

Bristol Trade with South Wales 1500 -1750

[Notes from a lecture by Dr. Jean Vanes]

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Throughout the years the Severn has served more often as a highway than as a barrier to communication and trade. In the sixteenth century it was known for 'trade of merchantdize, plentie of carriage and store for all kind of fish', but it was 'to be discommended for openness' to the south westerly gales 'where by sundrie perils of overtake such as fish or sail in small vessels on the same'. There is a long history of wrecks, even after 1600 when printed maps and sailing directions were available. The Bristol Channel has been described as a 'gulf with sands, islands and reefs, often swept by fierce and sudden north westerly gales, chequered by furiously running tides and currents, setting sometimes directly on to the place a ship should avoid'. Near the Welsh coast steep banks and shifting sand meant that at one cast the leadsman might find 12 fathoms and before the next be fast aground.

The shipmaster, Evan Daniell, having let the Mary Christopher on the shoals off the Welsh coast pleaded that 'the ship was sore drevyn by the sea and utterly destroyed and broken contrary to the will of your orator and nott by his negligence'. To reach Bristol the shipmaster or pilot must set course between Steep and Flat Holm and then avoid the treacherous English Grounds, 'using as sea marks two mills standing on an island and a third on the mainland behind'. This was complicated by the range of the tides on the north Somerset coast, which is greater than anywhere in Europe reaching 52 feet at Avonmouth at the spring tides.

So a dangerous river - in which ships were often in trouble. In 1598 the Hercules of London set out from Bristol for the Mediterranean 'having a merry wind' - which soon developed into a full gale, during which they came upon 4 men of Chepstow in some danger in a samll boat so they picked them up and took them with them to Alexandria.

Occasionally pirates were reported in the Bristol Channel, especially in time of war. In 1592 the merchants of Carmarthen claimed that they had lost 4 barks laden with silks and velvets, wine and oil to the value of £10,000 seized by English Pirates in the Bristol Channel. In 1620 it was the Bristol Merchants who complained to the Privy Council that they had lost £8,000 in one year by shipwrecks and piracy. In 1620 11 Turkish vessels were said to have attacked and taken shipping in the Severn and in 1628 French men-of-war seized 23 or 24 vessels between Wales and the Devon Coast. Sixteenth century Bristol merchants were not above landing prize cargoes in the quieter ports and creeks of Wales where they avoided both the royal customs dues and the Lord Admiral's men who claimed 1/10 of all prizes.

Seamen, then as now, were usually ready to help one another in the hazards of overseas trade. In May 1537 at Bordeaux, Robert Tyndall, pursur of John Smythe's ship 'Trinity' of Bristol, gave John Enyan, pursur of the 'Mary Grace' of Carmarthen owned by Rhys Morris abowen, 2 butts of beer, 1 quarter of Newfoundland fish, some cheese and a great seam of wood 'in their great need'. They co-operated on 'tramp' voyages - from Bristol to Swansea,

Neath or Carmarthen for coal, cloth or fish, perhaps then to La Rochelle to sell it and one to Branage for salt and back again to Bristol. They freighted each other's ships - Bristol merchants used the Trinity of Caerleon, the George or the Margaret of Swansea, the Trinity of Mumbles or the Pelican of Cardiff. They bought sugar and oil at Milford, India Pepper at Penarth, dyestuffs at Cardiff and wine at Chepstow and often shipped these goods to Bristol in smaller boats from the Welsh ports. The Peter, a small wood bush of Tintern, brought in dyestuffs from Cardiff, unloading it after sunset straight into a Bristol man's cellar so as to avoid paying customs - only someone saw and reported it. In 1802 the Margaret of Milford, 35 tons, took lead from Bristol to Plymouth where it was transhipped for export to France or to the Mediterranean. Also in 1602 the ship Moses of Cardiff came in from Italy with a load of alum for the Bristol merchants.

Sometimes there were disputes and Chancery Requests or Exchequer Court cases are an important source of information for historians, but as far as possible disputes were settled locally by arbitrators appointed by the Mayor and agreed to by both sides. Reciprocal agreements were sometimes made between towns as in the 16th. century between Bristol and Caerleon, that their merchants should be free from payment of toll.

In spite of the dangers - or perhaps because of them - the Severn and the Bristol Channel became a fine nursery for seamen and their ships and navigation was made less hazardous with the construction of a lighthouse on Flat Holm in 1737. It was 70 feet high and visible for some 21 miles. There were also lights at Milford and Mumbles. In the 18th. century ships entering the port of Bristol paid a toll of 1d. for Milford light and 1½d. for the Holms light. Also during the 17th. and 18th. centuries several of the rivers which flowed into the Severn and the Bristol Channel were improved to provide Bristol with a very large and productive hinterland. The Severn itself was navigable to Shrewsbury and was part of the most important trade routes in the kingdom reaching northwards to Manchester and Kendal. The Bristol Avon was made navigable as far as Bath and the Warwickshire Avon almost to Warwick, the Stow to the outskirts of Birmingham and the Salwarp to Droitwich, the Wye to Hereford and the Lugg to Leominster. Many smaller streams could be used by flat-bottomed barges drawn by oxen or horses or by man because water transport, though slow, was always cheaper and safer than land. In the 17th. century it was calculated that carriage by sea might be as much as 20 times as cheap as wheeled transport. From Wales to Bristol it was a good deal faster both for goods and passengers. There seems to have been a ferry from Aust to Beechley from very early times and by the 17th. and 18th. centuries market boats sailed regularly to Bristol each week. Defoe commented that the coasting trade 'is exceeding great and employs a prodigious number of ships, as well as from all the shores of England to London as from one port to another'.

Thus Bristol was at the centre of a very large area of inland and coastal trade much of it by water and most of the vessels employed were from the river ports of the Severn and Bristol Channel including those of South Wales. They included Babingers, picaras, crayers and wood bushes. The most usual was the trow,

a large, clinker built, flat bottomed sailing barge with a square sail and sometimes a square topsail on its main mast. During Elizabeth's reign large versions were built some 60 feet in length, twin masted with a lateen sail on the mizzen. There were also great picaras of 15 - 30 tons with 2 masts. By 1750 a large Severn trow between 40 - 80 tons new and fully rigged was said to be worth £300, and by that date there were over 100 trows of between 50 - 130 tons carrying goods to and from Bristol. As early as the 16th. century John Smythe of Bristol dealt with some 30 trowmen and owners of trows but these were much smaller than those of the 18th. century. The average tonnage of Severn and Bristol Channel craft in 1600 was only 16.2 tons. In 1630 the average burden of those of Gloucester 24 tons, of Chepstow 16 tons, of Neath 27 tons, Swansea 29 tons and of Barry 34 tons.

The trowmen of the river ports were fairly poor men who spent a life time on the sea perhaps combining it with agriculture. William Southall of Bewdley aged 60 said that he had been 32 years on the Severn and John White, husbandman and master of a trow was about 60 and said that 'this 34 years he hath occupied the river of Severn with a trowe boat'. The crew was usually only a man and a boy, often the owner and his son and apprentice.

In the ships from the South Wales ports the owner seems less often to have sailed as master and a different master may appear for each voyage as though masters just signed on for a single voyage and might not be re-employed by the same owner. Similarly, a master, whether he was the owner or not, might ship goods for a merchant or group of merchants, or on his own account. On July 21, 1630 the Pleasure of Swansea with George Robins master sailed to Bristol with iron, steel, wine and feathers for Walter Thomas, merchant. Earlier in the year he had shipped coal to Plymouth on his own account. On August 17th., 1630 The Mayflower of Swansea, John Williams master, shipped iron and wine for John Daniel. 10 days later he sailed with salt linen and leather in his own name. In 1601 and 1602 Evan Lange was the master of the Little Matthew of Carmarthen, 14 tons. During the year he made 4 voyages to Bristol and back. On the 16th. October 1601 he arrived in Carmarthen from Bristol with a cargo of wheat, methiglin, oats and hops for which he was the merchant. On 9th. November he left again for Bristol carrying salt beef, unsalted pork, wheat, barley and wool for Thomas Parry, merchant, and on 2nd. January 1602 he returned with iron, wood, wine and dry goods on his own account. On 28th. April he again left for Bristol with a pack of frieze and 3 fardels of skins - his own goods. On 9th. August he was back at Carmarthen with leather, iron and miscellaneous goods for himself and another merchant. On 23rd. August he left for Bristol with a cargo in his own name. On 16th. September he was back in Carmarthen with a mixed cargo including iron on his own account. This is fairly typical and Lange may well have been both master and owner. But it seems as though he was by no means fully occupied in travelling and he may well have owned a shop or a small farm managed by his wife or an apprentice while he was away. It may be that he wove the cloth he carried to Bristol for sale. In many cases there was a great deal of underemployment and masters tended to

diversify into other occupations in order to earn a living in the slack times.

Some ships sailed more frequently but not always with the same master. Between March and September 1656 the 'Gift' of Caerleon brought 29 cargoes from Bristol to Caerleon. On 26 of the 29 voyages Lewis David was master; on 5 he was also merchant but for the remaining voyages he was master for 3 different merchants, Reece Gwyn, Richard Davis and John Veale. On the other 3 journeys Reece Gwyn was master and merchant for the first, master on the second with Richard Crump merchant, and for the third Robert Higgins was master, the merchant not being named. The Owner of the 'Gift' is not known but it could have been any of the aforementioned.

Thus the carrying trade between Bristol and South Wales was mostly in the hands of Welsh seamen and merchants, though sometimes English merchants are named importing cloth or skins or Bristol clothiers importing wool. There were few foreigners or women, except that widows sometimes continued their husband's trade, as Margaret Mathews, Susan Kitchen and Alice Roberts of Bristol and Anne Andrews of Cardiff did at the beginning of the 17th. century.

The volume and commodities of the trade obviously varied considerably over 250 years with changing conditions at Bristol and in South Wales. For much of the time Bristol was the largest English port after London and by the late 17th. and 18th. centuries the second city in the kingdom and focus of the economic, social and cultural life of South Wales and the West of England. The population rose from 8 or 9,000 in 1500 to nearly 12,000 by 1600, 20,000 in 1700 and 64,000 by the census of 1801. By the middle of the 18th. century Bristol directories gave the times of sailings of ships and trows to Gloucester and beyond, of the regular coasters to all the important parts of the kingdom and of the Welsh market boats from Caerleon, Chepstow and Newport which came in every Wednesday and left on Thursday. The Welsh vessels anchored - and had for centuries - not at Broad Quay but at the wharf on the River Avon opposite - always known as the Welsh Back. This is defined quite precisely in a Statute of 1563 as stretching from the conduit at Bristol Bridge to the end of the marsh. There was a slipway built in the 16th. century mended and pitched from time to time - and later the whole area was paved and cranes installed as at Broad Quay where the ships from abroad anchored. Keepers were appointed at 13/4 a year to see that quays and backs were kept in order and to collect dues for the sheriff. In 1519 the profits at Broad Quay were £66-13-4., but only £16 at Welsh Back. Disasters sometimes occurred. In the mid 16th. century, when John Butler was wharf keeper, Thomas Lewis complained that when Butler was craning 3 tons of sack into Lewis' boat for shipment to Carmarthen, one butt, 'by rashness and for lack of good order in betstowing into the said boat .....was broken and the wine run out'. Butler replied that Lewis had loaded the balinger himself when he, Butler, was sick. In the early 18th. century a new wharf was built there for loading corn, butter, fish and other goods out of the market boats and a covered market for the sale of poultry, fruit and other provisions from Wales.

By that time the marsh was no longer a grassy area with tree lined walks, the old graving dock had been filled in and the grand houses of Queen Square lay between Welsh Back and the bustle of Broad Quay, with its forest of masts, the ships and lighters, seamen and porters and goods from all over the world drawn through the cobbled streets from wharf to warehouse on sleds.

By the 16th. century Bristol's overseas trade had made it a centre for the wines of Bordeaux, for Toulouse wood and canvas. From Spain came wine, oil and iron, from Portugal, work, wine fruit and spices from the Indies; and from the Mediterranean currants, rice, oil and alum. There was fish from Newfoundland and sugar and dyestuffs from the Atlantic islands. Bristol was also an important centre for fitting out and repairing ships with all kinds of supplies from sails and barrel staves, pitch and tar to cannon powder and shot, butter, beef and biscay bread. It was a centre for the distribution of salt, of metals, iron and metal goods, of leather goods, of all kinds of cloth.

Though often disrupted by war and in competition with London, which even managed to trade with Welsh ports, Bristol by the 18th. century became the main English port for the lucrative trades to Africa and America. From the West Indies came sugar, rum, cotton and dye woods; from Virginia tobacco, from the Carolinas rice, skins and naval stores and from New England timber and skins. In addition there was a flourishing trade in timber and linen cloth from the Baltic.

In the docks and warehouses of Bristol imports were transhipped for distribution coastwise or to continental ports or along the five main inland routes followed by a regular service of carriers even in the 18th. century. From the middle ages merchants came from all over England and Wales and from overseas to the two annual fairs which were held in January and July until 1731 when they were moved to March and September. Markets and fairs were not only times for purchasing goods and settling debts, they were also great social occasions.

Some men spent much of their time travelling around the fairs and markets. Thomas Fox regularly bought wooden trenchers and dishes in Wales to sell in Bristol where he lived, and at other markets and fairs. John Griffiths of Bristol, upholsterer and coverlet maker, left his wife in charge whilst he travelled in South Wales with his wares. Francis Roberts of Glamorgan, was a chapman who bought pins, ribbons, almonds, figs and beads at Bristol.

The goods mainly carried from S. Wales to Bristol were wool and woollen cloth, Dovey herrings and other fish, leather and skins coal and iron, large quantities of butter ready salted and in barrels. In return S. Wales received wine, tobacco and snuff, timber dyes, spices, silks, lace and fruit as well as local produce such as teazles from Somerset, cider from Somerset and perry from Evesham; hard white soap, sugar, bottles, window glass, earthenware, wire, copper, pewter, guns and shot, bricks and tiles, chimney pots, clothing - Bristol was apparently famous for its nightcaps; sail cloth, leather and ship's stores. But

although Bristol dominated the coastal trade of the S. Wales ports it did not monopolise it. A huge quantity of wheat, barley, beans and peas came to South Wales direct from the Severn Valley area especially in famine years. There was also considerable trade across the channel to Bridgwater, Barnstaple, even Exeter, Plymouth, Poole and Southampton. Coal shipped from Swansea and Neath went to Bridgwater, Taunton and Barnstaple and distributed throughout the countryside on pack animals.

Probably the commodity most in demand from Bristol was wine. John Smythe's ledger shows that in the mid 16th. century he sold Gascon and Spanish wine throughout South Wales. There was a hogshead of Gascon wine to Thomas ap David of Cowbridge in January 1548 which Thomas paid for at the July fair; a butt of sherry to John Williams of Neath, brother-in-law to John Wade of Bristol, coverlet maker; sherry and raisins to John Rede of Swansea; claret and white wine to David Americk of Cardiff, yeoman; French, Portuguese and Spanish wines to Thomas Jennings of Carmarthen; wine to Thomas David's wife at Usk; to Robert Jennings, a mercer, and Griffith, a weaver, at Presteigne. Hereford was an important centre and Smythe sent wines to William Smething, John Aston, Richard Aprice and to William Thomas, goldsmith, there. Early in the 16th. century Alice Chester had sent there a wine called Capryk. John Whitson tolde the Court of Requests that he often sent Spanish sherry, white and claret gascon wine, Canary wines with other goods to Isobel, wife of John Caldicott of Holme Lacy, also to Thomas Cachmayd of Hereford, mercer. One cargo including cloth, alum, honey, metals and rye had a total value of £547-18-6. Chepstow was often used by Bristol merchants for landing wine. The Earl of Worcester controlled the coast of Monmouth whilst the Earl of Pembroke controlled that of Glamorgan and few dues were paid - something like 3d. a ton. After 1558 when customs duty and dues reached 53/4d. the temptation to land cargoes elsewhere must have been very great. Williams Geyne and Martin Barlow were landing wines at Chepstow. In 1572 a Bristol merchant and another from Exeter, accused of evading customs duties at Chepstow seized William Robinson, a messenger from the Court of Exchequer, called him a false knave, seized his badge and papers, and threatened to put him in the pillory and nail his ears to it.

There were even stories of French ships being sold to Englishmen on reaching Lundy or the Welsh coast to avoid the requirements of the Navigation Acts whereby wine and wood could only be imported in English vessels with English Owners. The ship was sold back again on the return voyage with only the exchange of 'God's penny' to seal the bargain. This might explain the events behind Richard Symonds', of Bristol, accusation before the Exchequer Court in 1515 that Thomas Lichfield brought 7 tons of wine into Cardiff on board a Breton ship with a foreign master and mariners, the wine being shipped on to Bristol. Lichfield's defence was that the ship was the 'George' of Swansea and the master and mariners were Welsh.

The mid 16th. century saw an increase in trading in lead, both overseas and coastal. It was partly a trade in roofing lead after the dissolution and plunder of the monasteries, but this was followed by a considerable revival of the mendip lead mines. There was a store house for lead at Redcliffe - almost opposite

the Welsh Back - and Bristol became an important centre for its distribution as well as the manufacture of pewter goods, bells and bell metal, guns and short. John Smythe exported several cargoes of lead to Bordeaux and to Spain. A load of 54 fothers of lead worth £660 was purchased in Wales about 1555 by an Antwerp merchant and shipped to Bristol in the name of a Londoner and left in the hands of Edward Prynne and Thomas Shipman. They sent it on to the Earl of Pembroke who claimed he had bought it from Edward VI. Even King Phillips of Spain was drawn into the confrontation on behalf of the Antwerp merchant who stood to lose his money. This was probably monastic lead and there are records of several large consignments such as the 34 tons that a London merchant purchased from the Earl of Worcester's steward at Chepstow for £136 and shipped to Bristol for storage. The 17th. century port books show a considerable quantity of lead coming from Aberdovey. However this seems to have declined by the 18th. century.

Bells are occasionally mentioned - bells weighing 201 lbs. were laden at Bristol onto the Margaret of Newport, John Thomas, master, in the summer of 1555. 2 bells were conveyed from Bristol by David ap Morgan and on September 6th. 1555 were handed over to the parishioners of Vaynor in Breconshire.

Bristol was also a centre for the distribution of iron. In the early part of the 16th. century much iron was imported from Northern Spain, in addition to iron goods, anchors and cast iron cannons; much of this iron went north to the Midlands and much was distributed to village smithies in Somerset, Gloucester, and South Wales. John Smythe sold iron to Lewis Hopkins, Morgan Davy, Martin David, and Thomas Trehern, all at Carmarthen, to John Pignell of Cardiff and Thomas ap Richard of St. Fagans. He also supplied smiths at Caerphilly, Abergavenny, Holms Lacy, Hereford and Chepstow. But it was a two-way traffic. The Kings mines at Llantrisant were mentioned as early as 1531 sending iron to Bristol and by the end of the century iron from there and from Caerleon and wire from the works at Tintern were regularly shipped at Bristol as well as to other ports as far away as London. On January 13th. 1576 Michael Pepwell of Bristol contracted to buy 39 tons of iron from William Mathew and Thomas Manvyne of Glamorgan. Consignments were sent twice a year for the January and July fairs. Pepwell also sold Welsh iron to Kentish merchants. In May 1587 George Price and his partners with works in Glamorgan borrowed money in Bristol to be repaid in 6 months. When they were unable to pay they agreed to send a ton of wrought iron each week until the debt was fully paid.

Welsh and Spanish iron was shipped out of Bristol to Bristol Channel ports and bar iron as far as London. In 1632 Chepstow sent 628 tons of iron to Bristol and Newport 646 tons nearly all of it to Bristol. By the 18th. century merchants had large capital investments in South Wales metal industries particularly copper. It is also recorded that on at least one occasion a Welshman had money to invest in Bristol trade. In 1555 the Privy Council was informed that Henry Lewis, receiver to the Earl of Pembroke, had absconded with £2,000. Some of the money he had already spent and he "distributed" the rest to certain merchants

of Bristol to have the "occupation" thereof.

Coal mining was another Welsh industry in which Bristol men were interested from the 16th. century and in which they invested a great deal. At Bristol coal came in from several sources, from local mines in Gloucestershire and Somerset, from the Midlands as well as South Wales. Cargoes came from Swansea and Neath and Bristol vessels were used in trade to La Rochelle. Wood also featured among cargoes as well.

Perhaps the most important trade from earliest times was in agricultural produce but a trade which largely went unrecorded for it used small vessels and innumerable individuals. Ships riding at Hungreath and Kingreath, the Bristol anchorages down river, were victualled and loaded direct from the Welsh cutters and wooden bushes laden with butter, cheese, corn, beef, fish, leather and calfskins especially at a time when the export of these commodities was extremely profitable but forbidden without a licence - as it was throughout the 16th. century. In the context of war and famine in Europe in the 1590's for example it was possible to make profits of 300% by rushing foodstuffs to famine areas and 100% profit was quite usual in Spain, Portugal, and Western France. It was not surprising that we find some Welshmen like Richard Krape of Cowbridge in 1546 and the owner and master of the James of Swansea in the 1580's accused of supplying Bristol merchants with foodstuffs to carry abroad uncustomed and without a licence.

In the autumn of 1572 Richard Strawbridge, merchant of Bristol, freighted the George of the Mumbles out of Chichester with corn for Cardiff or that's what the customs cocket said. However, when they were off Sandwich in Kent (well off course already) a terrible storm blew up and they feared for their lives so they put into La Rochelle "against their will and intention". Well of course sailing vessels were dependent on a "favourable" wind and some pilots were not very good and perhaps it was only coincidence that this was just after the massacre of St. Bartholome in France and the Huguenots cut off in La Rochelle were glad to pay good prices for food, coal and weapons.

The trade in wheat, oats, barley, malt and peas, caused unrest at times, particularly in years of shortage - in 1555, 1586 and the 1590's. Fully laden trows were attacked by the people of the Gloucester, Berkeley and Lydney area who were complaining that they had only dogs, cats, and nettle roots to feed their children. Unrest became heightened when it was realised that cargoes were destined for export.

Fish was another commodity and fleets congregated at Aberdovey throughout the 16th. and 17th. centuries for the herring fishing.

There was also reciprocal trade in skins and leather. Skins were sent to Bristol and tanned leather sent in return. In July 1537 John Nicolson, a London skinner contracted with Thomas Walter of Carmarthen to deliver for him at Bristol within 6 days 2000 lamb felts and 200 otterskins. They arrived 24 days later "utterly putrified and rotten", Walter complaining that the weather had prevented from sailing.



There still seems to be uncertainties surrounding the development of the Welsh cloth industry in the period. The Bristol customs accounts indicate an export of cheap Welsh frieze in the late 15th. and early 16th centuries and perhaps also of more expensive cloth. The 'Nicholas' or the 'Mary of the Tower' might carry 7 or 800 of the so-called cheap Welsh dozens as well as a 100 or so of the more expensive woollens on voyages to Spain, Portugal or France. When Denis Dawn of Bristol bought a ship in Bordeaux, Welsh cloth was part of the purchase price. Abergavenny cloth or white, grey Tenby Frieze and red Brecknocks are often mentioned in cargoes from Bristol to Spain or in contracts made by Bordeaux notaries where cloth was exchanged for wood or wine. In 1529 the George of Tenby was seized in the port laden with Welsh cloth for export to Portugal for which no customs duty had been paid.

By the late 16th. century and throughout the 17th. century the records suggest that much less cloth came to Bristol from South Wales, being replaced by consignments of wool especially from Pembroke and Carmarthen. In 1599-1600 Cardiff shipped 4,579 stones of wool to Bristol, Minehead and Bridgwater. In 1602-3 Carmarthen shipped 700 stones to Bristol and in 1608 Milford over 4,000 stones, over half of which went to Bristol, but by the 18th. century the wool trade had fallen almost to nothing.

It is possible to compile some overall statistics of the trade between Bristol and S. Wales from the Port Books though the results must be used with some caution for the Books have survived in an incomplete manner. Much of the trade seems to have escaped inclusion where books have survived.

However for what it is worth here is a summary. The period can be divided into two - 1500 to 1630 and 1649 to 1750. During the first period Welsh trade amounted to some 36.32% of all Bristol's trade - at a time when its overseas trade had been hit by war. For the second period only outward voyages were recorded and therefore figures needed to be doubled. The average number of voyages overseas each year recorded was 528 [1,056] whilst to Wales 145 [29]. It will be clear that the number of Welsh voyages increased very considerably, but not in proportion to the increase in trade of a very prosperous 18th. century Bristol. From a study of some of the cargoes it would seem that the size of ships was considerably increased - the books no longer record burthen. There are changes in the relative importance of the Welsh ports - for example Cardiff seems to have been in decline in the 18th. century, as was Aberdovey, whilst Swansea and Neath seem to be flourishing.

Bristol exports to Wales in the 18th. century argue a wealthier and more sophisticated market there by 1750. On 5th. December 1752 the ship 'Industry' of Carmarthen [a good 18th. century name] carried home for Christmas a cargo which included tin, molasses, sugar, linen, drapery, cheese, gunpowder and lead shot, hemp, flour, 3 baskets of empty bottles, cases of raisins, bags of hops, boxes of lemons, leather and tallow, port wine, madder, redwood, logwood, bar iron, train oil, and

olive oil, vinegar, soap and pitch, tobacco and snuff.

Other goods sent to Wales that year were paper, glass-ware, brooms, pots and kettles, other household goods and furnishings, clothes, tobacco pipes, nails, barley and malt, dyestuffs, earthenware, currants, prunes, almonds, rice, chalk and glue, gingerbread, cider and beer. The Bristolians even exported Hotwell water!

	Voyages			Out only		
1551-2	66	- 165	40%	1649-1650	246 582	42.27
1553-4	81	- 258	31.4	1680-1	118 482	24.48
1590-1	36	- 69	52.17	1699	99 499	19.84
1599-1600	54	- 177	30.51	1724-25	128 592	21.62
1613-14	60	- 223	26.91	1751-2	135 486	27.78
1629-30	88	- 252	34.92			
Christmas 1630	118	- 274	43.07			