at $\frac{1}{2}$ past Seven. Took the Mail from Preston to Carlisle where we arrived at 5 o ' Clock. And at $\frac{1}{4}$ past Five took the Train for Newcastle & arrived there at 8 o ' Clock in the Eveng. This went to Walls-end by the 9 o ' Clock N. Shields Train & arrived there in ten Minutes. Thus making the Journey from Bristol to Walls-end in something less than 30 hours.



July 5th. Sunday Spent the day at home

Backworth
W. Cramlington

July 6th. Monday Went to Backworth and ~~Holy~~ Cramlington this mornng. Viewed the Workings of the W. Cramlington Colliery, which are still much infested with Troubles, altho' the N.



Winning Head^s. are Rising Regularly, and the Seam has a good appearance in that direction. But the W. exploring Board is Still dipping after having crossed a 9 F^t. – dipper, and has the appearance of still meeting with more Troubles, in that direction

Backworth
new Pit

On reconsidering the Subject of the new Pit at Backworth, I am inclined to think that a quadrangular – ob-long Shaft will answer for the Tub System very well and be cheaper Sunk than a Circular Shaft.



I therefore instructed W^m. Hawthorn to make a plan of an oblong Pit – to lay before the Co, at Percy-main next Thursday [And^w.] Spence, and Ph. Smith Hewers Killed in

Killed.

They were Kerving to a Back, when the Top fell upon them, and killed them on the Spot. The Putter left them for a few minutes & on his Return found them both Covered over by the top Coal – he gave the alarm, and on the Coals being removed they were found, quite dead.




Went to Chester to attend a meeting of the United Committees


Meeting
of
United

on a full discussion the State of the Trade was declared to be Such, that the Regulation could be not be continued useless it's Rules could be better enforced, and

Committee observed, and the Issues so restricted as to reduce the N^o. of Ships at the London Market, and bring them to wait turn, at the loading Ports. It was, therefore resolved to convene a Gen^l. Meeting of the Trade, at Newcastle on the 16th. Ins^t. - to decide whether the Regulation shall be carried on or discontinued

 If to be carried on it can only be done by a more Strict observance of its Rules 20 P. ~~m~~. was issued for the first Fort^t. in July.

July 7th. Tuesday At Seaham Harbour


 Are getting on very well with the building of the Pier-head, which is now within 5 Course of Blocks of it's full height. All the Blocks with in 160 Tons, are on the Premises. These 160 Tons will be brought round from Pensher, as quickly as the Weather will permit.

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Daldon
Winning

M^r. N. Wood told me, yesterday that they had been completely beaten with Water at the Morton Daldon Winning.


 They had drawn 4300 Gall^s. of Water P. Min. without being able to draw the Water out within 3 Fath^s. of the Sand so that they have not been able to ascertain the measure of the Feeder.


They have therefore, Suspended all further proceedings in the present Pits, and


 have resolved to Sink a new Pit, and Place another 250 Horse Pumping En. upon it, and a 100 Horse Machine Engine July 8th. Wed. At Rainham Colliery – exm^d.


Rainham
Colly.


the new Heap-Stead – improved Screens, and Tub Apparatus at the Adventure Pit. The

 Long ³/₈ In. Screens answer exceedingly well

 and produce of the best Coals made by them is 1.7 & 1.75, instead of 1.5 Ch. to the

 Score as formerly made by the old Screens

 It is, however, questionable whether this produce can be maintained

 Went to Walls-end in the Afternoon with M^{rs}. Burnet

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Percy-
main
Colly.

July 8th. Thursday Met Mess^{rs}. Lamb, and Hetherington at Percy-main Colliery. Discussed the Affairs of Colliery. The Feeder of Water has abated to about 280 Gall^s. P. min. The Water in Howdon Pit, is now about 22½ F^t. deep

The new Engine has been very much impeded of late by Leaks in the Low Set.

Walls-end Monthly Pay Dinner.

Walls-end
Pit

July 10th. Friday A Blower of inflammable Air from a Back, in the first Narrow Board thro' the Trouble, in the F Pit District of the

Fire

Walls-end Pit Workings, Fired at a Shot this morn^g. about 6 o' Clock – and although the two Hewers assisted by the Overman & others made every exertion to doust it out, they could not Succeed, and it Set Fire to the Coal in the Face of the Board

The Extinguishing Engine was immediately sent down the Pit, but a Sufficient Supply of Water could not be had – the distance from the Shaft being about a mile. The Board was 9 Yards down from the Headways Course and nothing could be done, but build up the

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Board End, and put a Stopping in before it.

This was forthwith proceeded with, but when the Stowing was within 12 or 15 In. of the Roof the Gas exploded & Slightly burnt R^t. Morriss Jn^o. Moor Overman & 5 others. The Cannon was then Fired, to Shake out the Gas-flame by the Concussion, and the Stowing proceeded with all expedition, time the Bricks & Lime were being bro^t. in to build the Stopping.

When the Stowing came nearly to close up to the Roof another explosion, or two took place but they were very Slight. The Brick Stopping was got up without difficulty, and I had a 3 In.

Pipe put through it at the Roof to discharge the heat Air & Gas.

The discharge of Smoke diminished rapidly after the Stopping was made tight, and towards the Evening became quite Cool, and nothing but Gas discharge from the Pipe

Went to Newcastle in the Afternoon, and Spent the Eveng at M^r. Rankins M^r. Kentish there.

July 11th. Saturday At Newcastle – meeting with

Percy-main Co. Attended meeting of Royalties Committee. Dined with Donkin Saw Mess^{rs}.

Forster, and Johnson, on the Seaham Railway Valⁿ.

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July 12th. Sunday At home finished Report on the New Craig-Hall, Edmondstone, & Sheriff Hall Collieries general Drainage.

July 13th. Monday At Lanchester Common to see the Situation of the Tract of Coal which Mess^{rs}. Black & Co. the Lessees of Ivestone Colly.

Lanchester Common

have applied for, to the Stanhope & Tyne Co. Called at Tantobie and conferred with B.

Tanfield-moor




Arkless on the affairs of Tanfield-moor Colly At Pensher in Evening.

Rainton Colly. N. Hetton

July 14th. Tuesday At Rainton Colly. and attended N. Hetton Colly. Board at East Rainton. Mess^{rs}. N. Wood & Morton there The Rev^d. D^r. Miller, Rector of Pitlington

The Rev^d. D^r. Miller



Hall Garth met M^r. Hunter & I to explain the nature of a claim he has made for a piece of Coal which lies between his Garden (Glebe Land) and the Church Yard



 which we conceive belongs to the Dean & Chapter We agreed to take M^r. Davison's opinion on the Subject. The question is, whether this piece of Coal, belongs to the Glebe, or to Sheppardson's Farm, which is
 Dean & Chapter Property.
 July 15th. Wed. Spent the morn^g. at Pensher, and attended a meeting of


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General Meeting of the Coal-trade

 the Royalties Committees at Newcastle in the Afternoon – home in the Evening
 July 16th. Thursday Attended the Gen^l. Meeting of Coal-owners at the Assembly Rooms to decide the important question of breaking up, or continuing the Regⁿ. The meeting was the largest I ever saw only 2 or 3 Collieries from unavoidable Causes not being Represented.



 A Report from the United Committees Recommended more Stringent Rules, and a clear adherence to them was Read to the meeting. A Resolution for the adoption of the Report was passed unanimously, and the Committee were instructed to draw up such additional
 Rules & Regulations for the future management of the Trade as they might think Requisite. Home Eveng.

 July 17th. Friday At Newcastle - at Tanfield-moor Office. And Spend the remainder of the day, at my own Office



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Comm^{ee}. Meeting

 July 18th. Satdy At Newcastle – attended a meeting of the United Comm^{ee}. 25 P. m.
 issued for the last half of July making 45 for the whole Month. Met M^r. Straker on the Subject of the Fenham Coal all the privileges for working which he assures me, he will Secure for 23/ 6 P. Ten.


Fenham Coal.

 July 19th. Sunday At Home
 July 20th. Monday Set out the new Pit At Backworth – to be an ob-long instead of a round Shaft, to Suit the Tub System Inside dimensions in the clear 14½ by 4½ feet. This Pit will be Sunk upon the S.W. Water level drifts from the old Engine Pit.






Backworth New Pit

 July 21st. Tuesday At Benwell Colliery M^r. Geo. Dunn having intimated a wish to Sell me his 4/9th. Shares of the Colly. I took the following Statement of Value of the adjusted, from the Valuation, made at the death of M^r. W^m. Surtees in Aug^t. 1835.

Benwell Colliery

 Value of Fixed & Moveable Stock ——— £4184.. 7.8
Deduct Cost of Restoring damaged Gro^d. 1331..10.4
4/9th. of which £1266..16..7 £2852..17.4

		Mess ^{rs} . Potter and R.T. Atkinson dined at Benwell.
		<u>July 22^d. Wed.</u> Spent mornng. at Walls-end
		and went to Pensher in the Afternoon
Committee Meeting		<u>July 23^d. Thursday.</u> Attended a meeting of the United Comm ^{ee} . at Newcastle to act upon the Resolutions of the Gen ^l .
		Meeting of the 16 th . Ins ^t . Home Eveng.
M ^r . Jn ^o . Clayton		<u>July 24th. Friday</u> Home Mornng. - at Newcastle. Afternoon called on M ^r . Clayton
		who approves of leaving the claim of the Townley-main Lessees, for an allowance from the Grand Lease Lessors, for Ridding through the Waste of the Townley-main Seam, in the Comb-Hill Pit to be Settled by M ^r . Hugh Taylor, and he undertook to write to Mess ^{rs} . Towneley & Silvertop to obtain their acquiescence
Stella Grand Lease		
		Had a Musical Party in the Evening at Lisle Street. With Mess ^{rs} . Cockerill, Mackreth, Glenton, R. Atkinson & T Burnet
Musical Party		<u>July 25th. Saturday</u> At Newcastle, attended Percy-main Tanfield-moor, and Wortley main Offices. Rece ^d . The proposal for taking
Craw-Crook Colliery		Craw Crook Colliery from M ^r . Lamb to revise

July 25 th .		Dined with Donkin – undertook to Second M ^r . Bigge's proposing of D ^r .
D ^r . Charlton		Charlton as a Physician at the Infirmary next Friday. Home in the Eveng.
		<u>July 26th. Sunday</u> At home – Th. & A. Burnet
		dined with us.
Walbottle Colliery		<u>July 27th. Monday</u> Went to Walbottle Colly. with R. Atkinson this mornng. and viewed the Coronation, and Wellington & Blecher Pits – as commencing an investigation of the State, and circumstances of the Colliery. Pensher Evg.
Seaham Harbour		<u>July 28th. Tuesday</u> Went to Seaham Harbour this morning, to set out the building Ground which we wish to have released from Col. Heldyard's Mortgage, to enable the Trustee to give Titles to the Building Sites, to Sell them. Eleven Courses of Blocks are now built at the Pier-head, and only 3 more are required to finish it.
		<u>July 29th. Wed.</u> Went to N.Castle, to inquire of M ^r . Phillipson if he meant to give us possession of the Seaham Railway, on the 31 st . Ins ^t . He said. he could recommend Mess ^{rs} . Parkins & Co. to give
		

Seaham R.way Valuation		us possession 'till the Valuation of the Stock was completed & Signed. He said it was not from any apprehension of the Money not being paid that he declined giving the possession, but to guard against
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the inconvenience which might arise from the death of the Referees, or from the Umpire deeling to make his Award – in which case the Valuation might have to be made over again. He said he would urge M^r. Johnson, and do every thing in his power to get the Valuation finished, if possible before the 20th. of Aug^t.

Loan on
Holderness
House



I saw M^r. Th. Carr the Bank Solicitor who told me, that the approved D^f. of the Deed to enable L^d. Londonderry to borrow £5000 on the Security of Holderness Ho. w^d. certainly be sent off to M^r. Cowburn by the Mail this Evg.

Home in the Evening

M^r. Towneley
Meetg. with



July 29th. Thursday Met M^r. Towneley at Stella with Mess^{rs}. Potter, Dunn, R^t. Atkinson, Th. Hall and James Hall. It was agreed that I sh^d.

see M^r. H. Taylor, a written authority to Settle the question of the Claim of the Lessees for an abatement of tentale, on Acco^t. of the expence they had been at in Ridding thro' the Waste of the Towneley-main Seam, from the Co[w]l-hill

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Pit. And also to Set out the Boundary Line of Coal to be inclined in the Lease to M^r. Potter & Co.

Infirmary
Newcastle



July 31st. Friday Attended the election of 2 Physicians at the Newcastle, in lieu of D^{rs}. Headlam & Smith who have resigned. There were 10 candidates. I Seconded M^r. Bigges nomination of D^r. Charlton At the close of the Poll, the Numbers were as Follows.

D ^r . Cargill — 240	D ^r . Embleton — 39
— Bates — 225	— Linch — 48
— Charlton — 196	— Knott — 6
— Waithman 146	— De Mey — 3
— Fiffe — 57	— Elliott — 2

I Seconded D^r. Charlton's Nomination, I Suggested to the consideration of the Governors the expediency of increasing the Number of Medical Officers, in consequence of the great extension of the Charity. The original establishment of Medical Officers was 4 Physicians and 4 Surgeons, with the House Surgeon, and there are still only the Same Number, notwithstanding the great increase of the business.

The Suggestion was well received.

Aug^t. 1st. Saturday Met M^r. Barcass at the Haswell Office, with Mess^{rs}. Lamb Hugh Taylor

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and T.J. Taylor, to treat with M^r. Barcass, the Viewer of M^r. Atkinson, for the latter Gentleman's Coal at Holywell, for the E. Holywell Company but we could not agree.

Valueation
of
Cramlington
Colliery

Rec^d. the Agree^t. made between the Cramlington Co. and M^r. Barnes, for the purchase by the former of Barnes' Share of the Colly. by a Valuation. M^r. N. Wood is appointed by Barnes & I am appointed by the Co. to value the Share

Dined with Donkin, and home in the Evening.



Aug^t. 2^d. Saturday Sunday. At home

Aug^t. 2^d. Monday Attended on Subpaena as a Witness in the Cause Smith v. Kingscott & others for a trespass, in laying a Waggonway through his Estate, at Amble, to lead the Coals from Hawksley Colly. Kingscott claimed the Right of laying this Waggonway under a reservation in the Deed of Sale to Smith's Predecessors, when the Land was Sold, but the Coal was reserved by Lady Newbrough's, the present proprietors' Ancestors The trial was, however, put off 'till 9 o ' Clock tomorrow. Attended a meeting of the Comm^{ee}. at the Coal-trade Office, on a communication from the Coal Factors on the Rotation System It was resolved to invite a deputation of Ship-owners to a Conference on the Subject Dined with the Mayor, and a very large

Assizes
Trial
Smith v.
Kingscott

Committee
Meeting

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party in the Queen's-head, and went afterwards to the Assize Ball,

Aug^t. 4th. Tuesday Went into Court this mornng.

at 9 o ' Clock – the Cause Smith v. Kingscott Ca[etd] 'till 3 o ' Clock – the Jury were absent ½ an hour and then returned a verdict for the Plaintiff Damages £150 for the Trespass. Consequently Kingscott & Co. cannot carry the Hawksley Coals through Amble without Agreeing with Smith for Way-leave. I was called, but not examined

Trial
Smith v.
Kingscott



It was intended by Smiths Lawyers that I should be examined as to the compensation for Way-leave. But the Judge, Rolfe, said that question was not before the Court.

Went to Pensher in the Afternoon. Called at M^r. Morton's, Biddick-hall, on my way – met The Honble Cap^t. Grey R.N. there – he had bro^t. Lord Durham's Body from Cowes, to Sunderland in his Lordship's Yacht. It arrived at Sunderl^d. Yesterday Mornng. & they brought the Body privately in a Steamer up the River, to Biddick in the Afternoon & took it from thence in a Hearse up to the Castle.

Lord Durham
Body –
arrived at
Lambton

Aug^t. 5th. Wed. Spent mornng. at Pensher, and went to Walls-end in the Afternoon by Hylton Ferry – Bolden, Headon, Westoe, Shields and Percy-main.

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Aug^t. 6th. Thursday Examined the E. Holywell and W. Cramlington New Spouts this mornng. and pointed out sundry improvements in the Approaches so as to deminish the Amount of manual Labour, in working the Waggons.


West
Cramlington
Spouts

At Percy-main – little progress making in the Bensham Seam. There is still 15 F^t. of Water upon the Scafford in the Howdon Pit Met M^r. H. Taylor at Backworth relative to the Situation of the New Pit respecting [which] we have had so much discussion. He wishes

Percy-main

M^r. H.
Taylor
Backworth

New Pit it to be removed 300 Yards further to the S.W. than the Site I had fixed upon.


 There Seems to be an-intermediate point which I might not object to, but I cannot decide, until a levelling is made Undergro^d. to ascertain whether the point alluded to will Suit for an Inclined Plane, to fetch the Coals from the N.W. division of the Work^s.

Meeting of United Committees Went from Backworth to Newcastle with M^r. H. Taylor, in his Gig. to attend a meetg. of the United Comm^{ers}. to carry out the Instructs, or rather the Resolutions of the Gen^l. Meeting of the 16th. July. Home in the Evg.

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Walbottle Colliery Aug^t. 7th. Friday Went to Walbottle this mg. with R^t. Atkinson to pursue the investigation of the Affairs of that Colliery. Viewed the Duke Pit's Workings in the Splint Seam

 Returned to Newcastle in the Evening.

Valuation of Seaham Railway Aug^t. 8th. Satdy At Newcastle, attended Mess^{rs}. Jobling, Johnson & Forster, on the Seaham Rail Way Valuation – to answer certain Inquiries relative to the Subject.

Stella Grand Lease Colliery Had a discussion with Ja^s. Hall on the original Agree^t. with M^r. Potter, for the Stella Grand Lease Colliery. Not having the plan to refer to adjourned to next Satdy.


 Bind of Pit Lads legality of by Parents di-puted Attended a meetg. of the C.T. Comm^{ee}. in consequence of the doubt which has arisen as to the power of the Parents to bind the Pit Lads.

The Lads of W. Cramlington Colly. have Struck work, by the advice of Marshall the Attorney at Durham, on the ground that their Parents cannot legally bind them


M^r. Ingram, and other two Barristers' opinions have been taken, – those opinions are in favour of the Bindings, by the Parents, being valid. But the Magistrates

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Valuation of S^r. Geo. Shee's Coal at Haswell.  are timid about committing the Lads, unless the Coal-trade, will indemnify them against the Risk of any Law proceedings. The Committee therefore agreed to indemnify them

I undertook at the request of the Haswell Co. to value S^r. Geo. Shee's Coal at Haswell which S^r. Geo. wishes them to purchase, as he had determined to Sell it. I named Nick Wood & W^m. Anderson to assist me in the Business. Dined with Donkin and home in the Evening.

 Aug^t. 9th. Sunday At home – Went to Pensher in the Evening.


Aug^t. 10th. Monday Lord Londonderry on arriving at Wyn^d. Last Night, found a note of invitation to Lord Durham's Funeral to day. He came to Pensher to Breakfast, this mornng. and I accompanied

L^d. Durham's Funeral.

 him, in a hackney Chaise (not having his own Carriage) to Lambton Castle at 1 o' Clock Lord Ravensworth, and an immense N^o. of Gentlemen & Gentry from all parts of the Country were there. Few were invited, but all who were invited had Silk Scarfs and

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300 Freemasons  and hat bands presented. An immense concourse of people had assembled, the Tenants were on Horse-back, and some hundreds of the Petty Agents & Pitmen formed a procession, on foot. Refreshment was provided in the Drawg Room for the genteeler part of the Company Lord Grey, Lord Howick & 4 of his Brothers with Mess^{rs}. Hedworth & W^m. Lambton were at the Castle, but did not appear amongst the Company – except passing thro' the Saloon to the mourning Coaches.


Lord Durham's Funeral.

The procession left the Castle about ½ past Two – there were about 120 Carriages includg 4 Mourning Coaches. Innumerable Groups of people were Scattered on the Road-Sides from the Castle, thro' the Park, and to the four Louning-ends from which to Chester the sides of the Road were completely lined with Spectators. And the Street at Chester was Crowded, and every Window filled The Church & Church Yard were crowded to excess. I attempted in vain to approach the Vault

 Aug^t. 11th. Tuesday Spent the day at


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 Pensher – being Bill-day. Aug^t. 12th. Wednesday Went to Frankland and Fenchal, this mornng. with M^r. Crawford to examine the Tract of Newton-hall Ground belonging to M^r. Russell, which Lord, now Lady Durham is to take on Terms to be fixed by me.

Newton-Hall Coal

This is a detached Tract, containing about 70 Acres, and is surrounded by the Royalties of Fenchal & Frankland belonging to the Dean & Chapter, and the Bishop of Durham – both under Lease to Lord Durham. The working of the tract of Coal in question, is therefore dependent on an outstroke from one, or both of those Royalties, neither of which are yet opened.

 Lord Durhams' people are now erecting a Wooden Bridge over the Wear to carry their Railway into the Frankland property.

Adventure Pit Screen

Went to the Adventure Pit Rainton where the new Self-acting Screen ap-

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paratus is answering exceedingly well no manual labour whatsoever is req^d. The Screens are 16 F^t. long – 2 of them $\frac{3}{8}$ one $\frac{4}{8}$ and one $\frac{7}{16}$ – the produce of best Coals, is increased from 1.5 to 1.62 Ch. to the Score, by those improved Screens. Attended the N. Hetton, Colly. monthly Board – neither M^r. Morton, nor Wood there.

N. Hetton
Colliery

Aug^t. 13th. Thursday Attended a meeting of the United Committee at Newcastle, and made progress with the report upon the resolutions of the general meeting of the 16th. Alto.

M^r. F. Stephenson

I breakfasted with M^r. Morton at Biddick and drove him, to Newcastle M^r. Stephenson was at M^r. Morton's, and informed me that Lord Durham, had left Lady Durham

Lord Durhams
Will



the full power, and control over his property as Sole executrix. He informed me that he made the Will, before Lord Durham went out to Canada. His Lordship first told him of his intention to leave every thing to his Lady. Stephenson advised him not to decide hastily, but to consider the matter

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deliberately. In a few days he told Stephenson that he had entirely made up his mind on the Subject – he Said he knew her Ladyships excellence, and his own Infirmities, and was resolved to place entire and unlimited confidence in her.

Aug^t. 14th. Friday Went to Seaham Hall to breakfast with Lord Londonderry this morn^g. and then went to the Harbour with him to inspect the Pier-head, which only wants two Courses of Blocks to finish it to it's full height. His Lordship expressed himself very much Satisfied with every thing. We returned to the Hall, and had conversation with M^r. M^c. Donnell. Lord L. informed me that Lady L. and the Family were going to the continent, and meant to winter at Naples.

Lord
Londonderry

Projected
Tour on
the Continent

They mean to take a Steamer from London to Rotterdam and to go from thence to Vienna, from whence if circumstances are favourable they will go down the Danube to Constantinople. And after Spending some time there they will return through Hungry to Trieste & from thence to Naples. I left Seaham before dinner for Pensher & went from thence to Newcastle in Ev^g.

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Aug^t. 15th. Satdy Had a meetg. with the W. Townely Co. this morn^g. on the Subject of the Certain and tentale Rents for the Eastern Division of the Stella Grand Lease Colliery. And the expediency of making a Railway to Derwenthaugh, or continuing to Ship

West
Towneley
Co.

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the Coals from Stella by Keels & the Brand-
ling Junction Railway. We also fixed to have a
meeting with the Carlisle R.W. Directors next
Tuesday-week to endeavour to obtain a Settlem^t.
with them for the inquiry done by them to the
Stella Staith. Adjourned the discussion of the
terms of the Lease, and the question of Shipping
the Coals at Stella, or Derwent-haugh 'till to-morrow

Ship-owners
Meeting
with

Attended a meeting of the United Comm^{ee}. at
the Coal-trade Office, when Deputations of Ship-
owners from N. & S^o. Shields attended to discuss
the expediency of continuing, or abrogating the
Coal- Factor's Regulation & the Rotation System
After much discussion, it was agreed & the Ship-
owners gave it as their decided opinion that the
Factors Regulation was highly beneficial to their
Interest as well as to the Interest of the Coal-owners
and that it was, therefore, most desirable, that it
Should be continued. But at the same time
they considered it's maintenance impracticable, un-
less the Ships chartered to carry Gas Coals, and
Government contracted Coals, could be made to

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o

lie their turn like the Ships employed in the
other branches of the Trade. or that the Vends
Should be So restricted as to reduce the N^o. of Ships
at Market, as to bring them to wait turn at
the loading Ports – by which the temptation to
evade the Rotation System would in a great
measure removed.

West
Towneley
Co.

Aug^t. 16th. Sunday Mess^{rs}. Potter, T.Y. Hall R.T.
Atkinson & Simpson breakfasted with me this mg.
We agreed upon the Terms to be offered to
the Lessors of Stella Grand Lease for the Eastⁿ.

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Division of the Royalty & decided not to lay the
Railway to Derwanthaugh, & to remove the
Staith there.

M^r.
M^c. Donnell

Aug^t. 17th. Monday Went to Pensher in the morn^g.
to Breakfast, and to meet M^r. M^c. Donnell
Spent the mg. in discussing the affairs of L^d.
Londonderry's Trust, with M^r. M^c. Donnell, and
returned to Walls-end in the Evening

M^r. M^c. Donnell went to Ravensworth to
Dinner & to Sleep there on his way to Ireland

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Aug^t. 18th. Tuesday Met M^r. M^c. Donnell this
morn^g. on his way to Ireland – he went to Car-
lisle by the 12 o ' Clock Train.

Benwell Colly.
Elswick d^o.

Went to Benwell Colliery & ex^d. the Pay Bills &c.
Called at Elswick Colly. on my Return Have

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begun to make preparations for trying the ⁵/₄
Seam, in the old Pit, and also to prove the
Bensham by boring upwards out of the
Five-quarter.

Walbottle
Colliery

Aug^t. 19th. Wed. Went to Walbottle Colly.
this morn^g. to pursue my investigation into
the affairs of the Concern – Spent the day
there and returned to Walls-end in the Evg.



Examined Lemington Heugh, from Walbottle Staith to the Ferry Boat, at Blaydon, and went across the River to Blaydon – to enable me to Judge of the feasibility of taking a branch Railway from Lemington Staiths, to join the Carlisle Line, at Blaydon – for the purpose of Shipping the Walbottle Coals at Shields by the Carlisle, and Brandling Junction R Ways



Jn^o. Smith Dowell, Hewer, Killed in the Alexandina Pit, Rainton Colly. on the 28th. Ulto. by a fall of Stone in his Board. and James Emerson, Rolly Driver, 12 years of age Killed in the Beaumont Pit Benwell, by being Crushed between two Tubs, when the Rollies were running down a descent in the Road Aug^t. 20th. Thursday Viewed the Percy Pit this morn^g. in the Main Coal Seam, and also in the Bensham. In the Main Coal

Killed



Percy-main Colly.

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Workings every thing is going on favourably and the Feeder of Water, is reduced to 246 Gall^s. P. min. being less than one half what it was originally.

The Ridding out of the Bensham is a very Slow, and tedious, as well as a dangerous business. The Roof is so Shattered & fallen, that it requires to be lofted, and Supported with Timber, as the rubbish is cleared away, and sent to bank. In some



places the falls are 20 F^t. high. The progress made is about 100 yards along the N.W. Cross-cuts – 60 along the S.E. Cross-cuts, and 40 up the E. Board leading to the Furnaces

The Air has but a Short traverse, and the Return at the Shaft is inflammable, always Firing in the Davies. But in the first of the Air, where the Shifters are working it is clean. Nothing but Davies are used as the greatest caution is requisite.

Howdon Pit

The Water in the Howdon Pit is now drawn down, to within 5 feet of the Scaffold, which is within 2 F^t. of being as low, as the Pumps of the new Engine will draw it. There is a large Cone of

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Rubbish in the bottom of the Pit – upon the Scaffold, which is now being cleaned out and sent to Bank. When this is done, the Engine must be kept going to keep the Water down, until a new Wind-bore and Brass Working Barrel can be got for the low Set. The Set must then be drawn & reset, with the new Windbore & workg Barrel.



Monument to the Memory of Lord

Attended a meeting of the Friends of the late Earl of Durham, at the Assembly Rooms Newcastle, for the purpose of entering into a Subscription for the erection of a Public Mo-

Durham

nument to the memory of that lamented Nobleman. The Mayor of Newcastle in the Chair. A Subscription List was opened – I Subscribed £25.

Committee Meeting



Aug^t. 21st. Friday Attended a meeting of the United Comm^{ee}. at Newcastle, and made progress with the Report to be Submitted to the general meeting



W. Towneley Co.

Aug^t. 22^d. Saturday Met the W. Towneley Co. this morn^g. at my Office N.C. and fixed the Terms to be offered for the Eastern division of the Stella Grand Lease Colly.



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Shipping of Coals at Shields from West Towneley Colly



The W. Towneley Co. met M^r. N. Wood to discuss the terms, which the Carlisle, and Brandling R.W. Co. would charge for Shipping 10,000 Ch. of Coals at Shields, and finding Waggon, to go to the Pits. The distances on the Sev^l. Lines are as follows viz



From Shields to Red-heugh	—	9
From Red-heugh to Stella Staith	—	<u>4½</u>
		13½
From Staith to Stella Pit	—	<u>¾</u>
From d ^o . – to Comb-hill d ^o .	—	<u>2 ¾</u>
Say on the Average	—	<u>2</u>
Called 16 Miles		<u>15 ½</u>
Finding Waggon at 5/8 ^d . P. Ch. P. mile		
<u>16 X 5</u>	= — — —	0..10
	8	
Leading 9 miles at 3 ^d .	—	2.. 3
Ditto — 4 ½ d ^t . — at 3	—	1.. 1½
Drop at Shields	—	<u>0.. 6</u>
Cost P. Ch. to Shields	—	<u>4.. 8½</u>

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West Cramlington Colliery



Aug^t. 23^d. Sunday At home
Aug^t. 24th. Monday Viewed W. Cramlington Colly. this morning. The N. Winng. Heads are now advanced 380 yards beyond the Rise Dyke. And 28 E. & 28 W. Boards are turned out of them. They have passed thro'



a Swelly, but are now Rising Regularly
The W. (Russells') Narrow Boards are now 150 yd^s. in from the back Heads. they have dipped, and crossed Several Hatches & Nips – but for the last 20 Yards have gone quite level.



A Piece of coarse Coal 8 to 10 Inches thick lies at the top of the Seam thro' all this part of the Colly. It must be carefully Separated, as complaints of the Foulness of the Coals have arisen
Decided to drive a new Rolly-way Drift, in a cross-cut direction from the W. Pit, thro' the Dykes, to cut the Russ[ells] Drifts – which will give better access for working the N.W. Coal, than the Straight on N. Drift. About 70 yards of Stone

and 120 of Coal Drift will be required for this purpose.

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Aug^t. 24th.

M^r. W^m.
Harrison
Stanley
Colliery



Called upon M^r. W^m. Harrison, by his desire, at the Stanhope & Tyne R.W. Co Office S^o. Shields. He had, been in correspondence with M^r. Towneley about taking the Western division of the Stanley Colliery – Containing between 400 and 500 Acres. And wished to have my opinion as to the terms he should offer for it. I gave him a list of a few inquiries to be made of M^r. Ja^s.



Hall – M^r. Towneley's Viewer, respecting the property, to enable me to form an opinion of it's value.

Directors of
the Carlisle
Railway
Co.



Aug^t. 25th. Tuesday Waited upon the Directors of the Carlisle Railway Directors with Mess^{rs}. Potter, R. Atkinson & T. Hall accompanied by M^r. Donkin – to draw their attention to the Subject of the Stella Staith which has hung So long in the Wind. As their working Committee were absent at Carlisle, it was agreed that they the Comm^{ee}. should meet me, at the Staith next Tuesday morn^g. to examine into the nature



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Opening of
the new
Quay N.Castle

Seaham
Harbour



of the case. Attended the ceremony of opening the new Quay at Newcastle It rained heavily which Spoiled the appearance of the procession considerably

Mess^{rs}. Ord, Hinde, and Hutt M.P. were present. Went to Pensher Evng. Aug^t. 26th. Wed. At Seaham Harbour this morn^g. - the last Course of Blocks but one, is in course of being laid on the Pier-head. Have begun to cut the Wheat upon the Farm.

Meeting
with
M^r. Morton
Alteration
of
Railways



Aug^t. 27th. Thursday Mess^{rs}. Morton & Crawford, with Stoker, their Railway Inspector & Clark their Engine-Wright came to Pensher this morn^g. to confer with G. Hunter, Therman, & [Sh] Dunn on the Subject of widening our Rail-Ways to the Parliamentary Gauge 4 F. 8 In. and altering the Waggon's accordingly.



We have 35 Miles of Railway including the Branches to, and at the Pits with the Sidings. and 1600 Waggons Lord Durham has 28 Miles of Rail-


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Way, and 1100 Waggons.

We estimate the alteration of our Waggons to cost about £2000, and the Railway £1000 = £3000 in all Aug^t. 28th. Friday Attended a meeting of the

Meetg. of Committee Comm^{ee}. at Newcastle, and made further progress with our Report – Sundry difficult cases came under the Consⁿ. of the Committee

 Spent the Evening at a Musical Party with Musical Party M^r. MacKreth

 Aug^t. 29th. Satdy. Waited on M^r. J. Clayton with Mess^{rs}. Straker & Donkin, and got the Fenham Coal  Agree^t. for the Fenham Coal, concluded as follows. Term 22 years from May 1839

M ^r . Ord F[ur ⁿ .]	} M ^r . Ord £500 P. Ann. Certain foe 625 Tons and 16/- P. Ten for Overs
Benwell	
	} M ^r . Adair £50 Certain for 400 Tens and 2/ 6 for Overs – for outstroke

M^r. Granger 5/- P. Ten for Way-leave and Staith Room – but we did not get the Certain Rent fixed M^r. Clayton thought he had a mem. of my having apart for £300 I did not recollect ever having had the Sum mentioned, and maintained that £200 is the utmost it Sh^d. be M^r. Clayton is to look for the Support mem alluded to.

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Stella Grand Lease Colly

Mess^{rs}. Donkin & M.W. Dunn, with myself had a meeting with M^r. J. Clayton, to discuss and Settle the Agree^t. for the Eastern Division of the Stella Grand Lease Colly – let to Mess^{rs}. Potter and Co, M^r. Clayton took the Df^t. of the agree^t. to look over, as altered by me, and to Submit to Mess^{rs}. Townely & Silvertop.

Home in the Evening.



Aug^t. 30th. Sunday At home

Holywell & East Holywell Colliery

Aug^t. 31st. Monday Viewed Holywell & East Holywell Coll^s. have begun to Shoot down the Stone, at the Trouble, in the N.E. Drifts for the Rolly-way, at Holywell.

In E. Holywell, the N.E. Mothergait, is now within 42 yd^s. of M^r. Bates's Boundary



This Mothergait B^d. is 70 yards N. from the Shaft.

The N. Levels are advanced 400 yd^s. from the Shaft are working about 40 \times a day with 6¼ Cw^t. Corves – pay 6/ 6 P. \times for hewing Round Coals, including the Storing or filling up of the Small. Average of the Overman's Bills 12/ 6 P. \times of 6¼ Tons, or



1/ 11½ P. Ton. It is a very dull looking Coal and not quite so Strong as Holywell, with 6 or 8 In. of coarse Coal, next the top

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of the Seam. Yet there is a good demand for them Coastwise at 8/- P. Ton, of 21/- P. Ch.

Lanchester Common










Sep. 2st. Tuesday Wed. Went to Lanchester Common, this morng. to Breakfast, and viewed the Hare-law Pit.

Tanfield-moor









Called at Tantobie, and discussed the affairs of Tanfield moor Colly. with B. Arkless went to Pensher in the Eveng. Encountered a

Meeting with the Directors of the Carlisle Railway Stella  Severe Thunder Storm – which lasted while I rode from Beamish to Pensher
Sep. 1st. Tuesday Breakfasted at the Staith Ho. Stella, with Mess^{rs}. Potter, Dunn, R. Atkinson, & Simpson. And afterwards met the workg. Comm^{er}. of the Carlisle Railway, who came to view the Staith, and enquire into the injury done, by the removal of the former
 Off gaits – to enable the Locomotive Engines to pass, on the Railway. We had a long discussion on the Subject, and entered into a negotiation with them to undertake the Shipment of Coals, at Shields.
 Meeting of United Comm^{ee}.  Sep. 3 Thursday Attended a meeting of the United Comm^{ee}. at Chester, when a Sectional Comm^{er}. was appointed as an executive Body to endeavour to carry on the affairs of the Trade, more efficiently, as they were in a very unsatisfactory State at present.
  





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Valuation of Cramlington Colliery  Sep. 4th. Friday Met M^r. N. Wood with R^t. Atkinson at M^r. Strakes Cramlington Colliery – to commence the Valuation of the Concern M^r. T. Barnes having offered his Share to the Co. He appointed N.Wood to value on his part, and the Co. appointed me
 Fine Arts Society Sectional Committee Meetg.  At Newcastle in the Eveng. attended a meeting of the Fine Arts Society
 Sep. 5th. Satdy. At Newcastle – engaged all the afternoon at a meeting of the Sectional Committee. Dined at Donkins
 Sep. 6th. Sunday At home
 Sep. 7th. Monday At home all the mornng. M^r. R. Griffith & his Son George, from Dublin, dined with me. Went to Pensher, in the Evening with R^t. Atkinson
 Sep. 8th. Tuesday Went to Black Boy this Mornng. with R^t. Atkinson, and viewed the Colly. on the part of the Bishop, the Lease being in course of Renewal on the 14th. Ins^t.
 Went to Bishop-Auckland to dinner & Herp at the Talbot – drank Tea, and spent the Evening with M^r. Gresley.
 Cold-Knot  Sep. 9th. Wed. Viewed Cold-Knot Colliery and returned by Auckland to Durham

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 to dinner, and Pensher in the Evening.
 Sep. 10th. Thursday At Seaham Harbour, where
 the Vend of Edw-main Coals is nearly Suspended & N. Hetton is quite at a Stand in consequence of the Coal-owners at the Tyne, Hartlepool and the Tees allowing the Cap^s.
 of the Coast Vessels 6^d. P. Ch. M^r. Lee has got a great Number of the Capt^s. to Sign Certificates of the Amo^t. of Money they have

Rec^d. in this way, and of whom they have Received it.

Meeting of Sectional Comm^{ee}.  Sep. 11th. Friday Attended a meeting of the Sectional Comm^{ee}. at Newcastle – the question of allowing 6^d. P. Ch. to the Coasting Cap^s. at Seaham Harbour was mooted. It was resolved to Refer it to the decision of the United Comm^{ee}. on the 19th. Ins^t.

Musical Promenade At the Musical Promenade at the Newcastle Theatre in the Eveng. and was very well amused.


Fenham Coal  Sep. 12th. Satdy. At N.Castle – agreed finally with M^r. J. Clayton, for the Fenham Coal, on the Terms Stated Pa 161. M^r. Granger's Certain Rent for Way-leave to be £200 to commence May 1841.

Seaham R. Way Valuⁿ. M^r. J. Jobling Had a long conversation with M^r. J. Jobling the Umpire on the Seaham Railway Valⁿ.


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he is much embarrassed, as to how he is to decide respecting the Cuttings & Embankments as the Law-opinions on the Subject are quite Contradictory Dined at Donkin's.

 Sep. 13th. Sunday At home

Backworth Sep. 14th. Monday Viewed Backworth Crispin Way, where the working of the Pillars is going on Successfully – Scarcely any Coal being last – but it is much crushed in some places.

Percy-main  At Percy-main – have got the Ridding – out, in the Bensham as far as the 1st. Crossing in both the S.E. and N.W. Cross-cuts. There is about 5 F^t. of Water upon the Scaffold at the Howdon Pit.



Elswick Colliery Sep. 15th. Tuesday At Elswick Colly. this Morn^g. and desired R^t. Hepple to make preparations for commencing the Sinkg.


 for Sinking an Oblong Shaft 8 F^t. by 5 as well as a round one 8½ F^t. diam. have begun to Repair the old Pit Shaft and make the Foundation ready for the Billet Machine – in preparation for working the Five-quarter Seam


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Benwell Colliery At Benwell Colly. Met Mess^{rs}. Gray and M^r. Allum & fixed upon a Site, to remove the Methodist Chapel to – at the W. End of Paradise Row.

 The exploring draft at the S^o. Trouble under the Haughs, Beaumont Pit – Seems to be in Some of the little Seams of Coal which  lie 4 to 6 Fath^s. below the Beaumont. I therefore decided to bore upwards in Search of the Beaumont Seam.


 M^r. Buckhanan dined with us at Benwell. M^r. B. is a Civil Engineer from Edinburgh. Went to Pensher in

the Evening.
Valuation of the Lambton Colliery
 the Evening.
Sep. 16th. Wed. Mess^{rs}. Morton & Crawford with Th. Crawford Jun^r. came to me this mornng. with the Stock Books of all the Lambton Collieries, which I have to value to enable Lady Durham to administer to the Will of late Lord Durham I classed the Fixed & Moveable Stock preparatory to valuing the Concerns.


Spent the day at Pensher, and returned to Walls-end in the Evening.
Sep. 17th. Thursday At Percy-main Colliery – met Mess^{rs}. Lamb. W. Maude and

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Sectional Committee
 and Heatherington at the Office Ex^d. the Bills and discussed the affairs of the concern. Home in the Afternoon & Evg.
Sep. 18th. Friday Attended a meeting of the

Sectional Comm^{ee}. at the Coal-trade Office this Mornng. The affairs of the trade still continue in a very Precarious State.

Valuation of Seaham Railway
 M^r. Geo. Johnson informed me that M^r. Jn^o. Jobling could not make up his mind as to his Award for the Cuts, Embankments and Masonry, on the Seaham Railway and must have a Further extension of time

Valuation of Seaham Railway
I afterwards saw M^r. Phillipson, who informed me that he had written to his Agent in London, M^r. Pringle, to call upon M^r. Jno. Gregson to extend the Agree^t. for another Month – in which he Phillipson did not think there could be any difficulty He added that Perkins & Co.


Music
 were quite as Anxious as we could possibly be to have the business concluded.


Music
Spent the Eveng. at Tho^s. Burnets - had Music with M^r. Kettle, the celebrated Pianist.


Meeting of United Comm^{ee}.
Sep. 19th. Satdy. Attended Meeting of the



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Ships Freightd
 united Comm^{ee}. 30 P. ~~£~~. given for the remainder of the Mo. making 60 for the whole Month.

Ships Freightd
 Agreed to freight two of my Ships, the Jn^o. Buddle & Lord Seaham, for 2 Voyages at 9/ 6 P. Ton – to carry Braddyll's W. End Coals from Seaham to London.

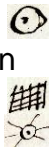
Fenham New Pit
 Let the Sinking of the New Pit, at Fenham to Rich^d. Hepple at £6..10..0 P. for. Shaft 8½ F^t. Diam. - the depth abo^t. 55 Fa^s. Ground to be broken next Wed. 23^d. Ins^t.

Haunch of Venison Dinner Party
 Sep. 20th. Sunday At home M^r. Russell having made me a present of a Haunch of Venison had M^r. Easterby & Miss Lock & Ch^s. De Carle M^r. & M^{rs}. Hetherington, Tho^s. & Ann Burnet & Children, R^t. And Mary Atkinson & Ellen to dinner


New Pit
at
Backworth

It was yesterday agreed by the Backworth
Co. not to begin to Sink the new Pit, 'till
next Spring. W.

W. Cramlington
Colly.



Sep. 21st. Monday Viewed ^ Cramlington Colly
this morning. Since my View on the 24th. Ulto.
Russell's N. Boards have crossed a Succession
of Small rise Hitches, which have thrown
the Seam 12 F^t. up, in a distance of 18

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18 Yards. The Boards are advanced 30 yd^s.
beyond the Hitched, and the Seam is dip-
ping regularly at it's ordinary Rate to the
West. These Boards have only about 120 yds.
now to go to the Area Boundary.



Are making Stables, on the N.E. Side
of the Shaft. Called at Backworth – all
matters going on well at the Colliery – but
no Trade, on. Went to Pensher in the Evg.
Sep. 22^d. Tuesday At Seaham Harbour in the
mornng. A great N^o. of light Ships came into
the Harbour. The 6 P. Ch. allowed to the Capt^s.

Journey to
Dean Forest



Seaham
Harbour

of Coasters has procured plenty of Vessels
Started from Chester at 9 o ' Clock P.M.
for the Forest of Dean. Went to Leeds in
the Hero – a very uncomfortable Coach
Ap.[Sep.?]23^d Wed. Arrived at Leeds at 1/2 Past 7 o '
Clock this mornng. - took the Train to Bir-
mingham & arrived there at 5 o ' Clock P.M.



Took the Coach from the Swan at Birmingham
to Cofton 8 miles, & there took the Train to
Cheltenham – arrived at 10 P.M. and
Slept at the Plough



Sep. 24th. Thursday Started from Chelten-
ham by Coach this mornng. and arrived at
Newnham at Twelve. And commenced the
business of the Commission. Cost of Journey

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from Newcastle to Newnham £5-0-9.
Sep. 25th. Friday Sat at the Bear Inn, on the
Comm^{ee}. with M^r. Sopwith – M^r. Graham, Ebsworth
and Marcus Scott.



Railway
Stages
from Leeds
to
Birmingham

Railway Stations from Leeds to Birmingham
Woodlesford, Wakefield, Barnsley, Darfield,
Swinton, Masbro' Beighton, Eckington, Ches-
terfield, Wingford Ambergate, Belper, Derby,
Willington Burton, Barton & Walton Oakley
& Alrewas, Tamworth, Kingsbury, Coleshill,
Hampton, Birmingham.

Distance
from
Newcastle
to
Newnham

Distance from Newcastle to Newnham
Newcastle to Leeds – Coach ——— 93 miles
Leeds to Derby ——— R.W. ——— 72
Derby to Birmingham R.W. ——— 38½
Birmingham to Cofton Coach ——— 8
Cofton to Cheltenham R.W. ——— 38
Cheltenham to Newnham Coach 20
Omnibus to connect Stations 3½

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Station

The Station at Derby is a very Spacious

at
Derby



one – the flagged Terrace is 1000 feet, or 333 $\frac{1}{3}$ yards long, and there are 9 Branches of Railway – lying parallel for the accommodation of the Trains from the different Lines. The Roofing of the immense Shed, which covers this Station is


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made of Malleable Iron – covered with Slates. It has a very light & elegant appearance.

Commission

 Sep. 26th. Satdy. Spent the day at the Bear Inn Newnham on the business of the Commission. M^r. Machen & his Son called upon us. M^r. Protheroe also called to see the Olans of his allotments at Park-end, Faney, and Bilson – they were
 explained to him, and expressed himself Satisfied

 Sep. 27th. Sunday Occupied in the House all day

 Sep. 28th. Monday Attended Commission


Sep. 29th. Tuesday Ditto


Insanity
Murder
and
Suicide


Last Evening Phil Willis under Mine Agent, at Clay-lane End, in a fit of Insanity, attempted to Kill his wife with a hachet – She however escaped without receiving much injury. But he Split the Skull of his daughter – a Girl of Eighteen, and killed her, on the Spot He then went into his Office, cut his Throat in most effectual manner and died immediately

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 Sep. 30th. Wed. Attended the Commission Meetg. at the Bear Inn – Occupied the most of the day, with Winnall, and Braines Case

 Oct. 1st. Thursday Attended the Commission as above. M^r. Probyin was So poorly that he did not join us 'till the 28th.

 he took so unwell, that he was obliged to leave us again this Afternoon. M^{rs}. Probyn called in the Afternoon on her way to Hay-hill

Wigpool
Iron Mines

Oct. 2^d. Friday Attended the Commission in the mornng. and went to Wigpool in the Afternoon, with Mess^{rs}. Sopwith Graham Marcus Scott & Jn^o. Atkinson, to inspect the Iron Mines, in that part of the Forest where S^r. J.J. Guest has commenced a Work on supplication. The place is Situated in a Sort of peninsular in the N.E. part of the Forest – beyond the Crop of the Coal formation. The Crop of the Iron-mine has been wro^t. formerly to a great extent & some few Scouls Still remain open – it seems to have been Churn-Ore. Mess^{rs},

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at Hay-hill, but I declined giving, an acco^t. of a Swelling in my Upper Lip & left Cheek and also having a Severe Cold.

M^r. Probyin was not able to attend the Commission to day.

M^r. Fry

Oct. 3^d. Saturday Went to Newport in Gloucestershire, to meet M^r. F. Fry, to discuss the Subject of the Short-wood, and Park-field Collieries of which Jn^o. Atkinson, has made a Survey & Plan. M^r. Fry's object is to form a Co. for the purchase of those concerns – if the Result of my investigation should hold out a Sufficient inducement.

M^r. Bright

M^r. Sopwith having an appointment with Rich^d. Bright Esq^r. - of Ham-green, near Bristol at Newport – accompanied me. The distance from Newnham to Newport is 12



Miles. We Returned to Newnham just in time to cross the Severn, before it was dark. The Water in the Severn has been observed to be lower during the last 4 or 5 days than any person living recollects.

Coleford

We immediately took a Phaeton to Coleford where we arrived about ½ past Eight

The day was remarkably fine, and the Moon being a quarter old & the Eveng.

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calm and clear, we had a delightful drive through the Forest by Little-dean, Cinderford the Speach-house, Cannop-brook & Bixlade a distance of 9 miles, to Coleford.

Oct. 4th. Sunday Spent the day at



Coleford.

Oct. 5th. Monday Spent the morn^g. at the King's-head Coleford, on the business of the Commission. And went in the Afternoon to examine the Buckshrafft Iron-mine, [g]aled by Mess^{rs}.

Buckshrafft
Iron-Stone
Mine.

Crawshay's Alloa & Co. The Chief supply of Ore for the Cinderford Furnaces, is obtained from this mine. It produces the Rich Black-brush Ore which is too Rich for making Iron



without an admixture of the poorer grey Ore from the W. Side of the Forest



It is deposited in the Churns, which Rise at a great Angle. The Pit is 50 fath^s. deep & the Vein Crops out at about 80 Yards. It is on the E. Crop of the Forest Basin. It is drained by the Shake Mantle Engine, in the Cinderford Brook



at about 1200 Yards distance

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Cinderford

There are 3 Blast Furnaces at the Cinderford Works, which can make 300 Tons of Iron

Blast
Furnaces

a Week. This is the greatest produce of any Furnaces which have yet been constructed

Pneumatic
Pumping
apparatus

On our way to Buckshraft we called at M^r. Buttler's Arthur & Edward new Winning in Ledbrook, to see his Pneumatic Pumping Apparatus, but it is not yet in full operation & was not at work.



The principle is ingenious, but there seems to be too much meeting in the movement of the numerous Air & Water Cocks for the purpose of pumping Mine Water. It requires a Receiving Air-tight Cistern to be placed at every 28 F^t. in the Shaft – 13 Cisterns are now fixed in the Pit, and 5 more are required to complete the Series.

Crump-
meadow
Carts

Called at Crump-Meadow, and took the dimensions of the Carts in which the Coals are conveyed Undergro^d. and drawn up the Shaft at Crump-meadow.

They are made of wood Strengthened with Iron Corner Plates – they carry

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15 Cw^t. of Coals – heaped measure

	F. In.	
Length — 4..4	} Inside-measure	Side Boards 1 In. thick
Breadth – 3..6		
Depth — 1..0		

The Wheels are placed under the bottom – they are Cast-Iron 15 In. diam. The Rail-Road Underground is 1 F. 10 In.

The Cart is drawn by



[Picture of Cart] Iron Eyes at the four Corners – into which Chains from the at the end of the Rope is attached. The is guided in the Shaft by Chains instead of Iron, or Wood.

Bilston
Railway
Trams

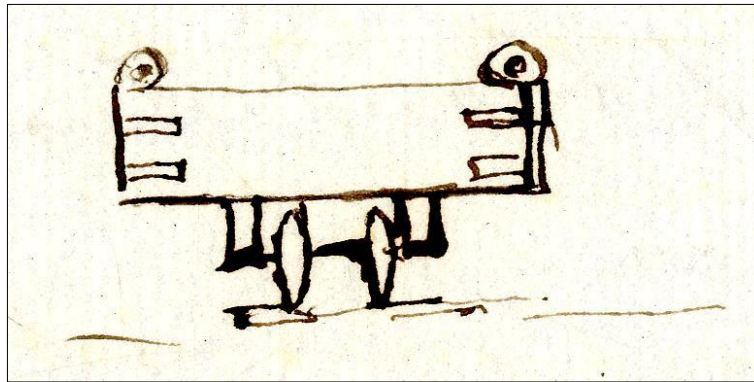
The Railway Trams, in which the Coals are carried on the Bullspill Railway, carry two Tons heap-measure F. In.

Length at Top Inside	—	7.. 3
Ditto	—	Bottom — 6.. 9
Width	—	at Top — 3.. 4
Ditto	—	Bottom — 1..11

Mode of
drawing Coals
at
Bilston and
Crump-meadow
Collieries

Height including 6 In. of dash Board 2..6 In landing the Carts at the top of the Pit two Flaps, working on hinges – one on each Side of the mouth of the Pit, and Counter-balanced by Weights, are let down and Cover up the top of the pit after the Cart is draw

[Diagram of Crump-meadow Cart]



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up high enough. It is then lowered upon this moveable Scaffold and drawn off to the face of the heap. An empty Cart is then placed on the Scaffold and hooked by the Corners to the 4 Chains from the and being drawn up high enough to allow the two halves of the Scaffold to be raised is Sent down the Pit, and thus the drawing of the Coals goes on.



The full Carts are taken to a Platform at the face of the Heap, which is on a level with the top of the Railway Tram – the Coals are deposited on the platform, where they are Separated by Rakes, cleaned, and filled into the Trams. This is a Slow process.



Oct. 6th. Tuesday Occupied the whole day, on the business of the Commissⁿ. at the King's-head Coleford.



Oct. 7th. Wed. Ditto

The Commission
broke up.

West Bury
Brook-mine

Oct. 8th. Thursday Started from Coleford this mornng. with M^r. Sopwith & Marcus Scott, on our Return to the North. Went round by West Bury Brook, to see S^r. J.J. Guest's Iron-mine there. It is Situated on the N.E. Crop of the Mine, and is

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of the same characture of Churn-mine, as Wig-pool, and Buckhurst. The pitching is very Steep – the Pit is about 100 yards deep, and the mine Crops out within 50 or 60 yards of it.

The Pit has been working for some time and a considerable quantity of Water is in it There is a Rotative Engine upon it which drew both the Water and the Ore. The Carts or Trams in which the Ore was drawn, contain a ton. They were placed in a Cage, below which the Cowl or tun in which the Water was drawn was Suspended at 15 In. below the platform on which the Train containing the ore rested. A valve in the bottom of the Tub allowed it to fill by dipping, and it was emptied by the same Valve, at the top of the pit. The Tubs are 3 F..3 In. by 2 F.. 1 In. inside, and 4 F..3½ In. deep the Shaft is 8 F^t. diam. And two of these Cages work in it. They are guided by 2 Iron Rods



and a Chain each, and are Suspended by 4 Chains to their Corners from an Iron Cross which is attached to the Rope.

The Iron Ore is very rich but is mixed with what is called the "Crease – Stone" - a mixture of Sand & Lime – very hard. The White-head Lime lies above the Iron-ore. A very hard Mountain Limestone lies below the Iron

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which [abruecd] in the [Encrinalis] – Some very large and well developed. After examining this plan we proceeded to Mitchel-dean, and from there to Gloster & Cheltenham.

M^r. Milne M^r. Sopwith & I called upon M^r. Milne at his Lodgings, near the Imperial Hotel, and had half an hour's conversation with him on the business of the Commission, and Shewed him some of the Plans of the Coal awards He expressed himself perfectly Satisfied with the progress made. We explained to him our opinion of the advantages which would attend our meeting at Newcastle to chalk-out the Mine Allotments, in which he entirely concurred. We Sent Marcus Scott to inquire after M^r. Probyn's health, and to Say that we would call upon him. But Marcus Returned with a Message to say that M^r. P. was dangerously ill, and could not see us.

Cap^t. Morsom We dined at the Plough, and took the 5 o' Clock Train for Birmingham. Just as the train was about to Start, Cap. Moorsom the Engineer came up – to go to Ashchurch. M^r. Sopwith new him, and introduced me to him. He is a very agreeable intelligent person

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American Locomotive Engines I entered into the conversation with him, on the American Locomotives, which they employ on this Line. We were drawn by one of them – the Victoria. He took M^r. Sopwith and I, upon the Engine, and we Rode to Ashchurch Station a distance of 7¼ miles, which allowed us opportunity of seeing it's operation. The dimensions of this Engine are as follows. Cylinders 11 In. Diam. Stroke 20 In. Weight of En 8½ Tones. Wheels 4 feet Diam. Runs on 4 Wheels – not Coupled – only one pair being drivers. We came round a Curve of a Mile Radius at the rate of 34 miles P. Hour

We came up an Incline near Cofton, which is upwards of 2 miles long with a Rise of 1 in 37 being the greatest Rise of any Locomotive Incline – in England, at present. We had two Engines here – one before the other, and ascended at a rate of 12 miles an hour – one Engine can only ascend at the rate of 6 miles an hour

Our mean Speed from Cheltenham to Ashchurch Station 7¼ miles, was 29.624 miles P. hour.

Capt. Moorsom attributes the Superiority of the American Locomotive to an improvement in

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by which both Power & Speed is obtained – the travelling wheels being Small (4 F^t. gives the En. more power over them & enables them to go up ascents better. Cap. Moorsom says the American Iron for the Fire-boxes is not so good as the English, as they blister more – ~~but~~ and the tubes are Copper, instead of Brass, which does not answer so well for burning Coke. In wet or Frosty Weather they Strew Sharp-dry Sand on the Rails, to make the En. Wheels hold better The Sand as Scattered upon the Rails by Tubes fixed for that purpose.

They have 10 or 11 of those Engines on the Line, and 4 or 5 English.

This was a Splendid day in point of Weather and made the travelling exceedingly pleasant.

Cap. Moorsom States the cost of the American Engines to be more than that of the English, in the Ratio of 17 to 15 – that is to say an English Engine might be had of the same power for £1500 or as an American one which cost £1700.

Stayed all night at the Hen & Chickens Birmingham.

Birmingham

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Oct^r. 9th. Friday Met M^r. Fra. Forster, with M^r. Sopwith at the Hen & Chickens this mornng. to learn the progress Forster had made in the Surveying and investigating of the Malins Lee, and Stirch Lee Collieries belonging to Cheney Esq^r.

These Coll^s. Have only fallen to M^r. Cheney lately by heirship, and are held under a Lease of which 15 years are unexpired on the 25th. of March last – by W^m. Botfield Esq^r.

M^r. Botfield wishes to renew the Lease and M^r. Chiney has employed M^r. Sopwith & myself to investigate the nature of the Concern and to advise him how to proceed on the Occasion. M^r. Chiney came to us at 11 o ' Clock, and we talked the business over with him until ½ past 12 o ' Clock when we went to the Station to take the Train for Derby & York. The further discussion of this business is to Stand over 'till F. Forster completes his Surveys & Plans of the Collieries, which will require 3 Weeks.

We Started in the 1 o ' Clock Train for Derby & York. F. Forster, and Jn^o. Stephenson

Meeting
on
M^r. Cheney's
and
Iron-mines

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the Railway Contractor accompanied us – Fra. Forster to Matlock where he lives & Stephenson to M^r. Geo. Stephenson's Residence, near Litch-

Geo.
Stephenson

field. After leaving Derby we picked up Mr. Geo. Stephenson, who went with us to his Residence near Lichfield. He has opened a Colliery in this neighbour hood, and was returning from Coventry where he had been attending a meetg. of the Canal-directors – to make an agreement with them to carry his Coals to Oxford & to London at a reduced rate of dues – and which he had accomplished. He said he had little doubt of being able to Sell a great quantity of Coals by the Canal. F. Forster stated that the R. Way Co. only charged Stephenson $\frac{3}{4}$ P. ton P. Mile for dues, and $\frac{1}{2}^d$. for haulage

Stephenson's Coal is bituminous, and works very large – the Stack Cokes very well but the Coke is not of good quality being too Sulphurous. it is not at all fit for Locomotive Engines. M^r. Geo. Stephenson was very communicative, and as usual give his opinions on all matters very freely. On asking his opinion on the Atmospheric Engine for Locomotive Engine – he at once Condemned it

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as the greatest humbug of the present day and that it would never Answer. It was a greater humbug he said than the Scheme of Steam Carriages on the turnpike Roads.

He was looking exceedingly well, and was in great Spirits about his Colliery.

Jn^o. Stephenson the Contractor was the person, who identified poor Seymour's Body when he died Suddenly in the Mail Coach near Bolton. And not Geo. Stephenson as was erroneously Reported.

We arrived at York at $\frac{1}{2}$ past 8 o ' Clock in the Evening – took Tea, and then took a Post Chaise, for Easing would with the intention of posting through to Newcastle

At Thursk, the 2^d. Stage, however, we just met the Hero Coach from Leeds – with 3 S[pon]-inside Seats. We therefore took the Coach and arrived At Newcastle at $\frac{1}{2}$ past 7 o ' Clock on Satdy. Morning the

10th.of Oct^r. Saw Th. Forster on the Valuation of the Seaham Railway Cuts & Masonry & Perkins & Co. having fixed Blackmore to Value, on their part we fixed David Burn

Seaham
Railway
Valuation

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on our Part. Blackmore is now in London & will not return 'till next Tuesday – it is not therefore, possible for them to finish the Valuatⁿ. against the 20th. the time fixed.

Attended a meeting of the Tyne Comm^{ee}. on the Subject of freighting which adjourned to a general meeting, the time of holding which is to be fixed next Tuesday.

Coal - Comm^{ee}.
meeting.

Mess^{rs}.
Marreeo

Met Mess^{rs}. Marreeo & Jonⁿ. Richardson at the District Bank, relative to that part of

and
Richardson

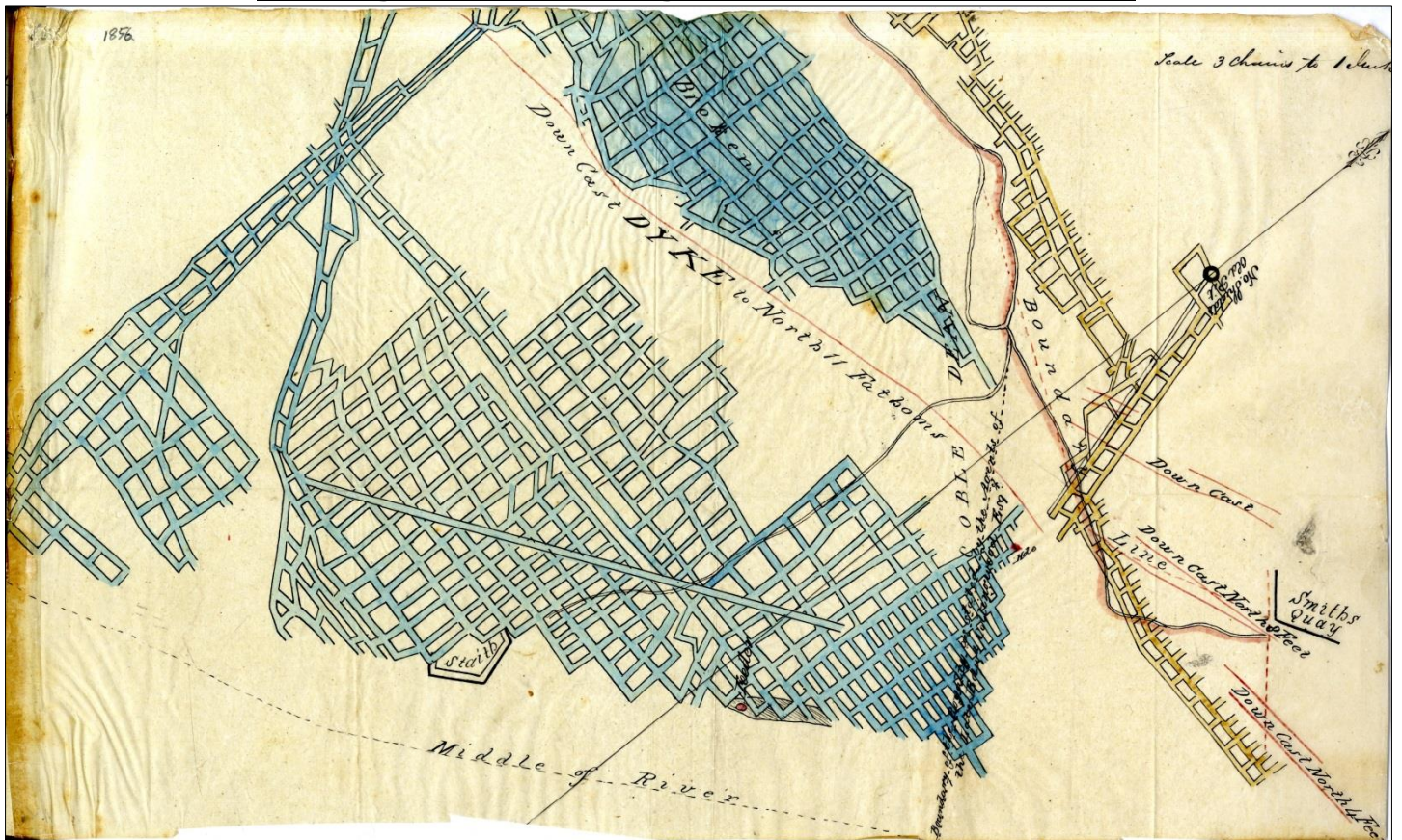
Lanchester Commⁿ. Colly. which the Stanhope
Co. have let to M^r. Richardson, and in the
Brundy- of which he says there is a mistake
and they Requested me to examine into
and Report on the Affair.



Percy-main
Colliery
holed into
Collingwood
Main

Met J. Oliver at P. main Office who
informed me, that on the 2^d. Ins^t. the 3^d.
N. Head^s. From the Winning head^s. in the
Coble Dean district Percy-main Colly. holed
into N. Shields Colliery. The Hewer Struck
his pick thro' in Kerving the N.E. nook
of the Place. A gush of Water came off
but it Stopped again almost immediately
A great alarm was, however, raised &

[Plan of Percy-main Holing into Collingwood Workings, N. Shields Collieries]



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the gave up working. Oliver imme-
diately to examine the place & put his Stick
through the hole, when another gush of
Water came off, but was presently Stopped
by some Stones choking up the hole. He
then Stayed a Plank against the hole – he
then bored a Slope hole on the E. Side of the
place 5 yds. back from the face, but did not
hole at 5 yards. He then bored another hole
at 3 yards from the face & holed at yards &
at 2 yards further, the Rods came against the
Coal. Other two holes were then bored at 1¾
Yd^s. from the face – the one in the top, and
the other in the bottom Coal – they both holed
and the Rods reached the Coal again at 2 yds.



beyond the holing, by which it appeared that they had holed into a head^s. - Course, or narrow Board. There was no pressure of Water against the holes. The annexed Sketch from the Colliery plan, Shews the Situation of this holing. On application being made to M^r. Geo. Johnson, he furnished a copy of the plan of this part of the Collingwood Workings, from which it appears that they had worked this part of the Coal, as being

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demised to the Collingwood Co. - as part of their Royalty. While on the other hand the Duke demised it to the Percy-m Co. as part of his Royalty
Oct^r. 11th. Sunday Th. Burnet & R^t. Atkinson and his Wife, with Miss Jessie Anderton dined with us.

Percy-main
Colliery

Oct^r. 12th. Monday Viewed Percy Pit, in the Main Coal Seam, and examined the holing into Collingwood-main Colly. No immediate danger attends this Affair, as the C.M, En. draws the Water out of this part of the Colly. but whenever the C.W main En. ceases to work, the whole of the Water from that Colliery will fall down, into Percy.

M^r.
Hugh Taylor

The practacability & best mode of closing the aperture ought, therefore to be considered This however, seems to be a Subject more for the consideration of the Lessers than the Lessees. I met M^r. H. Taylor at Backworth Colliery, in the Afternoon, and Submitted all the circumstances of this Affair to his consideration

Howdon Pit

There is now only 3 F^t. of Water upon the Rolly-way at the bottom of Howdon Pit

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The great feeder of Water, in Percy Pit has now fallen off to 224 Galls. P. min.

 Comm^{ee}.
Meeting

Oct^r. 13th. Tuesday Attended a meeting of the Executive Comm^{ee}. at the Coal-trade Office this morning – to prepare matters for the meetg. of the United Comm^{ees}. next Monday.

Benwell

Went to Benwell Colly. and estimated the expence of Sinking an Air Shaft from the Beaumont Seam, and of Low-main, in the Beaumont Pit, and of preparing the latter Seam for Work.

 Boilers
Explosion
at
Washington
Colliery

Went in the Afternoon to Pensher – took Washington in my way – to look at the State of the B Pit Machine where one of the Boilers exploded on the 28th. Sept.

There were 2 Cylindrical Boilers placed parallel to each other & also parallel to the S^o. Side of the Machine, which was erected on a Frame of timber, on a Stone Foundation It was the Boiler next the Machine which exploded. It was lifted off it's Seat, and


thrown 3 or 4 yards to the East^d. Where it was Stopped by being partially buried in the Pit rubbish-heap. But the W.end was Separated & thrown to the distance of

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Boiler
Explosion

62 yards. The Seat & Flues were Shattered in pieces & the Bricks thrown about in all directions. The Brick Work of the other Boiler was also Shattered. All the Steam Pipes were broken & parts thrown to a distance. The Machine Framing was forced from it's Foundation, and thrown over at an Angle of 60° against a dwelling house.

 No part of the Engine with the exception of the Steam Nozzles is injured.

Fortunately no Person was materially injured – the Brakeman was on his Seat all the time, and was thrown over, without being hurt The Fireman happened to have gone behind the Machine ho. a minute before, for Some Coals and escaped – two of his Children were Playing under the Machine Framing & were covered up with loose deals, without being hurt.

The two Onsetters were hanging in a Corf cleaning a Ring at the time – a Brick was blown down the Shaft, but fell in the Corf between them, without hurting either. So that on the whole perhaps less injury was never done from so powerful, an explosion

It is not Known what caused this explosion we can only conjecture that the Water had

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Boiler
Explosion

burnt too low in the Boiler. The Plugman declares that he tried the Gauge Cocks only 15 minutes before the Accident, and found 4 F^t. 3 In. of Water in the Boiler – this however, does not Seem Credible. I observed that it was the Iron Plates which had given way in the end of the Boiler, and not the Joint, at the Rivet holes. A margin of the Plate, about ½ In. in breadth, was left all rounded next the Joint which joins the end to the Side. Went from Washington to Pensher by the Junction Railway in a Ballast Waggon.












Seaham
Harbour


Oct^r. 14th. Wed. At Seaham Harbour – the last Course of Blocks on the Pier-head is finished all to about 10 or dozen Stones laying. Have got



The Ship
L^d. Seaham

plenty of light Ships in, the last two days. The Lord Seaham is loading Braddylls' Walls-end for London, at 9/ 6 P. ton freight. The Ship is in very clean, good Condition & Cap^t. Fuster says She is very tight, but wants a new Main Beam.





-  Oct^r. 15th. Thursday At Percy-main Colly. Baff Bill day.
 Oct^r. 16th. Friday Spent the mornng. at home and at Newcastle in the Afternoon
 Oct^r. 17th. Satdy Got M^r. Taylors Sanction for working a Certain tract of Pillars in the Bensham Seam Flatworth Pit.
 Recommended the Septett Club in the Evening at Assembly Rooms
 Septett Club
 M^r. H. Taylor
 Mess^{rs}. Plum-
 Mer and
 Forster
 Comm^{ee}.
 meeting
 Saw Mess^{rs}. M. Plummer & Th. Forster, on the Reference affair between the Haswell Co. and the S^o. Hetton Co.
 Attended meetg. of the United Committees 30 P. ~~m~~. given out for the remainder of the Mo. makes 60 for the Mo.
 Dined at Donkins & home in the Eveng.
 Oct^r. 18th. Sunday At home. Misses West[morton] and Warren Lamb dined with us.
 Oct^r. 19th. Monday Attended meeting of the Executive Committee at Newcastle
 Oct^r. 20th. Tuesday Viewed W. Cramlington Colliery. The N.W. Rolly-way Cross-cut Stone Drift, from the Shaft, through the Dykes, is in progress. The Out-line end is upwards of 40 yards in, and is let at

18/ 4 ½ P. Yard. The Men are making 5/- a Shift at this price, in consequence of having the Bensham Seam, about 2 F^t. thick, in the bottom of the drift The Coal-drift, or inby and coming to meet the above, has got the dyke this mornng. with a hard Post Brow – it is not yet let. The thickness between the two ends is 44 or 45 Yards – I expect they will meet in a Month. The N. Winng. Head^s. are upwards of 480 Yards in beyond the Dykes, and are going with a gentle-
 Regular Rise, and the Coal very Strong.

Are drawing about 45 ~~xx~~. a day at Present
 Called at Backworth – to see the Cages (for carrying 2 Waggon Tibs each) for W. Cramlington – they will weigh about 10 Cwt. each. The Busy Cottage people & Laycock are getting very well forward with the Waggon Tubs, and all will be ready for putting them into the Pit, against [Xmas]
 Went to Pensher in the Evening.





- M^r. John
 Gregson
Oct^r. 21st. Wed. M^r. Jn^o. Gregson came to Pensher to confer with me, on sundry matters relative to Lord Londonderry's Trust Affairs. M^r. F. Forster came to us to discuss the affairs of the Seaham R Way

- Seaham
 Valuation – The Valuation of the Earth-work and Masonry has not yet commenced on ac-

Railway Valuation		count of M ^r . Blackmore's absence. M ^r . Gregson has got the Loan of £30,000 effected with M ^r . Pennant – to pay for the Railway.
Building Sites Seaham		M ^r . Gregson reports the affair of the release of the building Sites at Seaham from Hyldyards Mortgage to be in progress, & that he will Soon be prepared to give Titles, to purchasers. After much discussion, we agreed to try 20 years purchase for the building Sites.
Cornforth Cornsey & W. Hetton Coll ^s .		<u>Oct^r. 22^d. Thursday</u> Went to the Railway Tavern at Coxhoe, with R. Atkinson this morn ^g . to breakfast. Met M ^r . W ^m . Armstrong M ^r . Blanshards' Viewer there. Viewed Cornforth & W. Hetton Coll ^s . and Slept at the R.way Inn.
		<u>Oct^r. 23^d. Friday</u> Viewed Cassop-moor & Cassop Collieries – returned to Pensher to dinner, and went to Newcastle in the Evening
Rotation System to be abolished		<u>Oct^r. 24th. Satdy</u> At Newcastle – had a meetg with Mess ^{rs} . Donkin, Phillipson, Morton, N. Wood, G. Johnson & H. Taylor, on the Subject of the Rotation System & the Factor's Regulation in London. Came to the conclusion that they could not be continued, and that they must be done away – the best mode of doing which is for further consideration

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Drowning at Fern-Acres Colliery		<u>Oct^r. 25th. Sunday</u> At home Last Friday Mg. the 23 ^d . A body of Water broke into the new Pit, at Fern-Acres, and drowned the 5 Men who were working in some exploring drifts at the time. The Water broke in with a great noise, and in 20 minutes filled the Pit, and Ran out in a large Stream from it's mouth. There is no doubt of it's being an old Waste which has broken in upon them, but I have not yet heard any particulars
Comm ^{ee} . Mettg.		<u>Oct^r. 26th. Monday</u> Attended a meeting of the provisional Committee at Newcastle – home in the Evening.
West Towneley Colliery		<u>Oct^r. 27th. Tuesday</u> Went to W. Towneley Colly. with R ^t . Atkinson to breakfast this Mg. Met Mess ^{rs} . Potter & Dunn, there, – decided to Sink a Staple from the $\frac{5}{4}$ to the Brockwell Seam, 11 Fa. in the Comb-
Stella Freehold Pit.		hill Pit – to ascertain the quality, and thickness of that Seam in this part of the Colliery. Went to the Stella Freehold Pit, and examined the low Seam there – there seems no doubt of it's being the Brockwell, which proves the Pit to be on the Rise, or S ^o . Side of

1840

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the Main Dyke. The Seam is only 2 F.. 10 In. thick, and the Coal is so exceedingly tender, that I apprehend it will not be vendable for any purpose, but making Coke or for Manufactories – in Short nothing but Small Coal. It seems best to the



N. & East – I therefore decided to give it a fair trial in that direction to See if it will turn-out any better.

Geo. Johnson Called at Benwell in going up to W. Towneley, to see Geo. Johnson, who has been Suffering from a Severe attack of in-Flammation. The inflammation is Sub-dued but he is exceedingly weak, and I think in great danger.

Fernacres Went to Pensher in the Afternoon, calld at the new Winning at Fernacres, where the Water broke in last Friday Mornng. The Water is running out at the top of the Pit – it is as clear as Spring-Water and the Feeder seems to be about as much as an 8 In. bore would draw

The account we got of the accident from a Person, who lives near the Pit, was that about ½ past 12 o ' Clock last Fridy.

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Mornng. A.M. a loud Report, like the Report of a Cannon, was heard in the Pit, and in less than 2 minutes afterwards the Water was running out at the top of the Pit. The Shaft is 20 Fath. deep, and there were only a few yards of exploring drift, driven from the bottom of the Shaft in the Coal to an up-cast trouble of [14] F^t. to the North. No idea had been formed where the Water broke in.

The Engine was working at the time with a 12 In. Pump – the Water was very thick & black, but the pumps were very soon choked-up. Nothing came up the Pit except some broken Brattice Deals, which were Supposed to be from the bottom Length of the Shaft Brattice

On the 2^d. Day Sunday, one of the Mens Caps came up the Shaft. Every ex-ertion is now making to put in a fresh Set of 12 In. Pumps. The only effect yet produced on the Surface is a large hole, or Crater, which has fallen

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to the W. of the Iron Foundry, about 120 Yards from the Pit.

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<u>U</u>		Water depth of in Percy-main Pits	39,
		Worcester	59,
		Witham, Heny. Esq ^r .	72,
		West Townley Colly.	101,152,159,194,
		Wind-Cliff	125,
		Walbottle Colliery	140,154,
		West Cramlington Staith	145,146,158,169,
		Will of Lord Durham	150,
		West Townley Colly., Shipping Coals at Shields by Railway	157,
		Wigpool Iron-mines	173,
		West-bury Brook Iron-mines	178,

197g

<u>Y</u>		<u>Z</u>	
<u>X</u>		Brackets,104,154,161,177	