

The Mining Journal

2<sup>nd</sup> October 1847

Page 464 Col. 1, 2

British Mining (Part).

*Devon and Courtney* – The lode in the end driving west, in the 30fm level, is 2ft wide, composed of branches of spar and mundic, mixed with some killas, and good stones of ore interspersed throughout the lode; in the end driving east, in this level, the lode is 3ft wide, composed almost entirely of mundic and peach. In the deep adit level the lode is 2ft wide, principally spar, with small branches of lead ore in the killas, under the lode. The pitch in the shallow adit level, on the north lode, is looking well. The shaftmen are, I think, making better progress this month than for any previous month since they commenced sinking under the 30fm level. I have set a level, to drive east of the flat-rod shaft, on the north lode, to two men, at £2-2-0d per fm.

*Drake Walls* – Brenton's engine-shaft has improved in sinking – very good branches of tin; the stopes, east of Brenton's, are producing good work; also, the 40fm level, east of Brenton's, the ground is hard; the stopes, both east and west of machine shaft, are producing good work. The 33fm level, and stopes behind the end, are very good. I believe we have in all 20 tons of tin broke at this time; but I fear our next sampling will not exceed 14 tons, in consequence of our not having sufficient water to draw stamp to dress. We have cut another lode, in costeaning north, from the lode Mr. Johnson saw near the Tamar; it is 12ft wide – 4ft of which, on the south part, is of a promising appearance, good gossan, and studded with mundic and copper. We have two men sinking on its course, and two men costeaning further north. Our new engine-house and stack are raising fast. I hope it will be ready quite in time to heave the engine in when it arrives. – September 26.

*Dyfnwgwm* – In the west stopes, in the 22fm level, we have cut one fathom of ground, which is worth £13 per fm for lead – this stope is looking well, and I have no doubt but it will increase in value in the next month; in the stopes east, in the 22fm level, we have cut 1fm 4ft of ground, which is worth £14 per fm for lead; in the stopes east (No. 2), in the 22fm level, we have cut 1fm 5ft 10in of ground, which is worth £6 per fm for lead; in the east end, in the 22fm level, we have driven 1fm 0ft 4in through ore ground, with every indication of our having a course of ore in the next month. In the stopes east, in the 16fm level, we have cut 1fm 3ft of ground, which is worth £10 per fm for lead; in the stopes west, in the 16fm level, we have cut 1fm 5ft of ground, which is worth £16 per fm for lead. I intend, in a few days, to ship about 20 tons of lead. I have also divided the lead cut by the former company, which I estimate to be 10 tons still unwashed. I am happy to state, on the whole, our mine has greatly improved in the present month; and, from the indications, we shall be able to fully bear out all our former calculations. It was impossible for me to extend our operations in the middle of the month (Sept.), as I had set the bargains some time before. In the present month (Oct.), we doubled the number of hands, and intend to work the mine with the greatest alacrity. – September 27.

*Holmbush* – The diagonal shaft is sunk 11fms below the 120fm level, in the bottom of which there is a beautiful white killas strata – the ground being more favourable for sinking at present than it has been for the above-mentioned depth; the lode in the 120fm level, west of the great cross-course, is 12in wide, composed of spar, mundic, and spots of ore. The lode in the 110fm level south is 20in wide, composed of flookan and stones of lead, very congenial for that mineral, and favourable for driving; the rise, above this level, is communicated to the 100fm level, thereby ventilating the same, and facilitating the driving. The lode in the 100fm level south is 2ft wide, composed of spar, flookan, and lead, worth £12 per fm, with a beautiful white killas strata on

each side, in which we anxiously look for the Flap-Jack Lode to be intersected; one of the pitches, in the back of this level, is rather improved; the others are still producing a moderate quantity of lead ores. The lode in the 90fm level is 2ft wide, composed of flookan and stones of lead; ground favourable for driving. – September 28.

*Ilam* – In the end, driving to the north of Robins's, to cut the perpendicular lode, the lode is small, and not much ore. In the 67fm level, east of the shaft, the lode is large, and very kindly – price for driving £6 per fm. In Robins's Shaft, sinking under the 67fm level, the lode is just the same as when I last wrote to you – price for sinking, £7-5-0d per fm. In the cross-cut, driving towards Brown's Shaft, in this end, I believe we have cut the water, or let it down in Brown's Shaft. As the water in the shaft is 12ft lower, I would recommend drawing out the water in the shaft; and I am of opinion that we can sink Brown's Shaft dry. The price for driving is £6 per fm. – September 27.

*Kirkcudbrightshire* – The lode in the 50fm level, driving west, is 4ft wide, producing half a ton of lead per fm. The lode in the 40fm end west is 5ft wide, producing half a ton per fm; the other part of the lode, taking north, is 3½ft wide, producing 15cwts of lead per fm, the stopes, in the back of this level, are looking exceedingly well. The lode in the 30fm end west is 4ft wide, but poor for lead at present; the stopes, in the back of this level, are looking well, producing 1 ton per fm. – the same will apply to the rise in this level. The lode in the 20fm end west is 3ft wide, and worth £25 per fm for lead; the stopes, in the back of this level, are not quite so good as last reported. Other places of operations are looking well; and, on the whole, our prospects are very encouraging. – September 25.

The Mining Journal

30<sup>th</sup> October 1847

Page 509 Col. 3

Advert: Important to Ironmasters.

Powerful and Efficacious Blast Cylinders, with Steam-Engines to work the same, all complete, constructed on a very superior principle, Supplied at One Half the Usual Cost.

References, and full particulars, can be had on application to Mr. Dircks, Agent for Patented Inventions, 32, Moorgate Street, City.

The Mining Journal

30<sup>th</sup> October 1847

Page 509 Col. 3

Advert: Iron Foundry to Sell, or Let, in Montrose.

To be Sold, or Let, as may be agreed on, the Links Foundry of Montrose, along with Steam Engine and Tools, necessary for a local trade.

Apply to D.Y. Stewart. – Montrose, October, 1847.

The Mining Journal

30<sup>th</sup> October 1847

Page 509 Col. 3

Advert: Mr. R. Tredinnick, Mining Agent and Dealer in Every Description of Shares.

Three Kings Court, Lombard Street, London.

The Mining Journal

30<sup>th</sup> October 1847

Page 509 Col. 3

Advert: Wilson and Fraser, 2, Wellington Buildings, Liverpool, and 13, Exchange Place, Glasgow, have always on sale Pig-Iron, Bar-Iron, Railway Chairs, and Railway Bars.

The Mining Journal

30<sup>th</sup> October 1847

Page 509 Col. 3

Advert: James Lane, Mining Share Dealer, 75, Old Broad Street, London.

The Mining Journal

30<sup>th</sup> October 1847

Page 509 Col. 3

Advert: British Mining Offices, No. 12, Haymarket, and No. 41, Moorgate Street, London, and No. 4, Stamp Office Buildings, Manchester.

At either of which places Prospectuses and Shares in the various Silver-Lead and Copper Mines connected with these offices, may be obtained.

T.H. Taunton, London  
W. Shearman, Manchester.

The Mining Journal

30<sup>th</sup> October 1847

Page 509 Col. 3

Advert: Money – Messrs. Winstanley and Co., Sharebrokers, inform their friends and the public, they make immediate advances, to any amount, on the deposit of English and Foreign Railway Shares, Script, and Debentures, upon exceedingly advantageous terms: they also Buy and Sell every description of Stock and Mining Shares, at much less commission than usually charged.

6, Bank Chambers, opposite the Bank of England.

The Mining Journal

30<sup>th</sup> October 1847

Page 509 Col. 3

Advert: Imperial Brazilian Mining Association, Winchester House, Broad Street, London, October 25, 1847.

Notice is hereby given, that the Half-Yearly General Meeting of the proprietors of shares in this association will be held at the London Tavern, Bishopsgate Street, on Tuesday, the 16<sup>th</sup> November next. The chair will be taken at Two o'clock precisely.

George Thomas, Acting Director.

N.B. The auditor's statement may be seen at the office three days before the above meeting.

The Mining Journal

30<sup>th</sup> October 1847

Page 509 Col. 3

Advert: Treleigh Consolidated Mining Company.

A Dividend, being the Third, of Six Shillings per share, or 5 per cent. upon the paid-up capital, has this day been declared, Payable on Monday, the 11<sup>th</sup> October inst., and on every succeeding Monday, between the hours of Eleven and Three o'clock. The coupons, with a list, according to a form, which may be obtained at the office, must be left for examination three clear days previous to payment.

57, Old Broad Street, October 6, 1847.

Wm. Nicholson, Secretary.

The Mining Journal

30<sup>th</sup> October 1847

Page 509 Col. 3

Advert: Notice.

It having been determined, with a view to the more effectually Working of the Mine, formerly called "West Wheal Jewel," but now as the Tolcarne Mine, in the parish of Camborne, to apply to the lord of the soil for a New Lease – all persons claiming to be interested therein, are requested to attend a Meeting, to be Held at Tyack's Hotel, on the 15<sup>th</sup> day of November next, precisely at Twelve o'clock; and all such persons as shall not be in attendance, or shall not be represented at such meeting, will not be allowed to become shareholders in the new undertaking. In the mean time, letters should be addressed to Mr. Edward Tippet, purser of the said mine, Camborne.

The Mining Journal

30<sup>th</sup> October 1847

Page 509 Col. 3

Advert: Tamar Silver-Lead Mining Company.

At the Annual General Meeting of shareholders in this Company, held at the offices, 44, Finsbury Square, on Thursday, the 21<sup>st</sup> inst., it was

Resolved – That the reports, of the directors, P.N. Xnson's, and Capt. Sprague's, together with the accounts, now submitted, be received, adopted, and entered in the Minute Book. – Carried unanimously.

Resolved – That the thanks of this meeting are due to Mr. Johnson, for bringing the mine and smelting-works to their present state, and his conduct in the chair on the present occasion; as well as to the directors, for their attention to the affairs of the company.

P.N. Johnson, Chairman.

The Mining Journal

30<sup>th</sup> October 1847

Page 509 Col. 3

Advert: Ecton Mines, Staffordshire.

A Special General Meeting of Adventurers in the above mines was held at the offices, 4, King Street, Cheapside, on Wednesday, the 27<sup>th</sup> of October, 1847.

Peter Davey, Esq., in the Chair.

At which encouraging reports on the prospects of the mines were read from Mr. Williams and Captain Bonsall (of an adjoining mine), dated 26<sup>th</sup> inst. The balance-sheet was also passed, subject to being audited.

The cost-sheet for September amounts to £186-16-7d. The future cost, including the current month, is estimated at £120 per month.

It was resolved, - That a call of 10-0d per 1024<sup>th</sup> share be now made – payable at the bankers of the company (the London and Westminster Bank, Southwark Branch, in the name of J.J. Jerdein, Esq., and others), on or before the 27<sup>th</sup> November next.

James Crofts, Purser and Secretary.

The Mining Journal

30<sup>th</sup> October 1847

Page 509 Col. 3

Advert: The Patent Safety Fuse, for Blasting Rocks in Mines, Quarries, and for Submarine Operations.

This article affords the Safest, Cheapest, and most Expeditious Mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c.:- "I am very glad to hear that my recommendations have been of any service to you; they have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and Sold by the Patentees, Bickford, Smith, and Davey, Camborne, Cornwall.

The Mining Journal

30<sup>th</sup> October 1847

Page 509 Col. 2

Advert: Hot-Blast without Coal, Labour, or Repairs.

Dixon and Budd's Patents.

Apply for particulars, or to inspect the process in operation on six blast-furnaces, to J. Palmer Budd, Esq., Ystalyfera Ironworks, near Neath.

Dated June 22, 1847.

The Mining Journal

30<sup>th</sup> October 1847

Page 513 Col. 2

Bwlch Consolidated.

We are glad to find, from reports lately received from the agent, that the prospective advantages calculated upon in the late reports are likely to be not only borne out, but exceeded. By the report, received under date the 16<sup>th</sup> inst., it appears that in the stope, in the eastern ground, in the 15fm level, it is calculated that six men will, in the month, break £300 worth of ore. The western part of the mine is reported on as exceedingly good; and there is a fine course of ore in the engine-shaft, now about 4 fms. Down under the 15fm. level. The surface-work, with the view to dressing, is getting on, "but it necessarily requires much time to get a mine of such magnitude." There is also in the western part of the mine, in the old workings, a fine course of ore, worth about £30 to £40 per fm. From a report subsequently received, under date the 20<sup>th</sup> inst., it appears that, "with respect to the prospects of the mine, nothing can be better; we do not compare unfavourably with Goginan (the adjoining mine), We have an excellent course of ore for 10 feet, of the width of the lode in the eastern stopes; and our ore 'floors' make a much better show – bringing out nothing but large rocks of ore; and, if our machinery and surface works were at this moment sufficiently extended, we should so far increase our returns as to equal, if not exceed, the returns of our neighbours. The engine shaft is in a fine course of ore the whole width of the shaft (say about 12 feet); and the ore in the western stopes is very large and good." From a report, under date the 22<sup>nd</sup> inst., we make the following extract: - " We commenced to make clean ore yesterday, and believe we can return 2 tons a day with our present machinery; but it will be necessary to extend our surface works, so as to dress the ores with more dispatch. There can be no doubt but that the returns monthly would be fill 120 tons, if not exceeding that quantity; but we shall require more dressing power – which we are proceeding with."

The Mining Journal

30<sup>th</sup> October 1847

Page 513 Col. 2

East Alvenney.

Since my last week's letter, we have made another very important discovery upon this mine. We have cleared up the old bottoms in another lode, about 6 fathoms south of the central lode, where our shaft is going down, and have come upon the back of a splendid looking lode, about 2 feet wide – it is my opinion, this lode will be equally rich with the central lode. The lode in the shaft still continues equally fine, certainly worth £60 per fathom in sinking.

The Mining Journal

30<sup>th</sup> October 1847

Page 513 Col. 2

Tremayne.

We are given to understand, that a tin lode has been discovered standing whole to surface. It appears that, in the old workings (the "old man" having driven on the side of the lode 40 fathoms in extent), the lode is represented as being worth £7 to £8 per fathom.

The Mining Journal

30<sup>th</sup> October 1847

Page 513 Col. 2

West Wheal Providence.

This mine is progressing favourably, and the tin lode holds out good prospects.

The Mining Journal

30<sup>th</sup> October 1847

Page 513 Col. 2

Accidents.

Seaton Delaval Colliery. - Mr. G. Bower, farmer, Hartley, was run down by a locomotive engine, whilst crossing the railway to fill a cart of coals at the colliery.

Bradley Moor Stone Pits. - Two men went to seek for work at Bradley Moor Stone Pits, which are under the superintendence of Mr. George Woodcock, the butty; and, not finding him there, one of them went down the shaft, taking with him a little boy, son of the butty, to point out the doggey. Being told he could not get employment, he ascended the shaft again, taking the boy with him; and when at the top the man got on one side of the skip to go down a ladder on the side of the pit frame, and the poor boy, in attempting to follow the example, stepped out on the opposite side, when, shocking to relate, he missed his footing, and was precipitated to the bottom of the shaft, a distance of 60 yards.

Fire at the Colliery of Messrs. Spencer, Bertram, Parkinson, and Sinclair. - Between seven and eight o'clock the engine-house of the colliery, situated at Elswick, was discovered to be on fire; and the engines from the barracks, and those from the Newcastle fore offices, were quickly on the spot, and got to work - there being plenty of water, the fire was quickly extinguished. The origin of the fire has not at present been ascertained.

Porto Bello, Wolverhampton. - W. Randsford was killed by a quantity of "clod" falling upon him, while at work in Mr. John Barker's colliery, at Bunker's Hill.

Fatal Colliery Accident - Mr. Robert Moore, manager of Sir George Grant Shuttle's collieries at Preston Grange, met with a severe accident, which terminated fatally on Sunday evening. He had been giving instructions to the engine-man, and on his way from the engine-house, crossing the top of the boiler, he slipped his foot, and fell into the ash-pit, into some water which had just been run off the boiler, and got himself severely scalded, besides his left arm broken, and otherwise bruised. Drs. Moir and Scott, from Musselburgh, were in almost immediate attendance, but their services were of no avail; he lingered on till Sunday evening, when death put an end to his sufferings. Mr. Moore came from the North of England about 20 years ago, and since that time has resided in the district. He was a man of superior attainments, thoroughly versed in his profession, and introduced many improvements in ventilation, etc., into the collieries of this neighbourhood. The first metal tubing, in Scotland, for stopping back water in pits, was put in under his immediate superintendence at Prestongrange Colliery in 1829, and he applied it again successfully in 1831 at Tranent Colliery, in restoring the water for supplying the town of Tranent, which had been drained in sinking one of the pits of that colliery. His loss will be much felt and regretted in this neighbourhood, where his quiet and unobtrusive demeanour gained him many friends. - Correspondent.

Wingerworth Iron Company - On Saturday night, between the hours of 7 and 8, a most shocking accident occurred to a labourer in the employ of this company, named George Holmes. It appears he had laid a piece of timber across the rails to sprag some empty waggons, and proceeded forward with them, incautiously allowing it to remain; the consequence was, that on returning down the incline to the blasts with a train of loaded waggons, six of them were thrown off the rails. Holmes being on the first of the waggons, was thrown under the wheels with awful violence. When taken up, it was found that his left arm was completely smashed, together with

three of the fingers of his right hand. He was immediately conveyed home, and surgical aid promptly in attendance, when it was found necessary to take the left arm completely out of its socket, together with three of the fingers of his right hand. – Derby Mercury.

The Mining Journal

30<sup>th</sup> October 1847

Page 512 Cols. 1-2

Mining Correspondence (Part).

English Mines.

Barristown – We have holed the shaft, sinking on the Slob, to the 18 fathom level, and in a fortnight shall be able to make it available for drawing at that depth; the lode in the winze behind this end is not looking altogether so well for ore; but the stopes east and west of it are looking better, worth about £10 per fathom: the stopes also under this level, west of the flat-rod shaft (Doyle's) are rather improved, worth about £12 per fathom. The back of the 12 fathom level, for 7 or 8 fathoms, looks well worth from £16 to £20 per fathom; the stopes on the middle lode, under this level, do not look altogether so well, worth at present about £6 to £8 per fathom. The water is still falling at Nangle's; we hope to see the bottoms here in a short time; the men working in the backs at this part are breaking a fair quantity of ore on tribute. The lode in Kiln Shaft is very large and regular, 4 feet wide, white iron, thinly mixed with lead, not rich enough to save; its underlay is south 1 feet in a fathom. There is a small branch in the adit end, about 4 inches wide, mixed with lead. – October 22.

Bedford United – At Wheal Marquis, the lode in the 90 fathom level, east of the sump winze, is worth £80 per fathom; the south lode, in this level west, is worth £20 per fathom. In the 80 fathom level east the lode is 3 feet wide, and worth about £15 per fathom; there has been no lode taken down in the western winze in this level. The lode in the 70 fathom level east is from 2 to 3 feet wide, good saving work. The lode in Harvey's winze in this level, and in Hooper's rise in the 58 fathom level, is without alteration. At Liscombe, there has been no lode taken down in the adit level, or rise in this level. The lode in the 25 fathom level, east of the south engine shaft, is 2½ feet wide, composed of spar, gossan, and ore. In the adit level east the lode is 2 feet wide, producing stones of ore in places.

Cascade – The adit level is extended 6 fathoms; the strata is bastard slate, with veins of quartz and capel, spotted with mundic and spots of yellow copper ore, dipping south. The ground is much the same as last week – fair price for driving, £4 per fathom. – October 26.

Cook's Kitchen – At Chapple's Lode, the Engine Shaft is now down to the 190 fathom level, and we shall immediately commence driving east and west on a very large lode, which, from the nature of the ground passed through in the 180 fathom level, we have reason for hoping will be more productive at some distance, both east and west of the shaft, than it has been in the shaft itself. In the 180 fathom level east the part of the lode on which we are driving is 4 feet wide, and worth about £5 per fathom; in the 180 fathom level west the part of the lode which we are carrying is 5 feet wide, and worth about £15 per fathom. In the winze, sinking under the 170 fathom level east, the part of the lode on which we are sinking is 3½ feet wide, and worth £8 per fathom. In clearing the adit, west on the Druid Lode, we have not been able to do much since the last report, the men having been engaged in raising stone for, and other work connected with, the new wheel-pit. The tribute department has experienced some improvement. We have very nearly finished the excavations of the wheel-pit, and the masons will be enabled to commence next week to build the walls for the support of the wheel; the wheel itself will be in course to go in its place as soon as the mason work, etc., is accomplished – so that we shall have no delay in getting our stamps into operation. – October 25.

Cubert – The ground in the Engine Shaft continues much as usual. In the 35 fathom level east, the lode is 2 feet wide, composed of hard spar, mundic, and stones of lead; west, in the same level, the lode is 3 feet wide, carrying a leader on the south part 6 or 8 inches wide, worth about 1 ton of ore per fathom. In the 25 fathom level west, the lode is 1 feet wide, composed of spar, mundic, and yielding a little lead. In the 15 fathom level west, the lode is 15 inches wide, soft spar, mundic, and lead, worth about one third of a ton per fathom. There is nothing new of any importance in the tribute department; the men are all working well, and are, in general, getting wages. – October 22.

Dean Prior and Buckfastleigh -