

Canal Office  
 Pall Mall, Liverpool  
 January 27<sup>th</sup> 1890

Mr Wm H. H. Esq  
 Denton Park  
 Ben Rhydding  
 via Leeds

Dear Sir,

In further reply to your letter of the 21<sup>st</sup> inst, if horses are not allowed to be worked till they are only fit for the knackers we should certainly have better horses on the bank and I think that we should be able to get considerably more work out of them, but whether the increased work & increased price we should get, would compensate for the one or two years work we should lose is more than I can say at present.

I have talked this and the other matters over with Reynolds and we both think that the experiment is well worth trying.

With regard to the Waterproof Covers for the Horses, there is no doubt at all that they would be a benefit to all the horses, if we could ensure that they would be properly used. A difficulty arises owing to the horses having to be stabled in other than the Co's own stables, and at places where there is no provision for drying them after use on a wet day.

Our boatmen after leaving Bunsco are

under very little control, except at one or two places and I am afraid that they would neglect to dry the covers if all were supplied with them. — They could be tried first with the Wigan lock horses and also with the Wigan fly horses and then if they were found to be a benefit, the use could be extended, as I have no doubt by some means, the difficulty I have named, could be obviated. For this purpose, we ought to have about 12 Covers and Reynolds is obtaining prices from some Liverpool makers and from Unite.

The rise in the cartage rates will not affect us very much, no application for an advance of prices has been made to the Carriers in Liverpool by the master carters. — The question of doing our own cartage was gone into I understand by Mr. Lee and I also looked into it during his lifetime and the conclusion we both came to, was that it was not in the interest of the Company to change the system. I have gone into it again with Reynolds very closely and do not see any reason for changing my former opinion.

The rates that Messrs. John Cook & Co. charge, are  $\frac{1}{3}$  per ton for Grain and  $\frac{1}{6}$  for general goods and  $\frac{1}{6}$  &  $\frac{1}{4}$  for machinery. In addition to the service of carting they find men at the docks to unload machinery and when receiving Cotton and Mohair, they have a man at the

Docks to see that we get the right marks and numbers, and further they hold themselves responsible for any damage that may occur after the goods are on their litters.

If there was any regularity in the weight carted each day, we possibly could effect a saving by providing teams to do the work, but such is not the case. I have analysed two months ago Aug<sup>r</sup> & Sept<sup>r</sup> last, August was an average month, the amount of the a/c being £ 75 September was below the average amounting to £ 55 only. In August the weights carted per day varied as follows:-

	over 100 tons	4 days
	between 70 & 80	2 "
	60 & 70	2 "
	50 & 60	1 "
	40 & 50	4 "
	30 & 40	3 "
	20 & 30	2 "
	10 & 20	2 "
	under 10	7 "
Sept <sup>r</sup>	over 100 tons	2 "
	between 60 & 70	1 "
	50 & 60	3 "
	30 & 40	2 "
	20 & 30	4 "
	10 & 20	8 "
	under 10	5 "

I further find that on some of the

days, we should require at least, 11 or 12 teams, while on other days, only one would be required. On other days owing to the Docks being so extended, we should require 2 teams to cart 10 tons or, under.

It is not an unusual circumstance for us to have Machinery to deliver at the North end, Mohair to receive from Docks about the centre and Cotton from the South end, all on the same day and if the Goods are, not removed from the Dock Quays, within 48 hours after being landed, we incur what is termed "penalty rent," a charge in the first instance of 10/- per ton per hour.

Reynolds estimates the cost of purchasing Horses gear and luries &c for a 10 ~~team~~ team establishment to be £2347. and allowing 5% on this sum for interest he estimates the weekly cost, at £39. This sum does not include any depreciation on horses, or plant, or charges for shoeing or vet<sup>y</sup> attendance which would amount to at the very least, £6 or £8 per week; taking the lower figure the weekly cost, would be £45. Assume that a 5 team establishment, could be managed at the same rate, the cost would be £22-10-0, or £90 per month.

Our exp with our Agents averages £80. monthly and we have the first call on 18 or 20 teams.

While on this question I may

mention that recently Cook & Co. have had to cart a large lot of timber for us at  $\$16$  per ton. As they do not do this class of work they had to hire teams and had to pay  $\$19$  per ton. They ask me to increase the rate and I intend to name it at the next meeting.

I must apologise for the length of this letter, but the subjects are so important that I felt bound to deal with them fully.

Yours obediently  
W. W. W. W.

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# Horses disposed of from January 1<sup>st</sup> to August 31<sup>st</sup> 1896.

Month	No.	Purchased	Cost	Salvage	cause
January	523.	August 1894	22	10	Disposed of to Skipton Rock 65 <sup>th</sup>
March	505	November 1893	36	27	Bad Boater
	518	July 1894	26	3	Injury to back
	361	January 1888	30	1	Broken leg - Destroyed
	545	October 1895	40	16	Influenza
	389	June 1889	22	5	Old. Same
	282	November 1884	22	1	Worn out. Destroyed
April	459	January 1892	43	1	Influenza
May	546	October 1895	42	1	Influenza. Congestion lungs & liver
	436	May 1891	42	1	Congested liver & lungs.
	516	April 1894	39	1	Injury to back. Destroyed
June	357	November 1887	29	1	Worn out. Destroyed
	355	June 1889	22	3	Same spavin
	528	November 1894	39	25	Run away & dangerous boater
July	527	1 <sup>st</sup> Aug: 1894	23	1	Ruptured Diaphragm
August	509	13 <sup>th</sup> Jan: 1894	40	1	Drawn of bowels.
	417	10 <sup>th</sup> July 1890	34	12	Inflam <sup>n</sup> of bowels.